



Devonport Mixed Use Development

Landscape Effects Assessment
Prepared for Devonport Property Management Limited

20 May 2026





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For any information regarding this report please contact: Rachel de Lambert Landscape Architect Partner info@boffamiskell.co.nz				
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Introduction

This Landscape Effects Assessment (LEA) Summary Report has been prepared as part of the documentation for the Fast Track referral application by Devonport Property Management Limited (Peninsula Group) in relation to the proposed urban seaside village redevelopment of properties in the southern block of the Devonport Town Centre being 3, 5-15, 17-19, 21, 23-25, 33, 37-39, 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 assessment of the landscape, including visual effects of the Proposal. Should the project be successful in entering the Fast-Track pathway for resource consent, a full Landscape Effects Assessment, including visual simulations for the assessment of potential visual effects will be prepared at the consent stage.

The report is set out under the following headings:

- Introduction
- Qualifications and Experience
- Methodology
- The Site and its Landscape Context
- Historical Occupation and Use
- Statutory Context
- The Proposal
- Visual Catchment and Viewing Audiences
- Assessment of Landscape Effects
- Conclusion

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, architects Cheshire, Monk MacKenzie and Paul Brown & Associates (PBA) who have collectively formed the project design team. Tattico are the project planners.

Boffa Miskell Partner, Urban Designer, Stuart Houghton has provided a separate preliminary Urban Design Assessment Summary Report in support of the referral application. Archifact director Adam Wild has provided an Historic Heritage and Special Character Assessment Summary Report for the same purpose.

Qualifications and Experience

I am a Landscape Architect and Partner at Boffa Miskell Limited (Boffa Miskell), Landscape Architects, Planners, Ecologists and Urban Designers. I have a Bachelor of Horticultural Science and postgraduate Diploma of Landscape Architecture (with Distinction) both from Lincoln College (as it then was). I have practiced as a landscape architect for some 39 years.

I am a Fellow and Registered Member of Tuia Pito Ora, the New Zealand Institute of Landscape Architects (NZILA) and am a past member of the elected Executive of the NZILA.

On graduating, I worked for the Department of Lands and Survey and then the Department of Conservation in Auckland, following which I joined Boffa Miskell, first in Christchurch and then in Auckland. In September 1999, I established the Tauranga office of Boffa Miskell. In December 2001, I returned to work in the Boffa Miskell Auckland office, working primarily in the Auckland, Bay of Plenty, Hawkes Bay and Waikato regions.

I have been a member of Auckland's various Urban Design Panels (Auckland and Manukau) since around 2005. I am currently co-convenor of the AUDP. I am a member of the previous Eke Panuku (now Auckland Urban Development Office (AUDO)) Technical Advisory Group (TAG) that provides specialist design review for the Wynyard Quarter, and all other 'Transform' projects under their lead. I was a member of TAG since its commencement in 2007.

I am a co-author of *Te Tangi a te Manu*¹, Aotearoa New Zealand Landscape Assessment Guidelines published by Tuia Pito Ora in July 2022.

I have provided evidence at Council and Environment Court hearings on a wide range of rural and urban landscape and open space related projects including plan changes and projects for resource consent for greenfield and brownfield development, aged care facilities, residential, retail, mixed-use, office and industrial development, masterplanned communities, port related activities, roading, water treatment and other infrastructure projects.

I have provided inputs including masterplanning, design and landscape effects advice in relation to a wide range of development proposals including:

- Precinct Property's Dominion and Valley Roads apartment development;
- Precinct Property's 259 Queen Street heritage restoration and student accommodation project;
- The Urban Collective's Pompallier on Ponsonby project;
- The redevelopment of the corner site at 339 Parnell Road (for three separate applicants, Hinton, Winton and Hawkins);
- The Windsor Castle redevelopment, Parnell;
- Carlaw Park;
- Auckland Thoroughbred Racing Club at the Ellerslie Racecourse;
- Wynyard Quarter on the Auckland Waterfront;
- Fu Wah's proposed development and subsequently Winton's Northbrook development on Pakenham Street in the Wynyard Quarter;
- 188 Beaumont Street in the Wynyard Quarter for Westhaven Residential Limited Partnership;
- Buildings One, Two and Three of Genus Living's "The Foundation, Parnell";
- Kiwi Property's "Resido" build to rent development, 3 Te Kahu Way commercial office, and IKEA and associated Large Format Retail developments at Sylvia Park;

¹ *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, July 2022, Tuia Pito Ora New Zealand Institute of Landscape Architects.

- Selwyn Heights Village, Hillsborough;
- Summerset Parnell and Half Moon Bay;
- Drury South Business Area, Drury;
- Private Plan Change 48 Drury Centre Precinct and Private Plan Change 61 Waipupuke in the south of Auckland;
- The Franklin 2 Precinct (Wesley College land) at Paerata (a Special Housing Area);
- Re-zoning of part of the former Massey University campus at 473 Albany Highway for high density residential and mixed use development;
- Plan Change 78 on behalf of Viaduct Harbour Holdings Limited in respect of the City Centre Wynyard and Viaduct Harbour Precincts; and
- Private Plan Change 94 in respect of Te Auaunga (previously Wairaka) Precinct.
- Kiwi Property's Drury Metropolitan Centre – Consolidated Stages 1 and 2 project, a listed project under the Fast Track Approvals Act 2024.
- Rangitootuni Developments Limited, a listed project under the Fast Track Approvals Act 2024.

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.

Methodology

This preliminary assessment is consistent with the concepts, principles, and approaches in 'Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

As part of the assessment, the Site has been observed and the preliminary development proposal considered from both proximate and more distant locations within the established urban fabric of the locality. This has included land and water based locations, the latter observed from the Devonport ferry travelling to and from Devonport.

In assessing the scale of landscape effects, a seven-point scale of effects will be applied, as recommended in Te Tangi a te Manu², and as set out below:

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

Effects will be assessed in terms of the values of the landscape, having first understood its characteristics in terms of the physical, associative and perceptual realms of the landscape. Importantly, it is understood that change in a landscape does not of itself generate adverse effects.

I am familiar with Devonport having lived in Auckland since 1986 (some 40 years). In particular in respect of this Project I have visited and walked within and around the site and surrounding area including Takarunga, Mt Victoria on multiple occasions and participated in project team design / masterplanning workshops on Site. I have tended to access Devonport by ferry from the Downtown ferry terminal, rather than by car via Lake Road. The Site has, therefore been observed from within the development area, and from both proximate and more distant locations within the established urban fabric of the locality and from the adjacent waters of Te Waitematā.

Site visits have also been undertaken for the purpose of taking photographs to illustrate the Site and its landscape context and in order to determine viewpoint locations for the preparation of visual simulations, which will be undertaken as part of the substantive application.

To assist with assessing the potential effects of the Proposal, viewpoint locations for the preparation of visual simulations have been selected to illustrate representative public views of the Site at a range of distances as experienced by residents, as well as people visiting the locality, accessing streets, open space reserves and from the route of the Devonport ferry on the Waitematā Harbour. At this project referral stage the **Graphic Supplement** Appendix 1 attached, includes the photograph viewpoint location plans (at two scales) and the existing condition photographs from thirteen selected viewpoints. The proposed viewpoints were discussed with Council's Landscape Peer Reviewer at the Pre-application meeting on 18 November 2025, and in subsequent emails. The range of viewpoints selected addresses land and water based views and the series of relevant landscape scales in which the Proposal will be experienced. The final number of visual simulations to be prepared and their inclusion in the **Graphic Supplement** will be determined at the time of the Substantive resource consent application.

The chosen viewpoints are necessarily static and those in which the Proposal will be clearly evident in the view, in this respect the visual simulations that will be prepared focus on the visibility of the Proposal. There are many urban contexts within Devonport where the Proposal will have much lesser visibility or presence in the landscape. The Devonport Town Centre is also typically experienced in moving, rather than static, views in which a sequence of the environment is experienced. In the Devonport Town Centre this includes arrival by land and sea, from open space reserves, maunga, beaches, waterfront promenades, public streets, laneways and arcades.

² Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, July 2022,Tuia Pito Ora New Zealand Institute of Landscape Architects www.nzlia.co.nz.

3-Dimensional (3-D) modelling using ArcGIS Urban has been used to model variants of the Proposal as part of the collaborative masterplanning process, testing the positioning, height, bulk and massing of the components of the project to determine a supportable development proposition.

Aligned with my involvement in the masterplanning for the Site I participated in a hikoī led by Pita Turei, (Ngai Tai Ki Tamaki, Ngāti Pāoa, Ngā Rauru Kiitahi) organised by University of Auckland Architecture School lecturers Julie Stout and Ken Davis (joint design studio tutors for a 'Devonport Tomorrow' 4th year Architecture Masters programme paper) and the architecture student cohort on 7 March 2025 which involved walking from the harbour edge to the tihi of Takarunga. I contributed a landscape architects perspective to this hikoī, and subsequently participated in a design crit and attended the student exhibition opening in Devonport.

Mana Whenua in respect of the Proposal site are Ngāti Pāoa. The applicant has led the relationship with Mana Whenua, meeting first with Ngāti Whātua and then Ngāti Pāoa with whom meetings have been held with the purpose of developing an ongoing relationship.

As part of initial engagement, I have met with Tipa Compain, and Janine Williams of Ngāti Pāoa on Friday 23 January 2026 in Devonport, along with an applicant representative, walking the Site and adjacent area to discuss the Project and understand the connections of Ngāti Pāoa to the locality, known to Mana Whenua as Takapuna (despite that name in European times being associated with the coastal area to the north). The landscape considerations informing the design process were discussed at this time. I have subsequently met with Janine Williams and the wider project design team in sessions exploring the design evolution and integration of cultural values and relevant narratives into the Proposal, a process which is ongoing.

