



Devonport Mixed Use Development

Urban Design Assessment for FTAA Referral Application
Prepared for Devonport Property Management Limited

19 May 2026





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Introduction

This Urban Design Assessment (“UDA”) Summary Report has been prepared as part of the documentation for the Fast Track referral application by Devonport Property Management Limited (“the applicant”) in relation to the proposed Devonport Mixed Use Development, a redevelopment of properties in the southern block of the Devonport Town Centre covering 14 existing titles being 3, 5-15, 17-19, 21, 23-25, 33, 41 and 43 Victoria Road, 12, 14 and 1-3 Wynyard Street, (“the Site”).

The purpose of this Summary Report is to provide a preliminary urban design assessment of design outcomes and environmental effects as well as the benefits of the Proposal on the surrounding town centre context and in relation to key urban design provisions within the Auckland Unitary Plan (“the Unitary Plan”). Should the project be successful in entering the Fast Track pathway for resource consent, a full Urban Design Assessment will be prepared at the consent stage.

The key matters that this urban design report addresses include:

- An analysis of the site location and its urban context and character.
- Aspects of the Proposal relevant to this urban design assessment.
- Identifies and addresses the urban design considerations considered relevant to this urban design assessment of the Proposal.
- Provides a high-level analysis of outcomes of the Proposal relative to key provisions from the Auckland Unitary Plan Operative-in-Part (“AUP”) for the Town Centre zone and Devonport Special Character Business overlay identified as relevant to the urban design matters addressed in this assessment.
- Summarises the environmental effects of the Proposal relating to urban design matters.
- Summary of any engagement with stakeholders on matters relevant to this assessment.
- Conclusion with regard to any significant urban design issues, urban design benefits of the proposal, environmental effects and mitigation measures to be addressed further by the Proposal at the substantive application stage.

Boffa Miskell involvement with the site in relation to the Proposal dates from late 2023 with early feasibility and masterplanning investigations. Boffa Miskell has provided urban design as well as landscape input to the development of the Proposal alongside heritage architects Archifact and the architectural collaboration of Cheshire, Monk Mackenzie and Paul Brown & Associates who have collectively formed the project design team. Tattico are the project planners.

Boffa Miskell Partner and Landscape Architect, Rachel de Lambert, has provided a separate preliminary Landscape Effects Assessment (LEA) Summary Report, including visual effects of the Proposal, in support of the referral application. Archifact director Adam Wild has provided a Historic Heritage and Special Character Assessment Summary Report for the same purpose.

As part of my project involvement, I have visited the site and surrounds on multiple occasions since December 2023, to understand the nature of existing development on the subject properties and how this relates to the surround context within the Devonport Town Centre, the adjoining residential context, and wider context that includes the ways Devonport is seen and experienced from the tihī of Takarunga Mount Victoria, and from the harbour, including approaching and departing Devonport by public ferry sailings.

Qualifications and Experience

I am a qualified urban designer, Registered NZILA Landscape Architect and Partner at Boffa Miskell Limited ("Boffa Miskell"). I hold a Master of Architecture in Urban Design from The Bartlett School of Architecture, University College London and a Bachelor of Landscape Architecture (First Class Honours) from Lincoln University in New Zealand. I am a member of the New Zealand Urban Design Forum. I have over 20 years' professional experience as a landscape architect and urban designer, both in New Zealand and the United Kingdom. I have been based in the Auckland office of Boffa Miskell since returning from London in 2010.

I have been a member of the Auckland Urban Design Panel since 2015 and have served as a Panel Chair since 2017, regularly reviewing complex and high profile development proposals for sites within a range of urban centre, corridor and suburban environments across Auckland.

My work has involved inputting to the development of urban design frameworks, structure plans, precinct and site masterplan proposals at a range of scales and across a spectrum of urban, suburban, coastal and rural environments. This includes mixed-use urban precincts, large institutional and educational buildings, retirement villages and aged care facilities, apartment buildings and other multi-unit housing projects and commercial office, retail and mixed use buildings within urban centres. Of particular relevance to this Project, my previous experience in plan changes and the consenting phases of development projects includes:

- Dominion and Valley Apartments for Precinct Properties Residential – a mixed-use development in the Eden Valley local centre on Dominion Road, subject to special character overlay and interfacing with a residential context, consented in 2025.
- 256 Queen Street for Precinct Properties Residential – a recently consented (2025) student accommodation tower that integrates with and restores the heritage-protected former banking hall of ASB Bank (formerly McDonald's Queen Street) in Auckland's city centre.
- Wynyard Quarter on the Auckland Waterfront – both the Sea + City led urban design framework and plan change that has enabled redevelopment and subsequent involvement in multiple consented developments including Northbrook Wynyard Quarter for Winton, Auckland Waterfront Apartments for Fu Wah.
- Private Plan Change to Smales 1 Precinct on the North Shore, to enable significant mixed-use transit-oriented development at the existing Smales Farm business park, including providing for residential activity and tower buildings up to 75-100m in height.
- Ongoing urban design input to masterplanning and staged development at Smales Farm including the design and integration of The Bee:Hive, AIA café pavilion and Farro Fresh store (all constructed) and consented B6 office building.
- Woolworths Waiapu Lane Onehunga, a consented new supermarket within the Onehunga town centre that is part of the Eke Panuku (now Auckland Urban Development Office AUDO) regeneration masterplan supporting new pedestrian-oriented laneways and public spaces internal to a large block currently dominated by surface carparking back from the main street.
- 277 and 309 Broadway Westfield Newmarket.
- New Zealand International Convention Centre and Horizon Hotel.

- Auckland City Mission Homeground development.
- Fabric of Onehunga Apartments.

As part of this experience, I have prepared urban design assessments, and landscape and visual effects assessments, as well as evidence for council hearings for resource consent and plan change applications. I also have experience in undertaking urban design reviews on behalf of Auckland Council consents team.

Additionally, I have extensive experience in the urban design of multi-modal transport planning and streetscape / public realm enhancement proposals, including pedestrian-focused laneway network streets of High Street, O'Connell Street and Federal Street as well as the current upgrade of Wellesley Street, all in the Auckland City Centre. I am also experienced in working through the integration between new and redeveloped buildings and the adjacent streetscape and public realm including development of internal laneways, courtyards and through site links through projects such as the New Zealand International Convention Centre and Auckland City Mission Home Ground developments and Wynyard Quarter projects. This work includes detailed studies and working closely with architects, landscape architects and civil engineers to achieve closely integrated schemes where buildings support the transformation of more vibrant and people-focused streets and urban centres.

This experience has given me an in-depth understanding of the range of urban design issues associated with the design of a mixed-use town centre development, incorporating retail, hospitality and commercial uses as well as residential apartment and hotel accommodation, including where these are establishing a new scale and form of development in the neighbourhood and need to address varied urban centre and residential contexts. It also has given me an appreciation of the need to ensure carefully considered site planning, bulk and massing, and more detailed design measures in both architectural and landscape design, must work together to create quality integrated developments that can contribute positively to the evolving built character, amenity and vibrancy of these parts of Auckland.

Code of Conduct

In preparing this preliminary assessment, I have read and made myself familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023. Other than where stated, I confirm that the matters addressed in this preliminary report are within my area of expertise and that I have not omitted to consider material facts known to me that might alter or detract from my assessment and the opinions I express.

Site Location and Urban Context

Wider Urban Context

Devonport is strategically located in a highly accessible location at the southern end of the Devonport peninsula, which supports a fast and frequent ferry service directly linking the town centre with the city centre across the harbour. This unique positioning within the wider urban context affords Devonport opportunities not afforded by other town centres on the North Shore and many other areas of urban Auckland, and essentially places Devonport within the immediate central city fringe neighbourhoods, akin to Parnell, Ponsonby, Grafton and Eden Terrace, that benefit from their close proximity to the city centre with ready access to all the city centre supports that includes the highest concentration of employment and economic activity in New Zealand, as well as significant tertiary education opportunities and a breadth and depth of social and community facilities not found within the more local centres and communities of the city.

This strategic positioning within the wider city, supported by the ferry service, is a foundational quality that supports the existing life of the town centre, and affords future opportunities, that are distinctive and different from what otherwise might be supported within a relatively small town centre that in a landward sense is located at the very bottom of a long and isolated peninsula with limited and constrained access.



Figure 1: Strategic positioning of Devonport town centre within the wider urban context, highlighting the direct connection and proximity to the Auckland city centre via the fast and frequent ferry service

Town Centre Context

The properties owned by Devonport Property Management Limited and that form the site for this Proposal are identified in Figure 2 below. Collectively they represent a significant 6,126m² landholding in the Devonport Town Centre with street frontages to Victoria Road, Clarence Street and Wynyard Street. The principal landholdings form a substantial portion of the southern block of the Devonport Town Centre with frontages to the Victoria Road main street, Clarence Street and Wynyard Street. A single further site (671m²) is located to the southwest across Wynyard Street, interfacing with the rear of Anne Street properties that mark the transition between the Town Centre and the residential surrounding context to the west of Devonport.

PENINSULA GROUP LANDHOLDINGS

Peninsula Group is the ultimate owner of Devonport Property Management Limited.

LEGEND

- LANDHOLDINGS
- PROJECT SITE EXTENT

DEVONPORT PROPERTY HOLDINGS

- | | | |
|-----------------------|-----------------------|-------------------|
| 1 - 3 Wynyard Street | 21 Victoria Road | 12 Wynyard Street |
| 12 Wynyard Street | 23 - 25 Victoria Road | 14 Wynyard Street |
| 3 Victoria Road | 33 Victoria Road | |
| 5 - 15 Victoria Road | 41 Victoria Road | |
| 17 - 19 Victoria Road | 43 Victoria Road | |

WORKING PARTNERS

- 37 - 39 Victoria Road



FBSA, CHESHIRE, MONK MACKENZIE, tattico, architect, Boffa Miskell

1089 Rev A
Devonport Town Centre Rehabilitation
Pg 6 | 10/03/2016

Figure 2: Site location of properties owned by Devonport Property Management Limited and subject to the Proposal

Key aspects of the site context relevant to this urban design assessment of the Proposal include:

Victoria Road

- The Site includes a significant circa 110m frontage to the Victoria Road main street of the Devonport Town Centre, with 6 buildings (4 properties that are scheduled historic heritage properties (Schedule 14.1 of the Unitary Plan Historic Heritage), and two properties that are not scheduled).
- The Esplanade Hotel is a local landmark heritage building that defines the gateway corner to the Town Centre from the ferry terminal and wharf at the southern end of the block. It does not form part of the site and is the adjoining neighbour to the south. The hotel is a generously-scaled three storey building that strongly addresses the corner, up to 16.7m height to the top of the corner parapet, notably taller and commanding greater

street presence than the predominantly two-storey row of buildings lining the main street.

- In the Victoria Road frontage between the Esplanade Hotel and Clarence Street, there is only a single Victoria Road property that is not part of the subject site (27-29 Victoria Road). Like the subject properties, this neighbouring property contains a retail building with a fine grain of three shopfronts addressing the main street, notable for being only single storey within the predominant two-storey historic scale of the main street.
- 5-15 Victoria Road, May's Building and Arcade ("The Arcade") has a wider frontage than most buildings, albeit still subdivided into a fine-grain of street-facing shops either side of the central arcade that leads through the block, incorporating the heritage-listed brick oven and through a more modern building extension to the rear through to a surface carpark fronting Wynyard Street. This is the only publicly accessible through-site link within the block, with other pedestrian and driveway accessways leading only into the block interior.
- Adjoining The Arcade to the north is 21 Victoria Road, one of the two non-scheduled properties, that contains a more modern two-storey commercial building, until recently the home of ASB Bank. This property once housed a branch of the Auckland Savings Bank behind a grandiose triple arch neoclassical façade.
- The corner property of Victoria Road and Clarence Street (45 Victoria Road) is also not scheduled and occupied by a more modern commercial building, single storey with a corner entry and shop frontage to Victoria Road and a solid brick façade to the street frontage on Clarence Street.
- Overall, there is a high level of coherence to the historic scale, grain and form of buildings along this block of Victoria Road between the waterfront and Clarence Street, with all buildings built hard to the street as was the historic norm, with a consistent fine grain of narrow frontages, predominantly two storey in height, with the occasional single storey building both historic and more modern, and the taller and more grandiose Esplanade Hotel strongly bookending the southern waterfront corner addressing Marine Square and the ferry terminal gateway on Devonport Wharf.
- This Victoria Road row looks across the wide expanse of the main street to the well-used and much-loved Te Pātaka Kōrero O Te Hau Kapua Devonport Library and Windsor Reserve.
- This southern stretch of Victoria Road itself is distinctive with a special streetscape character that extends the sense of gateway and arrival into Devonport arriving from the ferry, with a sense of wide spaciousness of the c.35m combined cross-section of streetscape and adjoining linear open space to the building frontage line of the Library building on the edge of the reserve. The streetscape has been long developed as a high quality pedestrian-focused public realm, featuring wide footpaths, public bench seating and other street furniture, lighting, trees and planting and space for activation and spill out from the shopfronts lining the western side of the road.
- Collectively, these buildings and the town centre activities within anchor the southern half of the Victoria Road main street occupying the majority of the block north of the Esplanade Hotel through to the Clarence Street corner. They benefit from the foot traffic that stems from being on the main pedestrian route between the Town Centre and the ferry terminal, and also the well-located mid-block pedestrian crossings that link this retail frontage with the library, reserve and waterfront areas to the east.

Clarence Street

- Clarence Street is an east-west street at the midpoint of the Town Centre; an active two-sided street that functions as the clear secondary retail frontage street for Devonport, anchored by the New World supermarket at the northwestern corner of the Town Centre.
- An adjunct to the corner building at 45 Victoria Road, the site also includes a single storey space that currently houses Tiny Triumphs bar, within a non-heritage single storey brick building set back from the street behind a north-facing deck area offering sunny and sheltered outdoor seating for bar patrons.
- Adjoining the bar within the centre of the block between Victoria Road and Wynyard Street is the single storey heritage-listed stone oven building, a narrow and deep single storey building behind a high gabled façade, that was once the Devonport automatic telephone exchange and now also houses a popular hospitality establishment with outdoor dining to the north on the footpath.
- To the west of the Stone Oven, the balance of the frontage of this short stretch of Clarence Street is occupied by the single storey modern retail building housing Asahi Japanese restaurant and Glengarry Wine, and a small surface carpark with vehicles entering from Clarence Street and exiting onto Wynyard Street.
- The opposite northern side of Clarence Street between Victoria Road and Wynyard Street is similarly lined by one to two storey historic and traditional main street defining buildings with continuous active ground floor retail frontage under cover of verandahs.
- While the public realm is less generous than Victoria Road, Clarence Street also supports a level of investment in quality streetscape, with paved footpaths, seating and street furniture, lighting and street trees and planting and supporting outdoor dining within establishments on both sides of the street.
- This creates a short block of two-sided main street condition before a transition to a more mixed and variable condition to the other side of Wynyard Street, with the Hammer Hardware and neighbouring buildings continuing town centre uses along the southern side of the street one more block towards Anne Street which marks the transition to the residential area west of the Town Centre.
- To the north, beyond the tree-lined footpath, the large surface carpark of the New World supermarket and associated retail and commercial buildings marks a departure from the traditional main street environment of the rest of the Town Centre. The carpark is well utilised and provides an access hub for people coming and going to destinations within the wider Town Centre by foot, as well as to the supermarket and other buildings that line the eastern and western sides of the carpark, overlooked by the residential properties on the rising hill slope to the north.