I have met on two occasions (3 March and 21 April 2026) with representatives of the Tupuna Maunga Authority along with client representatives, the project planner, and Ngāti Pāoa to introduce the project and discuss their considerations and feedback.

I have read the background 'heritage thematic study'³ and 'history of the place'⁴ documents prepared by Archifact. I have also read the background document prepared by archaeologist Hans Dieter Bader titled 'Pre-Contact Historical Background'. This provides an introduction into the context of the area using readily available published and unpublished sources.

The applicant has engaged with Mana Whenua, and it will be for Mana Whenua to advise in respect of their cultural values in respect of the Proposal. However, I have informed myself in a way that will enable my landscape architect's perspective in respect of the landscape and its values to Mana Whenua.

Potential Effects

The nature of the landscape and urban design effects of the Proposal (both beneficial and adverse) are:

³ Devonport Mixed Use Development: Historical northfleet precinct, Devonport, Auckland, heritage thematic study, Rev A for Peninsula Capital, prepared by Archifact architecture & conservation ltd, August 2024

⁴ Devonport Mixed Use Development: Devonport, history of the place for Devonport Property Management Limited, draft, prepared by Archifact architecture & conservation ltd with Clough & Associates Ltd, October 2025

Landscape Effects

- Potential effects in relation to the location, scale, bulk, and massing of the development within the context of the maunga of the Devonport Peninsula particularly Takarunga, but also Maungauika, as well as the relationship to the surrounding coastal waters, the Waitematā Harbour, and the volcanic landscape of the Isthmus;
- Potential effects in relation to the location, scale, bulk, and massing of the development within the context of the Site and urban block containing the Site including in respect of the interface of the development with its scheduled heritage buildings and the heritage characteristics of the Site;
- Potential effects in relation to the scale, bulk, and massing of the development within the context of adjacent and the wider Devonport open space, and the surrounding character residential zones;
- Potential privacy effects in respect of residential neighbours; and
- Potential effects in relation to the enhancement of the site from the proposed development.

Visibility of the Proposal is not, in and of itself, an effect.

The Site and its Landscape Context

The Site

The Site for proposed redevelopment occupies a substantial portion, 5,455m² or 47% of the 11,670m² southern block of the Devonport Town Centre with a single further site (671m²) located on the west side of Wynyard Street, number 1-3 Wynyard Street. The total Site area is 6,126m². It occupies the majority of the Victoria Street frontage north of the Esplanade Hotel (which does not form part of the site) through to the Victoria Road / Clarence Street corner, refer Figure 1 below.



Figure 1: Site location and immediate context.

The Site includes recognised historic heritage listed properties (Schedule 14.1 Auckland Unitary Plan (AUP) being five Category B listed heritage buildings and one Category A listed heritage building), 'Historic Heritage' and 'Business Special Character Area' overlays as well as buildings having no form of recognition or protection and areas of open space, primarily occupied by surface carparking in the rear of sites and on street frontages.

On Victoria Road the only properties not included in the Site are the Esplanade Hotel, on a large, 1084m², site at 1 Victoria Road and 27-29 Victoria Road, which supports a single storey building with three retail units on its street frontage, a barber shop, stationary / Lotto store and Newton Andrews Gallery (antique prints, maps, photography and paintings).

The Victoria Road frontage of the Site supports a number of AUP scheduled historic heritage buildings which establish a largely intact two storey, verandah covered, heritage frontage to the street. The scheduled buildings included within the Site along with their AUP Schedule 14.1 Schedule of Historic Heritage identifier and address are:

- Devonport Post Office (former) / Devonport Borough Council Building (former) (ID 1121), 3 Victoria Road;
- May's Building (ID 1122), 5-15 and 17-19 Victoria Road;
- Commercial Building (ID 1126), 25 Victoria Road;
- Commercial Building (ID1127), 33 and 37-39 Victoria Road; and
- Buchanan's Building (ID 1129), 41 and 43 Victoria Road

The Esplanade Hotel, defining the corner, which is not included within the Site but adjacent to the south, is a generous three storeys at 16.7m height to the top of the corner parapet (16.7m could accommodate a five storey building at 3.2m standard floor to floors). Figure 2 below illustrates the view from adjacent to Victoria Wharf looking north up Victoria Road.



Figure 2: Panorama view looking north up Victoria Road.

The central portion of Site on Victoria Road extends through the block to Wynyard Street (block depth 75m) in the middle of the block. This portion of the Site includes 'The Arcade' in the May's Building (5-15 Victoria Road), in the rear of which is the 'brick oven building' which is included in its historic heritage scheduling. The pedestrian link of the arcade extends through to Wynyard Street via a route through a contemporary building, housing the Anglican Community Shop and a small surface carpark. Figure 3 below illustrates the contrasting nature of the Victoria Road and Wynyard Street frontages of the May's Building site.



Figure 3: Victoria Road frontage and Wynyard Street rear of The Arcade

The Site includes the northeastern corner of the block comprising five titles. The existing building on the corner is a nondescript single storey late 20thC building with a blank frontage to Clarence Street, its northern elevation, with the second building at 7 Clarence Street also not of heritage stock, and comprising a neighbourhood bar, 'Tiny Triumphs', with a bar deck space opening to the street, refer Figure 4 below. Adjacent to this part of the Site on Clarence Street is the single storey, historic heritage scheduled, Stone Oven bakery and café building, the original Devonport Automatic Telephone Exchange (1923).



Figure 4: Google Earth view 45 Victoria Road corner building with the Stone Oven building behind on Clarence Street.

The Stone Oven building can be seen demarcated in red in the centre of the Clarence Street block in the diagram Figure 5 below, which illustrates the chronology of built development within the subject block of Devonport. This shows the relative intactness of the built heritage fabric along Victoria Road as well as the predominance of more recent development and open surface areas, occupied by car parking, to the west including on the Wynyard Street frontage.



Figure 5: Chronology of built development within the southeastern block of the Devonport Town Centre (source Heritage Themes Study⁵)

There is a single vehicle crossing on Victoria Road accessing a narrow passage beneath the building to a rear courtyard at 37–39 Victoria Road. The rear site has been redeveloped for residential and office accommodation with a small surface car park.

Site Context

The Site comprises multiple existing titles within the core, southeastern block of the Devonport town centre located proximate to the point of arrival to Devonport by ferry, refer Figure 6 below. In total it comprises 14 existing titles covering approximately 6100m² of brownfield land.

To the east across Victoria Road lies Windsor Reserve with its Devonport Beach east-facing sandy beach shoreline. The reserve is split by King Edward Parade with the reserve's well treed northern extent incorporating the two storey Devonport Library (Athfield Architects). Flagstaff Terrace forms the northern boundary to the reserve with the town centre comprising a two sided retail block along Victoria Road to the north. The three storey Victoria Theatre building forms the first / last of the town centre buildings at the northern end of Victoria Road on the eastern side with the two storey Princess Buildings to the west.

⁵ Archifact and Clough & Associates; November 2023; Historical North Fleet Precinct, Devonport Auckland, Heritage Themes Study



Figure 6: Site and Devonport town centre context.

To the northwest of the Site the historical through connection of Wynyard Street to Fleet Street has been disrupted by the intervention of the New World Supermarket carpark. The supermarket building defines the northwestern extent of the town centre, this part of the town centre is low lying below the Calliope Road / upper Clarence Street triangle. There is a steep pedestrian pathway connecting from the Victoria / Calliope / Albert Roads intersection down to Fleet Street and thereby into the town centre. Shops along the eastern side of the supermarket carpark have no street frontage being accessed via footpath along the edge to the carpark.

To the west the commercial properties along the western side of Wynyard Street back onto residential properties with their frontage to Anne Street. These properties, along with much of the wider Devonport residential area are covered by a Residential Special Character Area overlay.

To the south, Queens Parade and Marine Square define the southern edge to the town centre along the waterfront. Surface carparking associated with the ferry terminal and town centre is accommodated in two prime locations accessed from Queens Parade on the town's waterfront. There is a seawall along the southern shoreline with a small, south-facing, sandy beach having formed adjacent to the seawall and ferry wharf.

Victoria Road has a wide carriageway with a painted central median in the southern block fronting the Site. This block has angle parking along the western retail frontage with parallel parking in front of the Library and further angle parking adjacent to Windsor Reserve south of King Edward Parade. The western footpath connects directly across Queens Parade to the Devonport Wharf with two pedestrian crossing points on Victoria Road connecting to the Library. People in the residential catchment to the north and northwest use Victoria Road and Wynyard Street to access the ferry terminal.

Wider Landscape Context

In terms of its wider landscape context the compact town centre of Devonport adjoins the southern coastline of the Peninsula on the Waitematā Harbour between Stanley Bay to the west and Torpedo Bay to the east. The Devonport Naval Base occupies the coastline to the west with its land and water based development including reclamation and wharves. The Naval base sits below and is backdropped by the well-vegetated Calliope Road escarpment ridgeline. The inner waters of the Harbour are busy with a wide range of watercraft from (in season) cruise liners, to vehicle and pedestrian ferries (Fullers, Island Direct and Sealink), sail and motor boats. Figure 7 below captures the harbour activity with a Friday evening boat race sailing out of the Harbour.



Figure 7 looking toward the Devonport Peninsula from the ferry leaving Devonport with the Naval Base and a sailing race heading out of the Harbour (12.12.25).

Lake Road accesses the Devonport Peninsula with a southern alignment on axis with Takarunga, at the roundabout at the base of the maunga Lake Road meets Albert Road which accesses across the peninsula towards Cheltenham Beach in the east and Devonport in the southwest. Albert Road transitions to Victoria Road at the Calliope Road intersection to access the town centre, the extension of Victoria Road forms Victoria Wharf.