Town Centre environs to the north of Clarence Street

- Clarence Street marks the transition of Victoria Road both topographically between the flat and low-lying land of the subject site and the rising ground flanking Takarunga.
- This area while contiguous in a walkability sense with the subject block of Victoria Road main street south of the Clarence Street intersection, and which collectively with Clarence Street functions in a pedestrian heat map sense as the walkable town centre streets, feels spatially and visually somewhat removed from the subject site, due to the crank in the road alignment some 50m north of the intersection, the two-sided built form enclosure and main street activity and the steady incline towards the lower flanks of Takarunga that lead north out of the Town Centre compared to the flat, low-lying and more open condition overlooking the reserve of the subject block.

Wynyard Street and environs

- Wynyard Street, by contrast to the highly developed traditional town centre main street environments of Victoria Road and Clarence Street, is a much more ad hoc and variable side street environment and transitional in both scale of built form and concentration of activity between the Town Centre core and residential areas further west.
- Aligned roughly north-south, parallel to and one block back from the Victoria Road spine, Wynyard Street runs between Queens Parade on the waterfront and Clarence Street, with the historic street grid pattern continuing further north on axis with Wynyard Street along what is now the eastern edge of the supermarket carpark beside Clarence House and in the vicinity of current-day Devon Lane through to Fleet Street. This alignment affords clear views towards the Takaranga maunga looking north and towards the Auckland War Memorial Museum on Pukekawa The Auckland Domain across the harbour.
- Buildings lining Wynyard Street are one to three storeys in scale, with a wide variety of building ages, forms and styles. There is no consistent building line to either side of the street, with some remaining historic buildings built close to the street beyond shallow front yards, but with twentieth century development patterns prevailing with more modern buildings typically set back behind surface carparking prevailing. This creates a less defined, active and walkable streetscape environment than the core of the town centre concentrated on Victoria Road and Clarence Street.
- The subject site includes three contiguous properties, comprising the rear of The Arcade development that leads through to Victoria Road, a single storey brick building housing Lily café (12 Wynyard Street), with outdoor dining to the front yard, and a two storey residential dwelling at 14 Wynyard Street (which like its adjoining neighbour at 16 Wynyard Street is not heritage-listed).
- The adjoining property to the south on Wynyard Street is the single storey Harmony Hall occupied by the Devonport Senior Citizen's Association, a community building owned and administered by the Auckland Urban Development Office of Auckland Council.
- The western side of Wynyard Street is notably more peripheral to the Town Centre in terms of the land use activity mix, with a number of light industrial uses such as mechanics and other motoring industry services as well as a diverse range of commercial, retail, and residential uses within buildings of similarly diverse age and type, but typically in buildings of between one and three storeys, set back behind surface carparking or front yards.
- The property that is part of the subject application to this side of Wynyard Street, at 1-3 Wynyard Street, is currently occupied by the Wynyard Street Motors which has a workshop built hard to the southern side boundary with the residential neighbours fronting Queens Parade, and adjoins the rear garden of two Anne Street residential properties.
- Anne Street one block to the west, marks the transition to the special character residential area west of the Town Centre, with the houses along the eastern side of the street adjoining the Town Centre zoned properties with long-established activities such as the mechanics and workshops as neighbours over the back fence.

Queens Parade, Marine Square and Devonport Wharf

- While the site does not extend through to the waterfront of Queens Parade overlooking Marine Square and Devonport Wharf, this area forms part of the context for the project,

being the southern end of the block occupied by the Esplanade Hotel that adjoins the site on the Victoria Road corner, and a large multi-unit residential development on the large site on corner of Queens Parade and Wynyard Street.

- The multi-unit residential building, developed in the 1990s, is a three storey building accommodating two storey gabled roof apartments above ground floor retail looking south to the harbour across Queens Parade, and a sleeved ground level carpark accessed off Wynyard Street, with some units to the northern end of Wynyard Street having walk up access from the street with private west-facing gardens up above street level.
- The expansive surface carparking, vehicle pick up and drop off areas and public spaces of Marine Square separate Queens Parade from the Wharf and ferry terminal. The relatively recent public realm upgrade to Marine Square has strengthened the pedestrian connections with Victoria Road and created generously scaled public spaces incorporating waterfront style loungers and bench seating, trees and planting within a space overlooked by the Esplanade Hotel and activated by the frequent comings and goings between the ferry terminal and Town Centre.

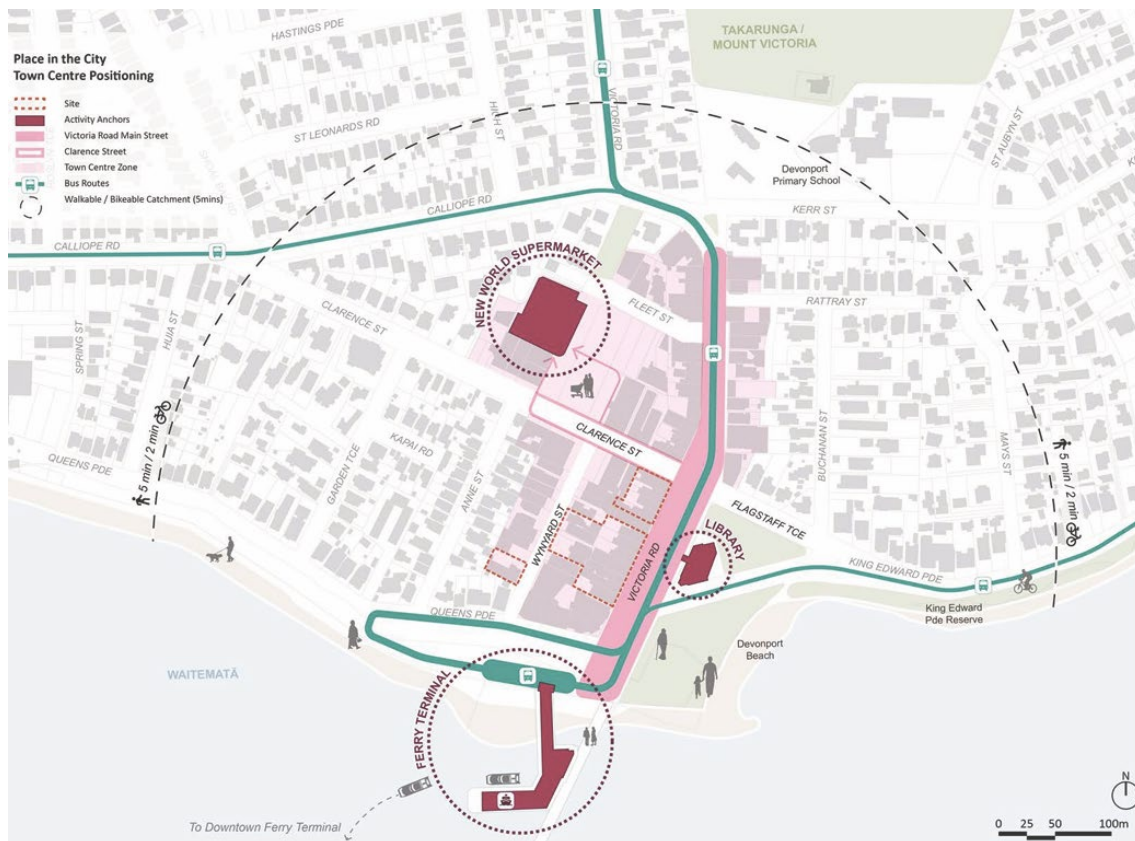


Figure 3: Strategic town centre position of the site within the Devonport Town Centre

Overall, as summarised in Figure 3 above, the site represents a strategically located and significant landholding in single ownership within the southern half of the Devonport Town Centre, containing a number of scheduled heritage buildings and with a mix of retail, food and beverage, commercial and a handful of residential properties contributing to the activity of the Town Centre.

The coherence of this row of buildings fronting Victoria Road main street gives way to a much more variable condition to the rear of shops and commercial buildings in the centre of the block and through to Wynyard Street, with some rear and side yard areas of open space around and between buildings as well as areas of right-of-way driveway access and circulation and surface carparking both within the centre of the block and fronting Wynyard Street that reduce the built form definition to Wynyard Street in particular compared to the consistent scale and grain of historic buildings that define Victoria Road.

Clarence Street is an important secondary active retail street to the Town Centre, and the site's relationship to all three streets means redevelopment presents an opportunity to build upon and extend the fine grain, pedestrian-focused activities of Victoria Road and The Arcade through the block.



Figure 4: Analysis of existing features and attributes on the site and surrounding context that influence walkability within the town centre.

Relevant Aspects of the Proposal

A full description of the Proposal is set out in the Proposal Description with aspects of the description cross-referenced here to provide an overview for this urban design assessment consistent with the project as a whole.

In summary, 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.

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

The overall site layout of the Proposal, showing location of the five new building footprints relative to retained and refurbished buildings and open space separation of courtyard and laneway linkages is shown on Figure 5 below extracted from the architectural drawing package.



Figure 5: Overall site layout of the Proposal and Building identification.

Design details of the Proposal are delineated in the comprehensive package of urban design and architectural drawings prepared by the design team and submitted as part of the referral application.

More detail on aspects of the Proposal that are of particular relevance to this urban design assessment include:

- The retention and refurbishment of the scheduled historic heritage buildings fronting Victoria Road, and the brick oven internal to the site in the centre of the block.
- The replacement of a new 2 storey building volume on the ASB Bank site (17-19 Victoria Road) fronting Victoria Road ("Building 2A") between refurbished buildings at, and referencing the neoclassical triple arched façade of the former banking hall façade that once stood on this street frontage.
- The construction of three new standalone buildings to the rear of the row of Victoria Road historic heritage buildings, being Building 1, a hotel at the southern end of the site, Building 2, a residential apartment building in the centre of the site, and Building 4, a mixed use residential apartment and commercial building that includes a Clarence Street frontage through to the corner with Victoria Road, replacing the existing modern buildings that occupy the corner frontage.

- Building 1 is a seven storey building designed as a c.46 - 50 room hotel, with a ground floor lobby opening onto the laneway connection with the existing arcade through-site-link to Victoria Road.
- Building 2 is an eight storey building accommodating residential apartments above ground floor active uses to the laneways and central courtyard, with an entry to Victoria Road through the two-storey new building space created at 17-19 Victoria Road (Building 2A).
- Building 4 is a stepped-height mixed use building of seven storeys back from the refurbished Victoria Road buildings, stepping down to four storeys along Clarence Street and the wraparound corner element that is designed to function as a new contemporary “bookend” to the northern of the block’s main street frontage, in an echo of the way the Esplanade Hotel anchors the southern end of the block.
- Creation of a publicly accessible central courtyard space, measuring approximately 39m by 11metres, open to the sky and defined and activated by the new buildings to the east and west.
- Building 3, a new seven storey (six storeys plus set back seventh rooftop penthouse floor) residential apartment building fronting Wynyard Street, and with entries and ground floor uses activating Wynyard Street, the northern laneway and central courtyard.
- Two east-west through-site-links connecting Victoria Road, the central courtyard and Wynyard Street, including the retention and refurbishment of the existing heritage arcade through 5-15Victoria Street and the brick oven between hotel lobby and courtyard, the new internal link through Buildings 2A and 2, an open to the air laneway linkage beside the northern edge of Building 3 to Wynyard Street, and a more secondary service access and pedestrian pathway linkage to the southern side of Building 3.
- A network of intimate north-south laneway linkages to the rear of the row of Victoria Road fronting buildings, that help mediate between old and new and activate the block interior with fine grain, human scaled spaces.
- Building 5, a new standalone four storey residential apartment building on the opposite side of Wynyard Street.
- Carparking is accommodated predominantly within a split two-level basement below buildings B2 and B3, and accessed from the service lane off Wynyard Street to the south of B3. B4 has a separate sleeved and under croft carpark off a separate access to be established off Clarence Street, with the existing historic vehicle access portal off Victoria Road to be closed to vehicles and retained for pedestrian use. In combination these areas will accommodate a potential range of 80-200 carparks and loading spaces. B5 has 12 carparks accommodated to the rear of the site, partly under croft and partly against the rear boundary.

The ground plane masterplan, showing the relationship of new and old building footprints within the network of fine grain linkages between and through buildings linking Victoria Road, the central courtyard and Wynyard Street, as well as the relationship of the proposal to building footprints on neighbouring sites, is shown in Figure 6 below.



Figure 6: Ground plane plan showing pedestrian through connections and vehicular entry points.

Relevant Urban Design Assessment Considerations

This section provides an overall assessment of the proposal against the following key considerations for how the future development will relate to its context and alter the built form, character, activity mix and amenity values of the Devonport Town Centre.

- Response to context including site planning and layout and building height, massing and built form
- Building design and external appearance
- Activities
- Pedestrian amenity
- Vehicle Access, Servicing and Carparking
- Crime Prevention Through Environmental Design

Key outcomes achieved by the proposal in regard to these matters are set out below under each of these headings.

Response to Context

The Devonport Mixed Use Development Project represents a significant place-shaping regeneration opportunity for Devonport of a scale and comprehensive nature that is unprecedented.

The applicant has from the outset, been mindful to ensure that for such a development proposition to be successful and realise the promised benefits for Devonport and Auckland, it must be designed in such a way that represents a very carefully considered and curated response to context that adaptively reuses heritage buildings and introduces new mixed use buildings that through their design and uses respect and enhance the unique, historic seaside village character of Devonport.

The emotional brief document, prepared by Chesire Architects (extracts of which are included within the architectural drawing package in support of the application), sets out the intended foundational qualities of the Project to ensure the proposal results in a rich, authentic and vibrant collection of human-scaled spaces that support vibrancy in the town centre and realise the applicant's desire to make the project a model for the relationship between the village's strong existing heritage character and sustainable contemporary use.

This document has driven the design development of the project in how to respond to context through the scale, character and detail of buildings and the spaces between buildings and mix of uses in ways that focuses on the human experience, curates a collection of unique and varied spaces that amplify existing character, community and activities.

As part of this foundational response to context, seven design principles were established for the project to provide direction to the masterplan and design development and establish benchmarks for determining the success of urban design outcomes. These are:

- 1 Reinforce and build on the unique identity for Devonport 'between the harbour and maunga'
- 2 Honour heritage
- 3 Return Devonport to being a thriving village and destination
- 4 Maximise high-quality residential
- 5 Promote a coherent, connected and walkable town centre
- 6 Intensify built form at the centre
- 7 Deliver an economically sustainable outcome for the centre.

Victoria Road, the library and Windsor Reserve

Consistent with the design principles of honouring heritage and reinforcing and building on the unique identity of Devonport, the proposal retains and reinforces the historic scale and grain of building forms fronting Victoria Road, with all listed historic heritage buildings refurbished and the new Building 2A tying in closely with the established two storey frontage building height and parapet line to the main street.