Devonport, and the town centre directly, is also accessed via water across the harbour from the Downtown ferry terminal (a 12 minute trip) with Victoria Wharf and the Devonport ferry terminal signalling the landing point on the southern shoreline. Auckland Transport (AT) runs connecting busses to support use of the ferry for public transport between Devonport and the Central City. The Devonport ferry is considered by AT to be a key public transport route for commuters and visitors. Pre-pandemic Auckland ferry passenger numbers were nearing 6 million passengers per year with 2024 use levels reportedly back to equal or exceeding these numbers. AT's monthly patronage statistics⁶ for the Devonport ferry for July to December 2025 recorded

⁶ <https://at.govt.nz/about-us/reports-publications/how-many-people-are-taking-buses-trains-and-ferries>

105,645, 108,122, 108,262, 116,965, 140,154 and 140,534 trips respectively over this 6-month period. These user rates were second only to Waiheke (142,255, 147,724, 150,032, 183,278, 219,620, 264,728 respectively for the same 6-months). The popularity of the ferry for Devonport commuters is in part due to traffic congestion on Lake Road.

Figure 8 below illustrates the spatial relationship between Devonport and the Central City, the maunga – Takarunga and Maungauika, as well as the Devonport ferry route, Lake Road, the Devonport Naval Base.

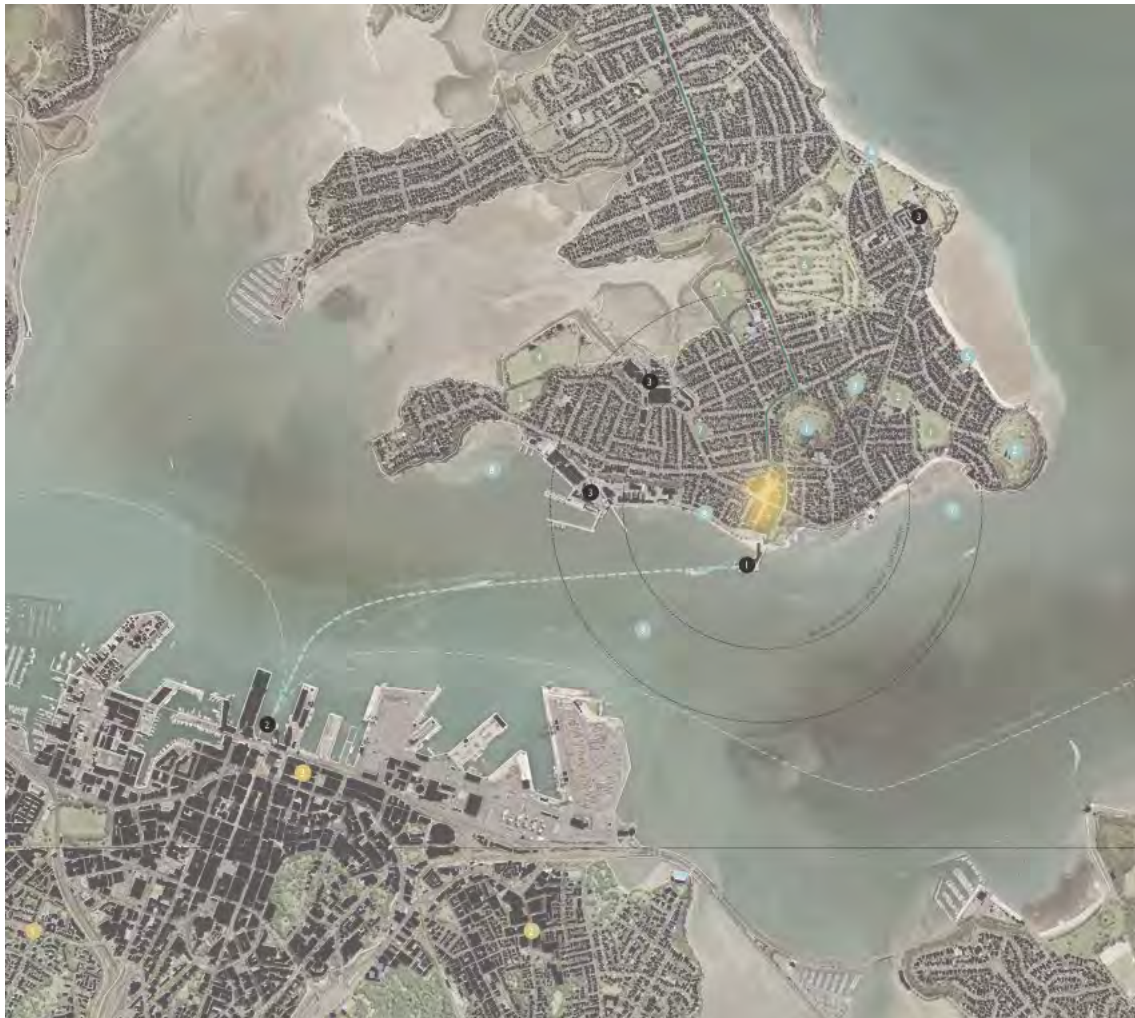


Figure 8: Illustrating the spatial relationship between Devonport, the Waitemata Harbour and Isthmus.

The Site is located on relatively flat topography below the 10m contour, to the southwest of Takarunga below the east/west escarpment, which rises to RL20m along which Calliope Road is broadly aligned, refer Figure 9 below. The tihi of Takarunga sits at RL80m with Maungauika at RL65m. The low point saddle between the maunga sits at approx RL5.0m.

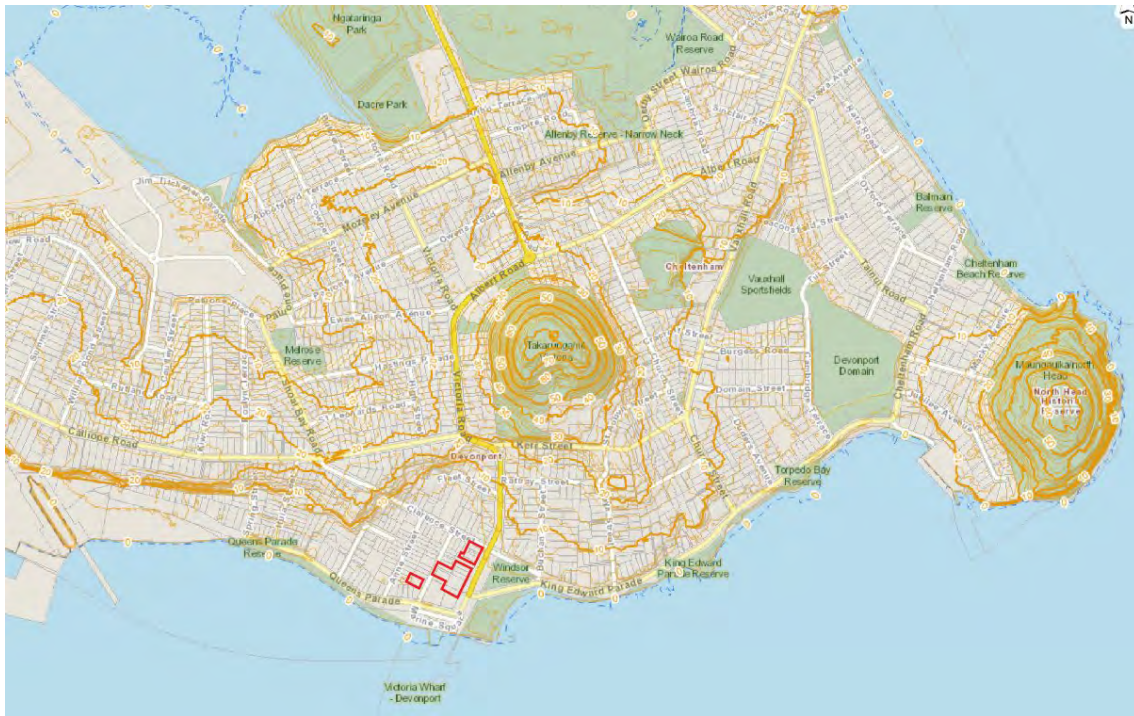


Figure 9: Devonport Peninsula topography (source GeoMaps)

Historical Occupation and Development

The distal end of the peninsula with its cluster of maunga, fertile volcanic soils, forest resources, extensive shoreline, Waitematā Harbour and Hauraki Gulf access and overall strategic location offered prized qualities for Māori. For similar reasons European settlers sought to occupy and visit the Devonport locality giving it a long history of changing occupation and use.

Cultural heritage aspects of the site and wider locality have been researched for the project by Archaeology Solutions Ltd⁷, and Archifact⁸ alongside engagement with mana whenua, Ngāti Pāoa.

The pre-European landscape, comprised the volcanic cone landforms of Takarunga (Mt Victoria), Maungauika (North Head), Takamaiwaho (Duders Hill) and Takararo (Mt Cambria) the latter two of which were quarried away in the late nineteenth and early twentieth century supplying materials for Devonport's European urbanisation. The coastline of the locality also differed in pre-European times with reclamation along the shoreline including of part of the Site. The original rocky and sandy shoreline comprised a distinct sand bank, Te Tāhuna-o-Taikehu and embayment as illustrated in Figure 10 below. This was the location for the landing point of the Tainui canoe.