The corner massing of Building 4 is proposed at four storeys, responding to the corner site opportunity to support greater height on the corner as a northern bookend to the block and gateway into Clarence Street with the lower two levels aligned in terms of floor to floor to tie in with the established horizontal alignment of street facades lining Victoria Road.

The greater height and bulk of the new buildings B1, B2 and B4 have then been set back beyond the line of the 9m building frontage height to Victoria Road, to respect and provide an appreciable three-dimensional volume of retained building form to the historic row of shops along the main street. This masterplanning approach puts the new buildings of greater height and bulk setback within the centre of the block where their apparent scale as seen and viewed

from Victoria Road, the library and Windsor Reserve is reduced and helps ensure a comfortable scale relationship with the lower height street frontage.

The collective architecture of Buildings 1, 2 and 4 have been carefully designed to ensure each building reads as a discrete mass with its own distinctive architectural language and a vertical emphasis and fine grain articulation of architectural elements to the façade and roof profiles, to avoid the potential for a “horizontal wall of new buildings” that might disrupt the fine grain human scale of the long-established built character of the main street.

The positioning of Building 1 and 2 to either side of the existing arcade reinforces the legibility of this through-site-link with the open space separation between these two buildings apparent in views from across the street outside the library and where visible within the reserve.

Similarly, the open space separation between Building 2 and Building 4 creates an appreciable break in the collective massing of upper levels at various points within the public realm seen in and around Victoria Road, the reserve and Flagstaff Terrace.

The new two proposed street entry pavilion, Building 2A, reinstates a consistent two storey building frontage height to this “missing tooth” in the otherwise closely aligned vertical and horizontal alignment of building shopfront facades through the centre of the block, with the double height triple arched windows making a contemporary reference to the historical façade of the grandiose ASB Bank branch that once stood on this site. This volume will function as the entry lobby to Building 2 in behind as well as provide a sunny, warm and inviting naturally lit interior space that will provide a welcoming hospitality space that engages strongly with the streetscape environment of Victoria Road and looking out to the activity of the library and reserve across the street.

The curving form of the four storey corner component of Building 4 strongly addresses the corner with Clarence Street, signalling the importance of this side street as the secondary retail street of the town centre, with a horizontal alignment of floor to floor heights and window placement above the ground floor canopy line that aligns with that of the adjoining historic buildings both on the site and the neighbouring two storey plus high parapet corner building to the north across Clarence Street.

The proposal includes the retention of the existing fine grain of retail tenancies within historic heritage buildings and the refurbishment of the ground floor tenancies for active retail and hospitality uses, including restoration of heritage shopfronts and building verandahs that will enhance the historic heritage values and special character of Victoria Road.

Clarence Street

The project will achieve a positive definition and activation of the Clarence Street frontage between the Victoria Road corner and the Stone Oven through the design of the four-storey component of Building 4 with the six-level component set well back from the street. Building 4 design strongly addresses the corner through its curved building form and high parapet, and generous ground floor tenancy supporting an anchoring activity at this corner of what is the heart of the Town Centre. A centrally located building lobby entrance and separate ground floor tenancy beside the Stone Oven ensure a fine grain of active uses supporting street environment vitality to either side of the proposed vehicle accessway which has been located and sized to minimise its disruption on the walkability of the public realm on Clarence Street, with the

carparking sleeved from the street by the lobby and ground floor tenancy and covered over by the residential apartment levels above such that it will not intrude into the streetscape.

Wynyard Street

Building 3 will introduce a new scale and definition of built form to the streetscape environment of Wynyard Street. At six storeys to the street edge, with the seventh penthouse level of rooftop apartments being set back such that it won't be readily apparent seen and experienced from street level below, the new apartment building will, while taller than the established 1-3 storey scale of buildings lining Wynyard Street currently, remain squarely within the well-recognised human scale building heights of medium-rise buildings that are foundation of so many successful walkable and vibrant urban centres elsewhere.

The current ad hoc nature of built form definition along Wynyard Street, with variable setbacks, and a predominance of vehicular access and carparking to the street front, means that unlike Victoria Road, there is not a clear and desirable existing building form to respect and reinforce with new buildings. Similarly, the depth of the subject block, width of Wynyard Street road reserve and continuation of the Town Centre Zone across Wynyard Street to cover the properties lining the opposite western side of Wynyard Street presents ample opportunity to support greater building height of the scale proposed, while still providing for a transition in scale and intensity interfacing with the residential neighbourhood west of the Town Centre.

Building 3 has been modulated to make the most of desirable aspect and views both west and south towards the harbour and city centre and this has resulted in a sculpted scalloped building form that creates a high degree of depth and visual interest to the streetscape and an appreciable sense of a solid, and high-quality residential living environment. A generous ground floor height, and the design of the entrance lobby, midblock and corner northern laneway flagship hospitality tenancy space create high quality activation to the streetscape.

The service lane to the south of the building has been carefully considered to ensure it provides for a secondary pedestrian linkage function that provides for ramped universal access through to the central courtyard and Victoria Road buildings, separated from the vehicular movements in and out of the basement and loading dock, with paving, lighting and planting ensuring this is a high amenity environment and the planted strip and boundary wall managing the ground level interface with the adjoining senior citizen's hall.

To the north, the circa 5m width of the pedestrian laneway, stepped to maximise the spill-out activation opportunity in relation to the north-facing hospitality tenancy that fronts it, leads into the central courtyard. The generous floor to ceiling height, and through tenancy space from Wynyard Street to the courtyard maximises the activation and interaction between the building and the public realm, providing for a high level of vibrancy as well as promoting desired qualities of walkability and sense of exploration and discovery that can enrich the pedestrian experience as well as vitality of the Devonport Town Centre.

Transition to residential context west of the town centre

Town Centre zoned properties along the western side of Wynyard Street need to manage the transition to the residential context to the west on Anne Street. The Unitary Plan manages this primarily through the 2.5m + 45 degree Building Height in Relation to Boundary control.

Building 5, a four storey residential apartment building, has been designed to comply with this height in relation to boundary control to the western boundary and with only a minor

infringement to the southern boundary, with a stepped two to four storey building height as well as driveway and rear yard separation, to ensure an appropriate level of residential amenity is maintained the boundary interface with neighbouring residential properties on Anne Street and Queens Parade. Seen in the wider context the four-storey height of the proposed building also helps transition the six to eight storey heights of Buildings 1, 2, 3 and 4 down into the established scale of the western edge of the Town Centre and surrounding context.

From Queens Parade and Waterfront Context to the South

To the south, the stepped upper levels of the six to eight storey scale of Building 1 and Building 3 will be seen above the three storey established scale of the neighbouring multi-unit residential building and taller three storey plus parapet height of The Esplanade Hotel that front Queens Parade. The presence of the proposed buildings will be less evident in the built environment of Queens Parade itself but become more apparent from down on the beach, from the wharf and from the harbour, as depicted in the perspective view below. The central courtyard separation between Building 3 and Buildings 1 and 2 will be apparent in more middle and long-distance views and helps to support each building reading as a discrete and differentiated form within the townscape as a whole.

The visual impact of the proposal, including how this impacts on views to the maunga, has been an important consideration for the project and one that is comprehensively addressed in the LEA summary report.

In terms of the urban design contribution of the proposed buildings to the overall built character of Devonport town centre as seen in this waterfront gateway context to the south, the southern elevation and stepped rooftop and upper level profile of Building 5, Building 3 and Building 1 have been designed to fully address this harbour context and avoid the potential for blank walls or a building form or appearance that appears bulky, out of scale and out of context. Each of the new buildings, where seen in this context, presents a fine grain, well-modulated and highly articulated appearance, with the taller six to eight storey building components emphasising a vertical grain that ties in with the established tight grain of the existing buildings around the street perimeter.