⁷ Archaeological Assessment of Effects – Memo: Historical Northfleet Precinct, Devonport Tamaki Makaurau (Auckland) January 2026

⁸ Devonport Mixed Use Development: Devonport, History of the Place, for Devonport Property Management Limited, Draft October 2025

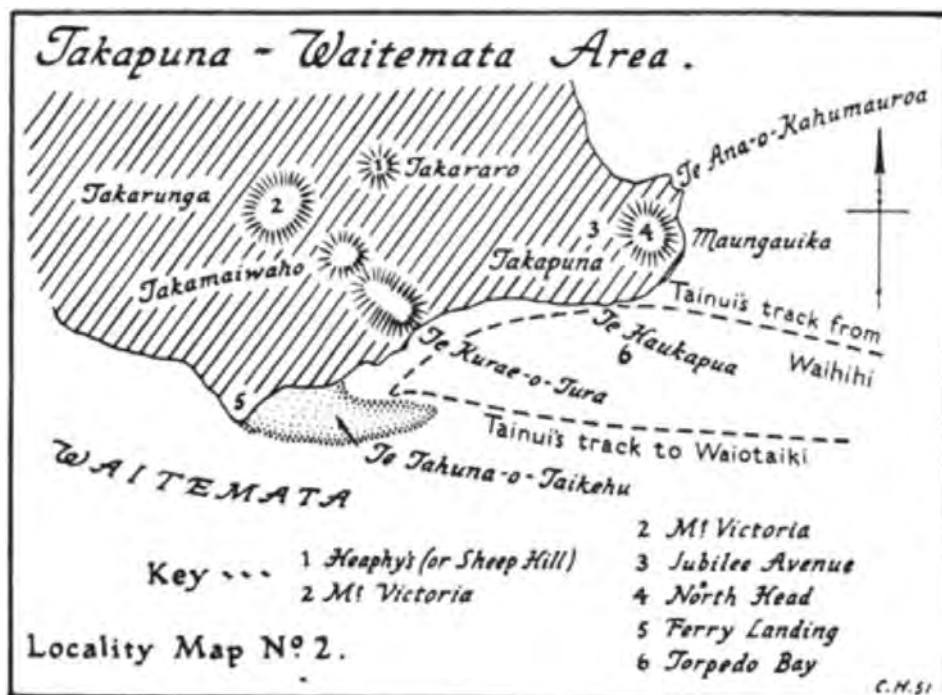


Figure 10: Pre-European geography of 'Takapuna – Waitemata Area (Source: *The Journal of the Polynesian Society*, Volume 60 1951, volume 60 No. 1, Tainui, by George Graham, p 80-92 Precontact Historical Background Report (Rev.c) Dr Hans-Dieter Bader, Archaeologist)

By way of context, the following comprises an extract from background research and documentation for the Project provided by Archifact addressing Maori⁹ and early European settlement.

“Maori Settlement:

The area is associated with the famous ancestral canoes Arawa and Tainui which landed over 500 years ago. Oral history tells of the Tainui canoe commanded by Hoturoa having anchored at Te Haukapua (Torpedo Bay) and subsequently stranded at Taikehu (Devonport Beach) where the Tohunga Taikehu climbed Takapuna Hill (North Head) to survey the surrounding area. Some crew members remained and settled on the land intermarrying with people already in residence and became known as Ngāti Tai.

Over the centuries many other tribes developed ancestral associations with the Devonport area. In the seventeenth century the Te Kawerau ancestor Maki was hosted at Maungauika (North Head) by local chief Taihua. By the eighteenth century, land in the vicinity was occupied by Te Kawerau, who held settlements along the Waitematā shoreline noted for their access to shark fisheries. Over subsequent generations the Hauraki tribes, in particular Ngāti Paoa, came to occupy the area. Tradition and the archaeological record suggest the area became intensely settled in pre-European times. Each of the cones was occupied and fortified. Below them were cultivations and open settlements. On the foreshore were canoe landings, food processing areas and stone working areas.

⁹ While based on reliable documentary sources, this information should not be viewed as complete or without other context. There are a large number of iwi historically associated with the Auckland region and many other histories known to tangata whenua.

In the later periods inter-tribal struggles and external battles were almost continuous. The North Shore was the gateway to the north, and a buffer between the tribes of Tamaki Makaurau and those residing further north. A battle is recorded at Te Haukapua (Torpedo Bay) in the late eighteenth century between Ngāti Paoa and an alliance of Ngāpuhi, Te Kawerau, and Te Parawhau, with Ngāti Paoa eventually escaping to Waiheke Island.

Skirmishes continued through the early nineteenth century until in 1820, Ngāpuhi chief Hongi Hika led a war party armed with muskets south into the Tamaki area, and in 1821 Ngāpuhi destroyed many of the Ngāti Paoa and Te Kawerau a Maki settlements, while Ngāti Whatua abandoned their settlements in the region under the leadership of chief Apihai Te Kawau.

Around the 1830s, groups of Māori had returned to live around the shores of the Takapuna Tuff Crater Lagoon and the greater Shoal Bay area as well as at Te Haukapua (Torpedo Bay) and on the north-western side of Takarunga (Mt Victoria) in Devonport.

In mid-1863 it was reported that there were around fifty Māori living at the Haukapua kāinga on the banks of what was formerly a swamp fronting King Edward Parade between Cambridge and Cheltenham Roads. Due to curfew restrictions placed on Auckland and Waikato Māori by Governor George Grey in 1863, most of the remaining occupants of the Haukapua kāinga left their land and migrated south.

European Settlement

Post-contact Accounts

The Musket Wars of the early 19th century reached Tāmaki Makaurau in 1821 culminating into an epic battle at Mokoia Pā in Tāmaki. The success of Ngāpuhi resulted in most people of the region fleeing into the Waikato and returning slowly in the 1830s.

The Mahurangi sale

In 1841 the Crown acquired 100,000 acres with the purchase of the Mahurangi Block from Ngāti Maru, Ngāti Paoa, Ngāti Whanaunga and Ngāti Tamatera.. The boundaries of the block stretched from Te Arai in the north to Takapuna in the south¹⁰. Despite the difficulties to define the boundaries of the Mahurangi Block accurately the study area is considered part of it. The sale did not extinguish the presence of Māori living in settlements within the Block.

It seems that only the Waikato War in 1863 ended occupation of Te Haukapua as a Māori settlement. Nonetheless, archaeology has shown that a Māori presence can be found much later in places that have gone into European land ownership (e.g. East Tāmaki and Bell Block)¹¹.

A tract of land along the Devonport foreshore, by then known as Windsor Reserve, had attracted British naval vessels as early as 1840 and was used as a landing place for those warships which had been sent from Russell to support the establishment of the City of Auckland. A flagstaff was raised on Takarunga Mount Victoria as a visual signal station with

¹⁰ Stone, R.C.J. 2001. From Tamaki-Makau-Rau to Auckland. Auckland: Auckland University Press.

¹¹ Adamson, J. & Bader, HD., 2008. Archaeological Excavation Report on the Street Homestead, Penrod Drive, Bell Block, Taranaki, unpublished report.

Adamson, J. & Bader, HD, 2024. Archaeological Report on Te Māra Pātengi o Te Wai o Uru, Fisher & Paykel Healthcare Building 4 and 5, Maurice Paykel Place, East Tāmaki, Authorities #2017/679 & #2021/562, unpublished report.

Lieutenant Robert Snow being awarded the position of signalman. The flagstaff was moved down onto the naval site in 1841.

Shortly afterwards, a weatherboard shed that served as a combined maintenance workshop and store was erected on the naval site. This was followed by a magazine built on the rock jutting out into the harbour a few hundred metres along the foreshore towards North Head. The naval depot soon became known as Sandspit or Depot Point and was the first naval base to be established in Auckland. This location is now Devonport Beach and Windsor Reserve.



Figure 11: 1844 sketch by Lieutenant T. Godfrey of the HMS Urgent by the Auckland Art Gallery, showing Devonport, Takarunga Mount Victoria with Signal Post (left), and North Head (right)

(Auckland Libraries Heritage Collections 1043-060)

Small clusters of families connected with these early naval activities characterised initial European settlement of the Devonport area in the 1840s, with the area known as East Devonport (Torpedo Bay) being the earliest to be settled. The Devonport township area was known as Flagstaff until the 1860s, in reference to the signalling station originally installed on Takarunga Mount Victoria.

In 1849 Devonport was incorporated into the Hundred of Pupuke, and the following year the area was subdivided into suburban farms with the allocation of the original Crown Grants. However, certain land parcels were excluded from subdivision and sale. These tracts were retained for use as reserves and included the naval occupied land (Windsor Reserve). The current layout of the town was established at the very beginning of this colonial settlement with surveying commencing for the formation of main roads such as Victoria Road, Beach Road (now King Edward Parade), and Clarence Street (now Flagstaff Terrace).

The initial growth of Devonport saw intense rivalry between two 'ends': one at Victoria Road and the other further east along the waterfront at Church Street with Duder's Wharf. After an intense period of rivalry, the Holmes Brothers' ferry service from Victoria Wharf to Auckland City at the bottom of Victoria Road won out. The original commercial area of Devonport was concentrated on the western side of Marine Square and Victoria Road and stretched north from the wharf to Clarence Street (being the Victoria Road buildings within the subject precinct).

Boat building yards and shipping ventures were also a common feature of the Devonport coastal stretch. In 1855 Coombes and Daldy constructed a stone jetty inside the Devonport Sandspit for loading ballast, the exact location of which is currently unknown.

Later, in the early 1860s, the Holmes Brothers built a slip and constructed the cutter *Morning Light* at the foot of Victoria Road, where the present Victoria Wharf is located. The wreck of the boat is reported to lie beneath the sand in front of the former bathing sheds at Devonport Beach.

The area's potential as a seaside suburb was recognised as early as 1859 when notices appeared in the *New Zealander* offering land "in the village of Devonport" for sale by auction. In the 1860s Devonport was subject to considerable land speculation, however, large-scale development emerged primarily during the economic boom of the 1870s and 1880s.'

Figure 12 below provides an appreciation of the landscape at the time.



Figure 12: 1864 sketch view of Devonport (artist unknown) looking east from Takarunga Mount Victoria towards North Head, from a poster for sale of land.

(Auckland Libraries Heritage Collections D-GVA-0003)

'By the 1860s, with the start of the Waikato Campaign of the New Zealand Land Wars and the increase in membership of the Naval Volunteers, the Navy was granted full use of the Sandspit and the 'triangle' (now the northern side of Windsor Reserve with the library). The naval authorities proceeded to construct a wharf at the Sandspit around 1863 and replaced the small shed with a large two-storey building to which was later added a blacksmith's shop and a caretaker's house. The barracks remained in regular use until they burned down in 1897.

Through the second half of the nineteenth century, Devonport steadily grew with the arrival of shipbuilders, farmers, churchmen, teachers and shopkeepers. The Devonport area became well known for a number of fledgling businesses that developed into large local industries. Torpedo Bay became the focus of multiple shipbuilding companies including that of George Beddoes and the Holmes brothers. The Holmes brothers also initiated a successful ferry service from Victoria Wharf during this time.

Brick making was also a popular industry around this time, with Jas Hammond establishing a brick works in Stanley Bay, Tiller and King setting up on the eastern edge of Ngataranga Bay, the Duder brothers setting up what would become a large brick making enterprise on the northern shores of Ngataranga Bay, and finally the Auckland Gas Company on the southern shores of the Bay.

With the onset of the Russian War 'scare' in the 1880s, Devonport had grown further with the arrival of the military, and the construction of defence works on North Head, including the establishment of the Torpedo Bay Submarine Mining Base constructed below North Head at the far end of Torpedo Bay during the 1880s and 1890s. A special boatshed was constructed on the Naval Reserve at Depot Point (Windsor Reserve) to house one of the Thornycroft torpedo boats allocated to Auckland. This growth was also coupled the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885.

By the start of the twentieth century, the Devonport commercial area was thriving. As commuting was now possible into the city via the ferry service, businessmen and other professionals from the city began to settle in the area and build large residences, and the Devonport town centre expanded.

Farming within the area was reducing rapidly as larger blocks began to be subdivided. With the completion of the Calliope Dry Dock in 1890 the navy traded the Sandspit land at Devonport for the block of land recently reclaimed at Calliope Point. They proceeded to move all naval activities to the new site, where the navy base remains today. The Naval Reserve at Sandspit subsequently came under the ownership of the Devonport Borough Council and became known as the Borough Reserve or the Admiralty Recreation Reserve

By the early 1900s, the settlement had developed into a prosperous seaside community, with an emerging reputation as a recreational resort, accessible by ferry from Auckland. Bathing sheds were built on the Devonport beach, and the area became a popular recreation ground for locals and visitors for whom a day out in Devonport was a holiday highlight.

Today, the Devonport area is a popular residential area with a town centre based around Victoria Road and the Devonport wharf. The Navy is still based in the area around Calliope Dock below Stanley Point. The former Torpedo Bay Submarine Mining Base has been developed into the Navy Museum and Maungauika / North Head is now managed as a Public Reserve by the Department of Conservation."

The Devonport of today is strongly influenced by the peninsula's interrelated geology / landform / topography, its pattern of historical European settlement and its present day development and use.

Statutory Context

The Site occupies parts of the southeastern block of the established Devonport town centre, which is zoned Business – Town Centre in the AUP as illustrated in Figure 13 below. The town centre comprises two full and three partial blocks surrounded by suburban residential (Residential Single House zone) development which is also covered by a Residential Special Character Overlay.

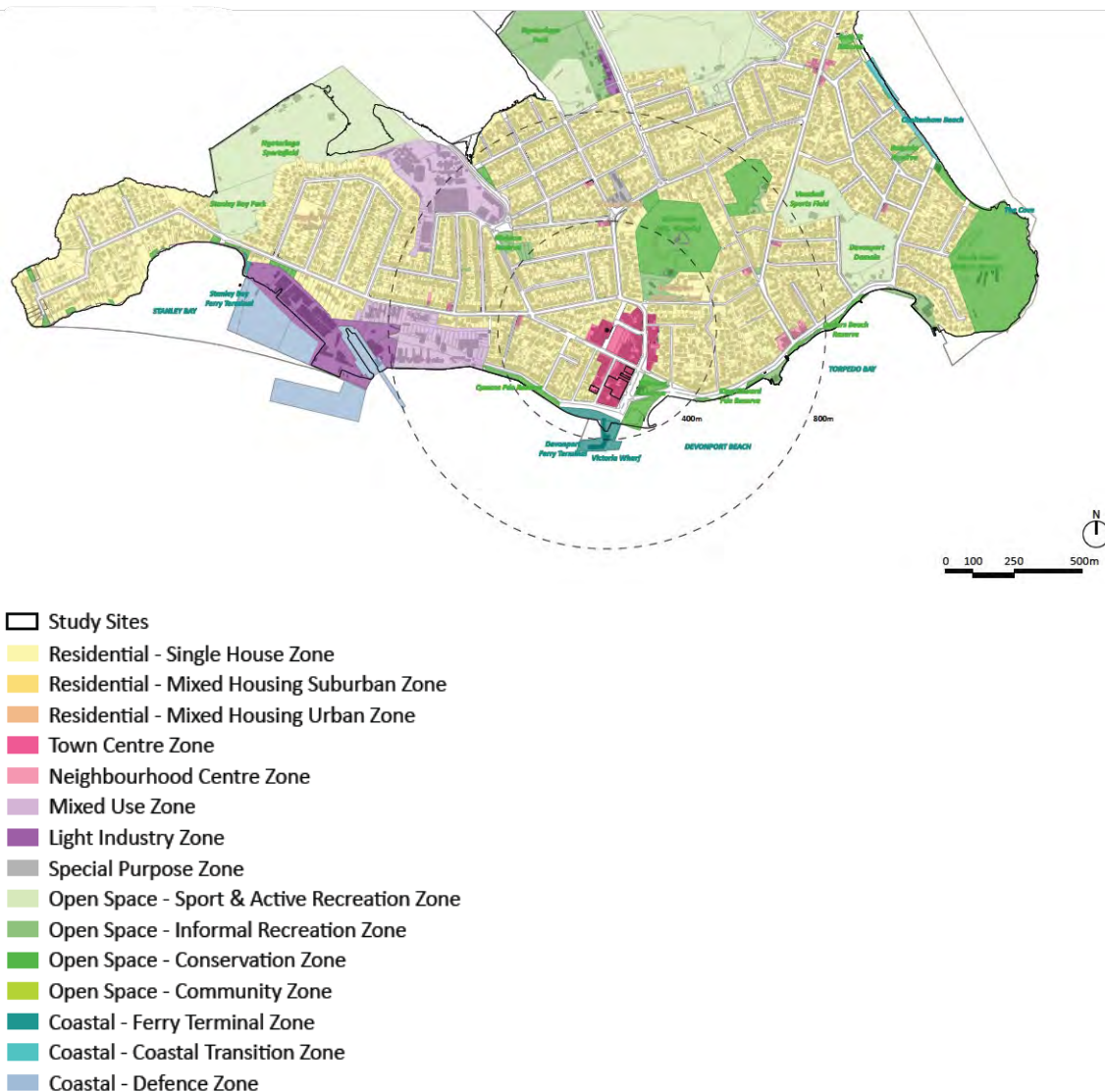


Figure 13: AUP zoning of the town centre and surrounding Devonport peninsula area.

The Site lies within the area covered by the AUP Devonport Business Special Character overlay and has an Historic Heritage overlay that applies to several of the buildings within the project area. It is also within the Height Sensitive Area Overlay which covers an extensive area of residential zoned land as well as the full town centre relative to Takarunga and Maungauika.

The Town Centre zone provisions for Devonport provide for 9m building height along the Victoria Road frontage of the Site to a depth of 12m, preserving the established two-storey historic heritage scale of development to the street frontage with 13m height enabled behind. Figure 14 below illustrates the AUP zoning of the Town Centre, enabled heights and the Special Character Town Centre and Residential overlays.



Figure 14: AUP zoning, enabled heights and extent of Special Character Overlays.

The site is not overlaid by any regionally or locally significant maunga viewshafts. There is a single protected regionally significant viewshaft to Takarunga on alignment with Lake Road.

The Site is adjacent to the coastal environment of the Waitematā Harbour but lies within the long established built environment of the town centre of Devonport.

The Proposal involves several reasons for consent including restricted discretionary activities and discretionary activities. However, due to the proposed buildings heights, overall, the application falls to be assessed as a non-complying activity.

The Proposal

The Proposal is for a comprehensive mixed-use development involving heritage protection, restoration and enhancement of the historic heritage scheduled properties within the Site along with redevelopment to accommodate mixed-use, town centre activities to revitalise, complement and enhance the established town centre.

From the initiation of the Project the development of the Proposal has been informed by the 'emotional brief' developed by Cheshire Architects to capture the essence of Devonport's distinctive character, qualities and experiences with the purpose of ensuring those qualities are captured, maintained and amplified by the Proposal. The emotional brief identifies human experience attributes that will enrich the Devonport town centre for all users - residents, locals and visitors, to position the Proposal in a way that adds to the attractiveness and day to day service of the town centre to Devonport residents and thereby to visitors. Through this process of brief exploration and development the 'urban seaside village' term was coined to recognise Devonport's established qualities and position the envisaged future character of the development as a core part of the Devonport town centre.

Also from the beginning the scale and massing of the Proposal has been informed 'in the round' by iterative landscape context analysis and 3-dimensional modelling. This process enabled live viewing of the 3D models as well as comparison viewpoint analysis using a set series of viewpoints covering the range of scales, from the immediate town centre context, views from the maunga (Takarunga and Maungauika), harbour / water based views, and long distance views from across the harbour on the Isthmus. This modelling tested the impact of varied height within different parts of the Site and at different scales of footprint and massing / grain. A key principle in establishing maximum building height developed through this process of modelling was to maintain the connection between the tihi of the Takarunga and the waters of the Waitematā, setting the scale of buildings to align with the already established massing of the Devonport ferry building.