Building design and external appearance

The project has from the outset recognised that the design and external appearance of buildings plays a big part in contributing to the special character of Devonport, and, to avoid the potential for adverse effects, the architecture of the project needed to be developed cognisant of the existing built character of both the existing historic heritage buildings on the site to be refurbished, as well as the wider town centre built form context within which the new buildings will be seen and experienced up close and make a contribution to.

In this regard, and recognising that the landholdings of the site afforded a multi-building development opportunity, the applicant has formed a collective of three architectural firms (Cheshire, Monk MacKenzie and Paul Brown & Associates) to ensure a diversity of architectural approaches.

Considerations that have informed the architectural development of the buildings, and their outward appearance that contributes to the built form character of Devonport, include:

- Individual diversity of building design and appearance within an overall sense of coherence for the collective built form where the proposed buildings are seen together.

- Placement of buildings within the site to relate to the historical grain of the existing buildings and underlying cadastral pattern of the site, cognisant of the relationship of new buildings within the interior of the block and street-facing buildings on the site and neighbouring sites, including the placement of Buildings 1 and 2 to either side of The Arcade.
- Vertical expression of the fine grain on building facades, which visually ties the mid and upper levels of the new midrise buildings to the fine grain and regular horizontal rhythm of the lower height street-defining buildings, particularly along Victoria Road and Queens Parade.
- Each building to present well-ordered and mannered facades to each elevation, designed with a high degree of articulation and detailing to achieve an appreciable sense of depth and detail that lends visual interest, especially where viewed up close, and an inherent sense of human scale.
- Careful consideration of how the ratio and arrangement of solid and void, extent and placement of fenestration and selection of cladding materials can ensure a harmonious relation of old to new and achieve buildings with a new architectural language that feels in tune with the special character of Devonport.

Viewed individually within the site context, each of the buildings has developed its own architectural language, with an indicative palette of high quality, permanent building materials, as indicated in the rendered perspective views and elevations within the architectural drawing package.

Collectively, the differentiation in the architectural language and materiality ensures that each building reads as a discrete and distinct form when seen against each other. This helps to break down the collective mass, supports reading depth and separation between building forms across the block, and where seen together, the sense of a collective of new mid-rise buildings, each with its own architectural language and contributing to the character and identity of the town centre.

The project has been designed 'in the round', in recognition that each building, and the project as a whole, will be viewed from every side, with the need for each elevation to address the surrounding context. The project does not present any blank walls to the public realm context of the town centre, with each elevation of each building presenting a well-articulated façade with an appreciable sense of depth and detail, designed to a human scale and in high quality materials that will endure and make a positive contribution to the town centre. The rooftop profile of each building and the collective has also been considered, with upper floor and rooftop profiles to create distinctive tops to buildings with visual interest but also with setbacks of upper floors to reduce the scale and increase the separation between the new buildings at upper levels as seen within the town centre and more distantly within the wider visual catchment.

Activities

The proposal is for a genuine mixed-use development on a scale that represents a significant revitalisation opportunity for the Devonport Town Centre.

The masterplan has prioritised active ground floor uses, including retail and hospitality, throughout the project, including within the refurbished heritage shopfront spaces lining Victoria Road, the brick oven, and within the ground floor plan of Buildings 1, 2, 3 and 4 to activate the through-site-links and central courtyard as well as new building frontages to Clarence and Wynyard Streets.

Building 2A will create a characterful new volume of street-facing space on Victoria Road that has been designed to generously provide for a high level of activation, both from an intended hospitality use and building entry and through-site-link function through to Building 2 and the central courtyard. This new space will both complement and contrast with the historic shopfront character, with a high level of visual transparency through the double-height triple-arched windows that will open up a high degree of interaction between activity within this space, life on the street and across to the Library and greenery of Windsor Reserve across the other side of the road.

The upper levels of buildings are also designed to support a mix of activities, including commercial spaces within both refurbished and new building levels in the first few storeys above the street where they provide greatest activation benefit, contributing to the vitality and coming and going within the town centre, with the hotel offering of Building 1 and variety of residential apartments across Buildings 2, 3, 4 and 5 collectively contributing a concentrated critical mass of new people activity that will significantly increase the vitality of the town centre. Building lobbies have been carefully located to either front or connect directly with the street frontages on Victoria Road, Clarence and Wynyard Streets.

The design of the refurbished arcade, new laneways and central courtyard space has been conceived to strongly support activation and occupation by people that makes for the most apparent and appreciable sense of vitality, with spaces that are visually rich, characterful, engaging and rewarding to wander through and explore, with a sense of discovery that will help strengthen the depth of offering and return a destination draw to Devonport within the overall Auckland visitor economy that has been diminished in recent decades, helping to support the economic regeneration for the town centre.

Collectively, the project offers significant activation benefits to the town centre through the carefully curated layout of spaces and buildings, that can support a concentrated mix of uses and wide variety of town centre uses and experiences within spaces that can adapt over time and offer up rich, rewarding, and characterful experiences for people, providing for the regeneration and revitalisation of Devonport into the future and benefitting urban Auckland as a whole through the increased destination offering that builds upon the strengths and pull of the existing urban seaside village.

Pedestrian amenity

Supporting the walkability and pedestrian vitality of the site and wider town centre has been at the forefront of the project's design considerations.

Multiple facets of the proposal work together to support a very high level of future pedestrian amenity, that meets and exceeds the expectations for a town centre environment, including:

- Refurbishment of the existing historic shop spaces lining the Victoria Road main street.
- Refurbishment 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 refurbished 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.

Overall, the extensive provision for active ground floor uses, as well as deliberate placement of building lobby entry locations to maximise pedestrian activation and vitality both to the outwards streetscape and supporting use of the internal arcade, laneway and courtyard linkages and spaces, contributes to a very high pedestrian amenity environment both externally within the town centre public realm and within the publicly accessible interior of the block.

Vehicle access, servicing and carparking

As a corollary to the focus on enhanced walkability and pedestrian vitality across the site and its contribution to the town centre as a whole, the site layout and design has paid particular care and attention to the location and provision for vehicular access, servicing and carparking to ensure its impacts on the pedestrian environment both the streetscape public realm surrounding the site and in relation to the pedestrian-focused spaces and activities internal to the site are minimised. This has been achieved through:

- Closure of the existing two-way vehicular access across the main street footpath through the historical stables entrance of the former Buchanan's Buildings at 41-43 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 street front 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 Street (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.

Overall, the project ensures that the increased vehicular access and servicing requirements associated with the development are accommodated in locations that in urban design terms are appropriate and through their design as well as placement minimise their intrusion on to the pedestrian realm of the town centre environment. The removal of the existing crossing on Victoria Road will enhance pedestrian amenity to the main street and the proposed new access points on Clarence and Wynyard Street have minimised their impacts on the pedestrian amenity of the public streetscape with the consolidation to a single driveway access on the eastern side of Wynyard Street to service the site also resulting in an improved pedestrian environment to this side of the street supporting its transition to a more pedestrian-focused main street environment supporting the established walking streets of Victoria Road and Clarence Street.

CPTED considerations

As part of the design and intended operation of the publicly-accessible through site links, central courtyard, building lobby location and ground floor activation strategies, as well as the placement and design of service areas, basement and carparking areas and Back of House functions, the project has given consideration to how the project can design with good Crime Prevention Through Environmental Design outcomes. Ways in which this has influenced the project include:

- 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 refurbished 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.

These matters are able to be addressed further through the design development of the project that will occur as part of the substantive application.