Through the process of 3-dimensional modelling the principle of separation between east - Victoria and west – Wynyard building massing was also developed avoiding building footprints that would span the full depth of the block. This principle reinforces the maunga to moana connection, as established in the town's urban form by the alignment of Victoria and Wynyard streets, and enables the creation of an internal courtyard space reinforcing the finer grained public realm of the block, the through connection of laneways and arcades, and diversifying the character and quality of ground plane spaces for occupation.

Setting development back to retain the three-dimensionally intact Victoria Street historic heritage street frontage is another principle that has directed and informed the development of the Proposal. Taller new build development set behind the Victoria Road heritage frontage buildings has been vertically modulated to reflect the historical pattern of lot subdivision, breaking down the mass of these rear buildings. The Victoria Road facing façades are intentionally plain, and 'quiet' in their fenestration maintaining the primacy of the two storey heritage frontage.

Figures 15 and 16 below illustrate the way in which the Project will sit into the Victoria Road streetscape.



Figure 15: Architectural render illustrating the view looking north along Victoria Road toward the maunga, Takarunga.



Figure 16: Architectural render illustrating the view looking south down Victoria Road toward the harbour.

The configuration of the Proposal is illustrated in plan in Figure 17 below.

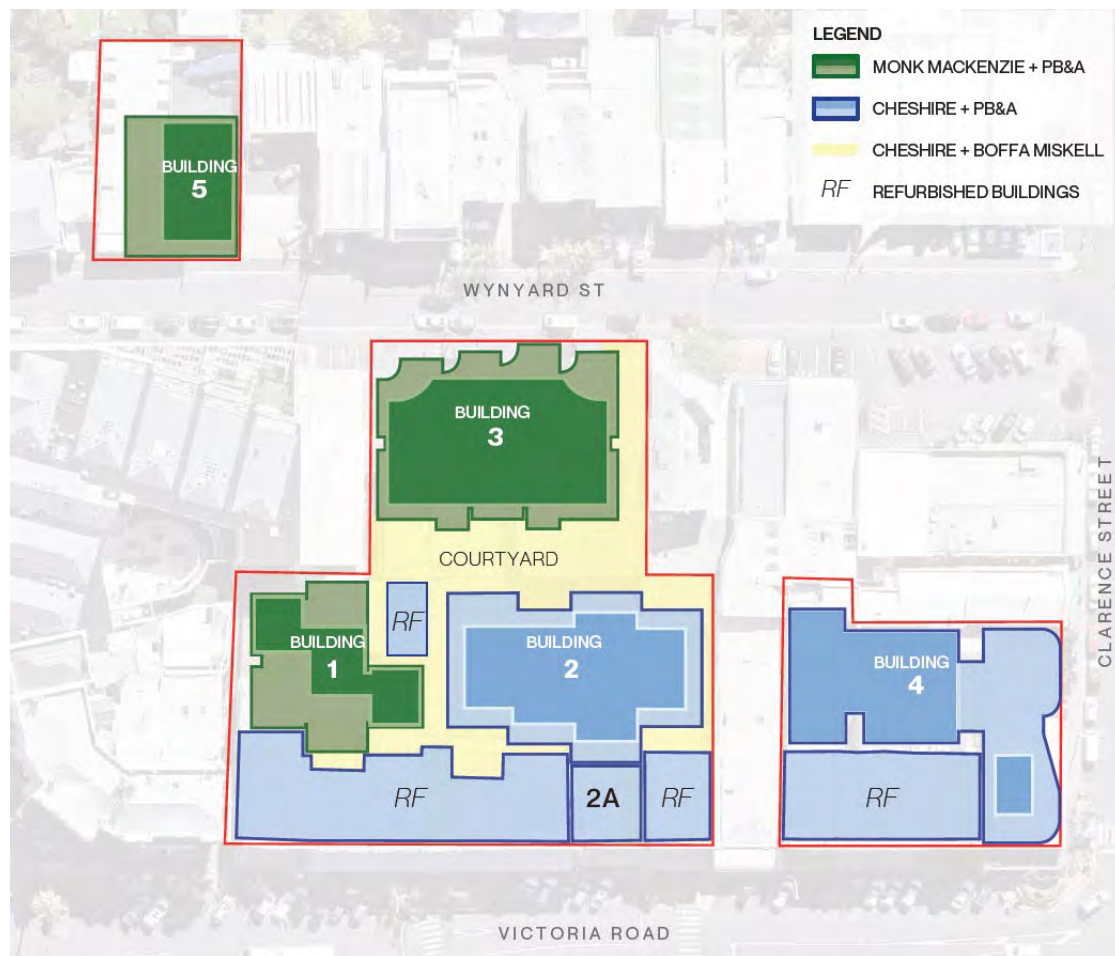


Figure 17: Proposal configuration and Building identification.

The Proposal comprises:

- the retention and refurbishment of the Victoria Road historic heritage buildings and brick oven;
- the construction of a new two-storey building replacing the two-storey contemporary building, the site of the former Auckland Savings Bank building, at 17-19 Victoria Road;
- the construction of three new standalone buildings connected to the rear of the Victoria Road historic heritage buildings: Building 1 (B1) at the southern end is six and seven storeys in height; Building 2 (B2) connected to Victoria Road via the 17-19 new build, is eight storeys in height; Building 4 (B4) comprises a new four-storey building on the Victoria Road / Clarence Street corner with a seven-storey element set back from both street frontages;
- the construction of a new seven-storey (six-storeys plus an inset penthouse to the top seventh storey) standalone building, Building 3 (B3), on the east-side Wynyard Street frontage of the Site;
- The construction of a new standalone four-storey building, Building 5 (B5), on the west-side Wynyard Street frontage of the Site; and

- Buildings B1, B2 and B3 are connected at the ground plane via a series of laneways, arcades and through site connections to an open to the air internal courtyard space, enabling multiple routes of pedestrian connection between Victoria Road and Wynyard Street and the creation of a series of activated courtyard F&B / retail spaces. The courtyard captures a northern vista of Takarunga. These through routes are illustrated in the Ground Plane drawing Figure 18 below.



Figure 18: Ground plane plan showing pedestrian through connections and vehicular entry points.

There is a fine grain of pedestrian laneway access, east west and north south, within and through the development with the central courtyard providing a focal social and hospitality space. The north / south orientation of this space also enables a vista toward Takarunga, as illustrated in Figure 19 below.



Figure 19: Architectural render illustrating the central courtyard space and vista north to Takarunga.

Overall the Proposal comprises a development mix with approximately 12,516m² of new residential floor area (80 - 90 apartment units), 2,095m² of visitor accommodation / hotel (approximately 46 - 50 rooms), 2,382m² of new commercial floor area, and 2,319m² of refurbished and adaptively reused heritage commercial space. The Apartment mix comprises an approximate proportion of 20 one bedroom, 16 two bedroom, 44 three bedroom units. An up to two level basement, accessed from Wynyard Street, is proposed to accommodate servicing and parking (between 82 and 197 spaces) below Buildings 2 and 3 with a small surface car park, accessed from Clarence Street servicing Building 4. Building 5 has parking accommodated on site.

Visual Catchment and Viewing Audiences

The Site forms part of the established Town Centre on the southern shoreline of the Devonport Peninsula at the base of Takarunga. The land based visual catchment is skewed to the west / north / east with limited land to the south. Water based views are available to the south including from ferry routes on the Waitematā Harbour including ferries to Devonport as well as to Waiheke and adjacent islands (with less frequent timetables). On land the local topography limits the extent of the catchment with higher ground to the north, including the volcanic cone of Takarunga confining the catchment. More distant views across the Harbour are available from the shoreline and elevated locations, such as the Auckland Domain, on the Isthmus to the south.

Views, particularly those from on water, roads and walkways are typically transient, changing in nature as the viewer's position varies relative to the objects viewed.

Key viewing audiences can be identified as follows:

- People within the town centre of Devonport including adjacent Windsor Reserve.
- People in properties overlooking the town centre of Devonport, particularly those located in the elevated triangle between Calliope Road and Clarence Street West.
- People on the southern side and tihi of Takarunga
- People at a greater distance from the Site on the elevated southwestern slopes of Maungauika.
- People on the Waitematā Harbour in areas adjacent to Devonport including on the Devonport and Waiheke ferry routes.
- People with northern views across the Harbour to Devonport from the Isthmus including along Tamaki Drive.

Assessment of Landscape Effects

Landscape effects are generated when the values associated with the nature and attributes of the landscape are affected, either beneficially – positive effects, or detrimentally – adverse effects. Changes to the landscape that have the potential to affect the values of the landscape, generating landscape effects, are the result of landform or vegetation modification or the introduction of new structures, activities or facilities into the landscape. Landscape has physical, associative and perceptual dimensions interwoven to create its character and values.

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

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

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

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

- The degree to which a proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
- The predictable and likely known future character of the locality.
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.
- The way in which a proposal is experienced in the context of the place including the nature of its visibility.

- The distance and foreground context within which a proposal is experienced.
- The area or extent of visual catchment from which a proposal is able to be experienced.
- With respect to visual effects, being a subset of landscape effects, the number of viewers, their location and situation (static or moving) in relation to the view.
- The backdrop and context within which a proposal is experienced.

Change in a landscape does not, of itself, necessarily constitute an adverse landscape or consequential visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways, these changes are both natural and human induced. Landscape effects are generated when the change affects the values of the landscape in its physical, associative and perceptual dimensions. In managing landscape change it is important that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change, and amenity levels are maintained and components potentially enhanced.

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

Landscape Effects

Devonport is an urban landscape strongly imprinted with its underlying volcanic and coastal peninsula headland geomorphology with an overriding heritage character derived from attributes of its historical layout, historic heritage and character commercial and suburban residential buildings. The town centre established itself at the time of early European settlement with Victoria Wharf's ferry service to the city centre's Downtown determining the location for the heart of the commercial centre supporting its residential catchment and visitor economy.

Heritage and character attributes are beloved by the Devonport community and comprise a known quality of the suburb. The Proposal has at its foundation a respect for the historic heritage of the Site, retaining the three-dimensional depth and all five dimensions of Victoria Road's commercial retail strip, restoring shop fronts, revealing and giving life to rear elevations and enriching the fine grained experience of the block with enhanced through connections and dwell spaces accessible as part of the public realm.

Takarunga has an intimate and direct relationship with the Devonport town centre backdropping the commercial heart of the community as experienced from the Harbour and south. Maungauika to the east pairs with Takarunga in the identity of Devonport and the distal peninsula headland defining the Harbour's entry and arrival to the city of Auckland. The port and city centre frame the southern harbour edge with the northern shoreline comprising indented bays, studded with nodes of prominent development; Bayswater Marina, Stanley Point, the Devonport Naval base, Devonport wharf and town centre. On approach to Devonport on the ferry Takarunga will remain in view, backdropping the urban centre with the proposed buildings only slightly increasing the extent to which buildings in the town centre obscure the maunga once landed on the wharf. The view on close approach to the wharf is illustrated in Figure 20 below.



Figure 20: Architectural render illustrating the view on close approach to the Devonport ferry terminal.

The Proposal will intensify the presence of the town centre and reinforce its position as the commercial heart of Devonport's peninsula headland. There is a clear landscape logic to urban intensification in this location, anchored to Victoria Wharf, and contained within the Victoria / Clarence / Wynyard / Queens Parade block. The presence of Takarunga from within the town centre is strongly provisioned by Victoria Road and Wynyard Street having their open viewshaft and northern axis terminated by the maunga. Away from these axial views the town centre is experienced as a built environment with a built skyline and often contained by verandahs which form part of Victoria Road mainstreet heritage streetscape. Setting back taller development within the block along the Victoria Road frontage maintains the presence of Takarunga in the town centre's primary north / south corridor along with the historic heritage qualities of its two-storey early European commercial development. On Wynyard Street the axis to Takarunga is maintained mirrored with its southern vista across the harbour to the Auckland War Memorial Museum and Auckland Domain's Pukekawa volcanic cone landform.

The height profile of the Proposal has been set to maintain the relationship of the outlook from the tihi of Takarunga to the Harbour reflecting the established three-dimensional footprint of the town centre and wharf's urban form - the maunga to moana relationship. The transect, Figure 21 below illustrates this relationship, an A3 version of this transect can be found in the Graphic Supplement.



Figure 21: Transect illustrating the relationship of Takarunga with the Devonport town centre, the Proposal, Devonport Ferry building, Waitemata Harbour / moana.

The footprint of the series of component, stand-alone buildings has been aligned to address Victoria Road and Wynyard Street respectively and to maintain a north / south separation internally within the block. This has the benefit of establishing a further north / south axis to the town centre's urban form (at the scale of the block) and providing a northern public vista from within the open courtyard core of the block to Takarunga. The provision of multiple east west pedestrian through connections allows the public to explore, occupy and traverse the block expanding the experience of the town centre as an urban mixed use destination with the Brick Oven and historic heritage fabric enriching connection to the town's past.

The scale of the Proposal will change the character of the town centre giving it a more urban intensive quality and greater presence in the landscape. Urban intensification is characteristic of Auckland's established urban environment and in particular its town centres. Care has been taken to understand and maintain the landscape qualities of the town centre and the way in which it lies relative to the volcanic landscape of the peninsula particularly Takarunga and the Harbour. The landscape effects of the Proposal will be fully assessed in the substantive application but are considered to be appropriate and able to be accommodated whilst maintaining the core values and characteristics of the landscape.

Visual Effects

Visual simulations with viewpoints selected from the thirteen viewpoints included in the **Graphic Supplement** will be provided as part of the assessment to accompany the substantive application. The number of visual simulations to be prepared and their viewpoint locations will be selected from the thirteen potential viewpoints set out in the **Graphic Supplement**. The thirteen potential viewpoint locations have been discussed with Council's landscape architect peer reviewer (Simon Button of Isthmus Group).

The potential viewpoints are illustrated in Figures 22 and 23 below and listed as follows:

VP1: Devonport ferry

VP2: Devonport ferry wharf

VP3: Victoria Road eastern footpath

VP4: Queens Parade car park / pedestrian crossing

VP5: Clarence Street West, Calliope Road triangle

VP6: Fleet Street

VP7: Takarunga tihi

VP8: Maungauika tihi

VP9: Flagstaff Terrace

VP10: Victoria Road / Flagstaff Terrace intersection looking southeast

VP 11: Rawiri Park Walkway

VP12: Tāmaki Drive

VP 13: Takarunga / Bastion Point



Figure 22: Potential visual simulation viewpoint location plan, proximate scale.



Figure 23: Potential visual simulation viewpoint location plan, wider cross Harbour scale.

In respect of each of the potential visual simulation viewpoints, based on on-site analysis and review of the 3-dimensional model, the following commentary is provided, noting that the visual

simulations and related assessment of visual effects will be fully evaluated and included in the substantive assessment:

VP1: Devonport ferry:

Arriving at and departing from Devonport via ferry passengers experience a moving view of the Harbours southern, Central City / Isthmus and northern, North Shore, landward backdrop. On the trip from the City Centre Downtown terminal to Devonport the ferry takes a slightly northern route to that of the return trip back to the City. On the trip to Devonport views tend to be focused back toward the city whilst on the route to the City the Devonport Peninsula is more of a focus of the view with tourists and visitors in particular occupying the open rear of the ferry and views back to Devonport.

VS1 from the Devonport ferry illustrates how on leaving the wharf the Proposal, sitting in behind The Esplanade Hotel and three-storey apartments on Queen's Parade lies to the east of Takarunga defining the heart of the town centre with Buildings 1, the hotel and 3 the Wynyard Street apartments backdropped by Building 2, tallest at up to 8-storeys in height. The maunga maintains its prominence in relation to the township with its silhouette defining the skyline.

VP2: Devonport ferry wharf:

Arriving to and departing from the ferry wharf, a location where there is frequently activity focused on movement, coming or going from the ferry, the Proposal is aligned to site in front of Takarunga. In this location the Proposal will signal arrival to the built Town Centre diminishing the presence of the maunga, as is currently the case on moving along the wharf closer to The Esplanade Hotel and Queen's Parade apartments which form a built skyline on arrival to land.

In these arrival and departure views from the ferry wharf the physical separation between the proposed buildings, their architectural and materiality differentiation avoids the Proposal massing together as a singular development reinforcing the fine grain mixed use nature of the town centre and providing visual interest to its intensified urban seaside village heart.

VP3: Victoria Road eastern footpath Marina Square:

People walking along the western footpath on Victoria Road will pass along the heritage restored retail frontages of the Proposal under the restored verandahs experiencing an intimate human scaled retail mainstreet environment in which the new buildings to the rear of the block will not be apparent.

People accessing Victoria Wharf and using the eastern footpath on Victoria Road will experience an open view along the open axis of the road with Takarunga terminating the axis. This condition, with the maunga prominent on the axis of the view will be retained with the Proposal located to the west, set back from the historic heritage frontage buildings, sitting in front of the western flank of the maunga.

The Esplanade Hotel maintains its prominence defining the street corner and a clear welcome arrival into the urban town centre.

VP4: Queens Parade car park / pedestrian crossing:

People approaching Wynyard Street from the south, on Queen's Parade and in the adjacent car park will experience the Proposal sitting in behind the three-storey Queen's Parade apartment building with its retail frontage to Queen's Parade. Building 3 sits in behind the two-storey component of the corner apartment complex which has its blank ground level parking basement to the street. Building 3 reads as six-storeys to the street edge with the building's seventh upper level set back. In this view Building 5 located to the north of the two storey corner building on the west side of the street is fully screened by the corner building.

Takarunga continues its prominence within the streetscape, terminating the open axis of the street which, whilst more urban in character, has a high quality mid-rise building addressing the street as part of the town centre.

VP5: Clarence Street West, Calliope Road triangle:

This viewpoint is representative of the small elevated visual catchment of residential properties located south of the Calliope Road ridge and upper Clarence Street (west). The majority of properties in this catchment have expansive views south to the harbour and Isthmus / Central City as well as views southeast over the established low-rise town centre and Site towards the harbour.

The Proposal will occupy a portion of the middle-ground of the view with Buildings 1, 2, 3, and 4 lifting the existing built roofline of the town centre to create a more prominent node of mid-rise buildings within the southern block. Trees in the foreground as well as closer buildings will largely screen the Proposal from view for all but the 'front row' of properties overlooking the basin in which the Town Centre is located.

In the context of a range of views and wider landscape the Proposal will reinforce the presence of the urban town centre of Devonport in the middle-ground of these elevated residential views with a limited impact on the nature of the outlook and a heightened presence of the town centre's urban seaside village.

VP6: Fleet Street:

This view is representative of the way in which the town centre is experienced from the northwestern corner of the basin landform. Pedestrians using the steep zigzag path between the Calliope Road ridge and Fleet Street arrive into the town centre in this location adjacent to the New World supermarket and its associated car park. The town centre presents a somewhat rear elevation to this view with the foreground kept open by the expanse of car park.