NPS-UD and AUP provisions addressing urban design matters

National Policy Statement on Urban Development 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) provides national direction relevant to an assessment of this proposal. In particular, Part 2 of the NPS-UD sets out a number of relevant objectives and policies of relevance to urban design, including:

- Objective 1 - New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- Objective 3 - Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
 - (a) the area is in or near a centre zone or other area with many employment opportunities
 - (b) the area is well-serviced by existing or planned public transport
 - (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.
- Objective 4 - 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.
- Policy 1, that sets out a number of minimum attributes of well-functioning urban environments that planning decisions should contribute to, including:
 - (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
 - (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
 - (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
 - (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
 - (e) support reductions in greenhouse gas emissions; and
 - (f) are resilient to the likely current and future effects of climate change.

- Policy 3(d), which directs tier 1 urban environments to enable building heights and densities of urban form within town centre zones commensurate with the level of commercial activity and community services.
- Policy 6(c) that directs planning decision-makers to have particular regard to the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1).

Well-functioning urban environment

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-served 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.

Auckland Unitary Plan

The site is subject to a number of AUP plan provisions from the Town Centre Zone and the Business – Devonport Special Character Overlay that are relevant to an urban design assessment of the Proposal.

The thrust of the town centre provisions is to support a town centre environment that is attractive, attracts ongoing investment, promotes commercial activity and provides employment, housing and goods and services with new development contributing positively towards planned future form and quality, creating well-functioning urban environments consistent with the NPS-UD, and enhancing a sense of place. There are a number of policies and assessment criteria relating to requiring buildings to achieve street activation, building continuity along the frontage, pedestrian amenity, safety and visual quality which are highly relevant to assessing this proposal in its town centre context. The zone provisions also require activities adjacent to residential areas to avoid, remedy or mitigate adverse effects on amenity values of those areas.

The special character overlay recognises that the special character of Devonport results from a combination of elements including the urban structure, buildings and their relationship to one another, the street and open spaces. The special character overlay seeks to retain and manage the character of traditional town centres and neighbourhoods by enhancing existing traditional buildings, retaining intact groups of character buildings, and designing compatible new infill and additions that do not replicate older styles and construction methods but reinforce the predominant streetscape character.

The project has been closely focused on supporting street-level activation, walkability and responding to the elements that define the special character of Devonport. Many of these matter relate to and have been covered by the general assessment of response to context, evaluation of the scale, form and appearance of buildings proposed, activities, pedestrian amenity and CPTED matters assessed above. Full consideration of these matters addressing the assessment criteria identified as most relevant to urban design matters will be carried out as part of a full urban design assessment of the proposal undertaken as part of a substantive application.

Summary of environmental effects relating to urban design matters

The following summary provides an analysis of environmental effects relating to urban design matters:

Effects on the built form character of the town centre

- **Avoids the potential for adverse effects on the built form character of the town centre** environment that could arise from building bulk and dominance in relation to the pedestrian scale of the public realm and as seen and experienced within the context of the scale, pattern and character of existing built form both of historic heritage buildings on the site that remain and that of adjoining properties and the wider surrounds of the town centre context. This is due to the project having been the subject of a robust and rigorous feasibility and iterative masterplan testing and development phase where the potential for adverse effects from the scale of new buildings proposed have been extensively modelled and analysed to inform the proposed placement, height and bulk of the principal proposed five buildings in relation to this sensitive town centre built form context. While the new Buildings 1, 2, 3, 4 and 5 are of a greater scale than that of the established town centre built form and the scale of new development anticipated by the Unitary Plan, the process of masterplan development has ensured the proposed buildings are able to be accommodated without generating adverse effects on the surrounding built form of the town centre.
- **Positive effects on built form character from the proposed refurbishment of historic heritage buildings** within the site fronting Victoria Road, including details of shopfronts, verandahs, lighting and signage, as well as the refurbishment and incorporation of the brick oven heritage building as an integral part of the redeveloped through-site link leading into the interior of the block from the arcade.
- **Positive effects on built form character of Victoria Road** from the proposed Building 2A, that will replace a single storey non-heritage building with a distinctive, characterful and highly active new two storey building volume that references the historic scale and architectural form of the former ASB Bank branch that once stood on this site of the main street, which relates much more positively and adds to the coherence of built form scale to the row of neighbouring historic buildings, and will contribute to the activation and sense of vitality of the main street in a pivotal midblock location across from the library and Windsor Reserve.
- **Positive effects on built form character of Clarence Street** from the proposed four storey scale and distinctive curved form of the corner building component of Building 4, that will positively define the Clarence Street corner and bookend the row of Victoria Road buildings in a contextual move that echoes the long-established anchor of The Esplanade Hotel to the southern end of the block.

Shading effects

- **Low to Moderate adverse shading effects** on the open space of Windsor Reserve to the east and southeast of the site across Victoria Road. These effects are moderated by the set back of Buildings 1, 2 and 4 into the interior of the site back behind the

predominantly two-storey established row of buildings lining the main street, the open space separation between Buildings 1 and 2 (either side of The Arcade), and between Building 2 and 4, as well as the setbacks of upper levels. Shading of the public reserve areas that arises from the proposal will occur only during the afternoon period for much of the year, and not until the early evening period after 5pm in summer. For much of the year (spring, summer and autumn) where afternoon shadowing does occur it will generally fall across the part of the reserve occupied by the library and the heavily treed areas to either side of King Edward Parade. During these times of year the Proposal does not shade the open lawn area to the south of King Edward Parade. At the winter solstice there will be additional shadow cast over this open lawn area but not until the latter part of the afternoon, moving across this area gradually from 3pm and across much of this area from 4pm, recognising that sunset occurs by 5pm at this time of year. Overall, the shading effects are considered acceptable within a town centre environment, commensurate with the scale of six to eight storey buildings, at a considerable separation distance of some 50metres from the edge of the reserve, and taking into account the scale of the public reserve areas and opportunity for people to continue to find areas not in shadow in the extensive open space, beachfront and harbour's edge public realm that wraps around the southern and eastern sides of the site.

- **Avoids adverse shading effects on residential properties**, with the proposal including Building 5 will not cause adverse shading effects on residential properties on Anne Street, which will continue to enjoy high levels of solar gain through the day at all times of year.

Effects on pedestrian amenity within the town centre

- **Positive effects** from the removal of the existing vehicular access across the footpath on Victoria Road, and the retention of this historical bricked archway access point as a pedestrian entry into the site.
- **Positive effects** from the creation of a network of high-quality publicly accessible pedestrian connections including strengthened existing and new through-site-links, laneways, a central courtyard and extensive ground floor activation both to the outwards facing frontages to the town centre streetscape and internal to the block.
- **Positive effects** of the increased people activity and vitality that will result from the increased concentration of town centre activities on the site, both on the site and immediate environs and the anticipated revitalisation potential this will offer the wider town centre and Devonport.
- **Very low adverse pedestrian amenity effects** associated with the creation of the new vehicle accessway on Clarence Street. The effects are moderated by the location of the vehicle access as far away from the intersection as possible, maximising the activation from the corner tenancy and building lobby entry to this important pedestrian node, as well as through the minimal width of the access and the sleeving of the driveway and carparking within the centre of the site by the lobby and second Clarence Street retail tenancy beside the neighbouring Stone Oven. The effects of the new crossing are also offset by the proposed removal of the existing vehicle access on Victoria Road that serves this part of the site.
- **No adverse pedestrian amenity effects on Wynyard Street** associated with the creation of a consolidated singular point of vehicular access to service the project on Wynyard Street to the south of Building 3, taking into account the positive outcomes for pedestrian amenity of the removal of existing vehicle crossings and areas of surface

carparking to the street frontage, and enhanced pedestrian amenity from the built form definition and activation afforded the street by Building 3.

- **Positive effects** on pedestrian amenity to the western side of Wynyard Street arising from the development of Building 5, including from the increase in built form definition and activation of the building close to the street edge.

Effects on residential areas adjoining the town centre

- **Avoids adverse bulk and dominance, overlooking or shading effects from Building 5 to the southern neighbouring property** that fronts Queens Parade. This is due to the high level of compliance with the height in relation to boundary control, and the separation of the proposed building from the neighbour by the driveway, relative to the existing condition where the high brick wall of the Wynyard Street Motors is built hard to the boundary with this residential neighbour reflecting the long-established light industrial context of this edge of the town centre.
- **Avoids adverse bulk and dominance, overlooking or shading effects from Building 5 to the adjoining Anne Street properties to the west.** This is due to the compliance with the building height in relation to boundary control, with the additional building height being massed to the town centre street environment of Wynyard Street and avoiding the potential for adverse building bulk, overlooking (privacy) or shading effects to the rear yards of these adjoining residential properties.

Summary of engagement on matters relevant to this assessment

I was part of the applicant's team that attended a pre-application meeting with Auckland Council on 18 November 2025 that provided the Council's planners, urban design, landscape and built heritage specialists with an overview of the proposal and a preliminary opportunity for questions, clarifications and discussion on issues and opportunities associated with the project.

The matters arising from this discussion relevant to urban design included:

- The landmark nature of the development that will be a catalyst for the regeneration of the Devonport town centre, comprising a mix of commercial, hotel and residential uses.
- The commercial buildings will be retained and managed by the applicant over the long term.
- There are various consent triggers, including exceedances to the Height Variation Controls of the Unitary Plan, that need to be addressed.
- Discussion on the heritage merits and issues of the proposal, with building bulk and dominance matters as to how new buildings relate to old being identified by Council's heritage specialist as a key consideration.
- Discussion on the urban design merits, issues and opportunities associated with the proposal, with Council's urban design specialist noting that the proposed internal grain and activity mix of the ground plane proposed was a positive approach, and that, similar to the heritage specialist, considerations of building height and overall bulk relative to existing heritage and the established built form and scale of the town centre are key matters to be addressed.

- Agreement on seven representative viewpoints that capture different locational and contextual relationships of the proposal, for which viewpoint photography will be provided as part of the referral application, and from which visual simulations will be developed as part of a substantive application.

Conclusion

The project represents a significant revitalisation opportunity for the Devonport town centre that will result in a number of positive effects in urban design terms. The positive effects of enhanced urban design outcomes for the Devonport town centre that would be realised by the proposal include:

- **Significant benefits to the built form character** of Devonport through the refurbishment of all of the scheduled historic heritage buildings on the site, including the shop spaces and associated shopfront facades and verandahs fronting Victoria Road and the brick oven building internal to the site, to be incorporated into a redeveloped and revitalised southern through-site link leading from the refurbished arcade to a central courtyard in the middle of the block.
- **Positive effects of proposed Building 2A** to the scale and form of development fronting Victoria Road, with increased coherence, character and activation outcomes arising from the proposed new highly active two-storey building volume that references the historical bank branch that once stood on the site and replaces a non-scheduled single storey structure that disrupts the continuity of two-storey building form.
- **Positive effects of the four storey component of Building 4** to the corner of Victoria Road and Clarence Street, that will create a new local landmark building that reinforces the importance of Clarence Street as the secondary main street of the town centre, and anchors the northern end of the Victoria Road row with positive built form outcomes from the way the four storey additional height echoes the stature and scale of The Esplanade Hotel at the southern end of the block and with floor to ceiling heights and a ground floor that positively tie in with the adjoining buildings.
- **Significant positive effects on pedestrian amenity and vitality** from the multiple ways in which the project improves the pedestrian environment, including the creation of a network of high-quality publicly accessible pedestrian connections across the principal subject block of the site with refurbished and new pedestrian through-site-links, laneways, a central courtyard and extensive ground floor activation, as well as the overall increase in people activity and vitality that will result from the greater concentration of town centre activities on the site, both on the site and immediate environs and the anticipated revitalisation potential this will offer the wider town centre and Devonport.

The project has carefully considered and developed design responses to the town centre context, acknowledging the special character considerations of the town centre, as well as the need to transition and manage the potential for effects on the adjoining residential environment to the west, and this has resulted in a proposal that avoids the potential for adverse effects relating to building height and the potential for dominance on the surrounding context. Adverse urban amenity effects resulting from the proposal, that have been addressed and mitigated

through design, and where further details can be provided to ensure adverse effects are avoided, remedied or mitigated, include:

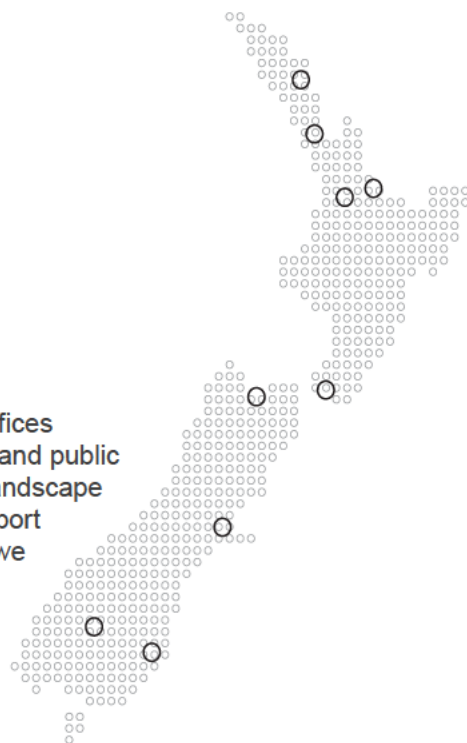
- **Shading effects on Windsor Reserve** - shading studies and a full assessment of the application will be carried out as part of the assessment of the substantive application, and this may lead to recommendations for refinement of proposals to further reduce effects. A preliminary assessment of the proposal indicates that shading effects are within acceptable levels in relation to shading over Windsor Reserve during the afternoon period, taking into account the town centre environment and the large scale and extensive offering of waterfront public open space, beachfront and harbour's edge promenade and wharf spaces on offer to the south and east of the site.
- **Clarence Street vehicle access** – details of the width of vehicle access, vehicle crossing details to the footpath to maintain and reinforce the priority and continuity of pedestrian movement on the footpath over vehicles crossing in and out of the site, as well as the requirement to sleeve the vehicle access and ground level carparking within the interior of the block through the provision of the proposed ground floor lobby and retail tenancy at ground level activating Clarence Street to either side of the access, as well as the upper level massing to Building 4 that ensures the carparking within the site is fully sleeved from the public realm and does not form a “hole” in the town centre built form defining this southern side of Clarence Street.
- **Effects on adjoining residential properties** – details of boundary interface details, including new boundary wall / fencing to southern side of the site between Building 5 and the neighbouring Queens Parade property, and rear boundary wall / fencing condition, and treatment of carparking to the rear boundary with adjoining Anne Street properties to the west.

Overall, there are no significant urban design issues associated with the proposed development and all potential or actual adverse effects arising from the proposal have been avoided or mitigated through design, with some matters subject to further design development and able to be addressed through further stages of design, consenting and conditions.

In conclusion, in relation to urban design matters, the project results in a number of positive effects including significant positive effects from the increased concentration of town centre activities and enhanced pedestrian amenity on the site and surrounds, while resulting in no significant adverse environmental effects in relation to urban design. Subject to further design at the substantive application stage the proposal will result in a number of positive urban design outcomes (positive effects), with adverse effects able to be avoided or mitigated.

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