The Proposal will introduce a cluster of taller buildings into the distant middle ground of this view with a stepped skyline. Trees along Clarence Street will sit in front of the Proposal with those in Windsor Reserve also apparent to the east.

In the context of the relatively low quality of this part of the established town centre and the overall built nature of the environment the Proposal will contribute interest and diversification to the view and signal the southern block of its urban seaside village.

VP7: Takarunga tihi:

From the tihi of Takarunga people can experience expansive views south to the harbour and distant Isthmus including the port, city centre and skyline maunga, particularly Maungawhau. The more intensively built urban block of the town centre, between Victoria Road and Wynyard Street is evident as is the more treed, spacious character of the adjoining residential suburb. The wharves and docked ships of the Naval Base are also evident across the harbour from the port.

Building heights have been set within the Proposal to more or less maintain the extent to which the town centre impinges on the connection to the harbour in this elevated, vantage point view. Maintaining this existing condition seeks to maintain the relationship between the maunga and the moana and the maunga's presence in the landscape.

Whilst the Proposal will give greater built emphasis to the southern block of the town centre this is in the context of an already built environment and urban core, a logical location for the presence of more urban forms of development. The scale of the new buildings is not out of

context with the established urban heart of the town centre and does not challenge the balance of the wider urban landscape including the city centre's high-rise prominence.

VP8: Maungauika tihi:

From the tihi of Maungauika there are views southwest back to the Isthmus and central city along with expansive views out to the harbour and Hauraki Gulf. The Proposal will introduce a small node of mid-rise development on the lower southern flank of Takarunga without challenging the primacy of the maunga or Takarunga's tihi. The small mid-rise node of development is also subservient to the nature and scale of the central city, which is a built focus of the view.

At this distance the scale of the Proposal is relatively diminutive giving heightened awareness of the presence of the town centre but with little overall impact on the view.

VP9: Flagstaff Terrace

This view is representative of views from the east in the town centre including Windsor Reserve and the library. The road carriageway and open corner of the reserve provide a view across Victoria Road to the northern part of the site.

The single storey, non-heritage building on the corner of Victoria Road and Clarence Street, currently trading as the SPCA Op Shop, will be replaced with a new building to book end the Victoria Street block as a counterbalance to The Esplanade Hotel at the southern end. This building will interface with the two storey corner building, also within the town centre character overlay area, on the north side of Clarence Street. Proposed taller building elements are set back from Victoria Road's two storey historic heritage frontage buildings with the full three dimensional volume of these important frontage buildings retained.

The existing single storey corner building that will be replaced makes a poor contribution to the Victoria Road streetscape with the proposal introducing a strong architectural corner building with two activated street frontages.

VP10: Victoria Road / Flagstaff Terrace intersection looking southeast

This view is similar to VP 9 but located slightly to the north on the opposite side of Victoria Road enabling a view along the frontage of the block. There is a small open space and seating area on the street corner outside the existing Flagstaff Gallery and Vondel café / restaurant on this part of Victoria Road, at the point where the road changes angle. Trees in Windsor Reserve including Pheonix palms, Moreton Bay fig and pōhutukawa define the eastern side of the street.

Similar to the commentary above, the single storey, non-heritage building on the corner of Victoria Road and Clarence Street, currently trading as the SPCA Op Shop, will be replaced with a new building to book end the Victoria Street block as a counterbalance to The Esplanade Hotel, which can be seen at the southern end of the block. The existing single storey corner building that will be replaced makes a poor contribution to the Victoria Road streetscape with the proposal introducing a strong architectural corner building with two activated street frontages. The Stone Oven building adjacent to the west of the Site will sit adjacent to the redeveloped Clarence Street frontage.

Proposed taller building elements are set back from Victoria Road's two storey historic heritage frontage buildings with the full three dimensional volume of these important frontage buildings retained and clearly expressed.

VP 11: Rawiri Park Walkway

This view is similar to VP5, illustrating an elevated view over the Devonport town centre from the escarpment behind. The Rawiri Park walkway (Bartley Terrace) provides a steep zig zag pedestrian pathway between Victoria Road at the top (close to the Calliope Road intersection) down into the basin of the town centre on Fleet Street. This walkway and the pedestrian path connecting the two, west and east, ends of Clarence Street provide pedestrian linkages into the town centre for the residential catchment to the north / northwest.

In this view the Proposal will sit in behind the two storey commercial buildings on the east side of the car park. The Esplanade Hotel currently projects into the harbour, and effect that the Proposal will reinforce with an evident new node of built development within the block. The trees in Windsor Reserve will counterbalance the scale of the development and some water / distant Isthmus views will be retained as part of a diverse and town centre focussed view.

The pathway is a place of movement with views toward the town centre experienced when accessing the centre, comprising a transition from more elevated, wider and more distant views to lower lying views dominated by the proximate built components of the town centre as well as the open expanse of the car park.

VP12: Tāmaki Drive

This viewpoint across the Waitematā on Tāmaki Drive is approximately 1.9km distant from the Site. The view is dominated by the open expanse of the harbour with the landward backdrop of the Devonport Peninsula punctuated by Takarunga and Maungauika with Rangitoto in the distance behind. It is part of the iconic sequence of waterfront views experienced along Tāmaki Drive by pedestrians, cyclists and people in vehicles.

At this distance the scale of the Proposal will reinforce the node of the town centre's established built development but will not challenge the presence or profile of Takarunga or its relationship to Maungauika.

VP 13: Takarunga / Bastion Point

This view is a further view from across the harbour on the elevated headland landform of Takaparawhau / Bastion Point, it is some 3km distant from the Site. Takaparawhau is of significance to Ngāti Whātua Ōrākei with the Michael Joseph Savage Memorial, sited at the northern tip of the headland, also creating a visitor / tourist destination.

The view is more elevated than that of VP12 on Tamaki Drive with the North Shore landform sitting in behind Takarunga and Maungauika, with the latter being more proximate as the headland open space to the harbour entry. The point towers of Takapuna can be seen marking that Metropolitan Centre in the distance., The Devonport naval base and Port also form part of the wider context to the view.

As with the above across harbour view, at this distance the scale of the Proposal will reinforce the node of the town centre's established built development but will not challenge the presence or profile of Takarunga or its relationship to Maungauika.

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

Visual simulations provide a useful tool to appreciate the change to static views. However, like many environments, the town centre is experienced primarily in moving views on land and water

as pedestrians, in vehicles and on the water in boats / ferries. In moving views fore and middle-ground elements move relative to their background and the proximity of, or distance to, objects alters the content and nature of what is seen. In this way moments where views are blocked by closer elements are often transitory and part of the expected changing scales of the landscape and its varied qualities. Town centres have an expected focus on shopfronts and the retail / mixed use activities that support the commerce of the town with the wider context setting the centre in its place in the community and urban landscape.

Zone of theoretical visibility (ZTV) analysis, using Council's Lidar data sets, has been undertaken to understand the way in which the scale of the Proposal will alter the extent to which the visual presence of the maunga Takarunga will be altered by the Proposal. This ZTV analysis is documented in the Graphic Supplement. The modelling has created a comparison between the extent of area, on land and water, from which the maunga Takarunga is experienced with the comparison being that experienced today versus that with the Proposal in place. View lines to the tihi, the mid-slopes and the lower-slopes of the maunga have been prepared. This analysis shows that there is a very limited extent of change to the way in which Takarunga forms its visual backdrop to the town centre with only small extent of mainly water based locations, having an existing maunga view obscured and replaced by the built form of the Proposal. It is already the case that the town centre's built form establishes the skyline and becomes the focus on arrival to land from the ferry terminal with the maunga present in those open vistas along the north / south street corridors. The extent to which the Proposal changes this condition is very limited and mainly on docking at the wharf where the nature of activities on arrival tend to dominate the experience. In travelling towards Devonport on the ferry the Proposal sits to the side of Takarunga with the maunga's relationship to the town centre maintained. Views to Maungauika are however obscured as part of a moving sequence with the nature of this blockage changing relative to the slightly different alignment of the two / from ferry route. In traveling from Devonport, when views from the open rear of the boat support views back to the Devonport Peninsula (as opposed to those back to the central city skyline when travelling from Downtown) the Proposal tends to sit in the saddle between the two maunga with both being generally in view.

Visual effects will include very low / low / low-moderate levels of adverse visual effects alongside beneficial visual effects in the context of the wider landscape and urban form and legibility of the town centre. The careful setting of building heights, building separation and architectural design assist in avoiding and mitigating potential adverse effects. It is assessed that no significant adverse landscape or visual effects will result from the Proposal. As discussed there is a logic to the location and careful placement of proposed height such that potential adverse visual effects will be largely avoided with the proposed intensification placed centrally in the block that marks the arrival into Devonport from the ferry.

Matters Raised by Tupuna Maunga Authority

The photomontages (visual simulations) from the Graphic Supplement viewpoints identified, including on Victoria Road; accurate building height (RLs); detailed assessment of effects from Maunga to Moana and Moana to Maunga; as well as assessment of Maunga to Maunga views, as requested by the Tupuna Maunga Authority (TMA) are fully intended to be provided as part of the assessment reporting for the substantive application.

The applicant has committed to ongoing engagement with the TMA and will provide the substantive application information as part of that next stage of the FTAA process, once the Project has been referred.

Conclusion

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

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

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

Appendix 1: Graphic Supplement

DEVONPORT MIXED USE DEVELOPMENT

LANDSCAPE EFFECTS ASSESSMENT: GRAPHIC SUPPLEMENT
PREPARED FOR DEVONPORT PROPERTY MANAGEMENT LIMITED

MAY 19 2026



Devonport Town Centre



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Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Existing View



Section illustrating the relationship of Takuranga with the Devonport town centre, the Proposal, Devonport Ferry building, Waitemata harbour/ moana

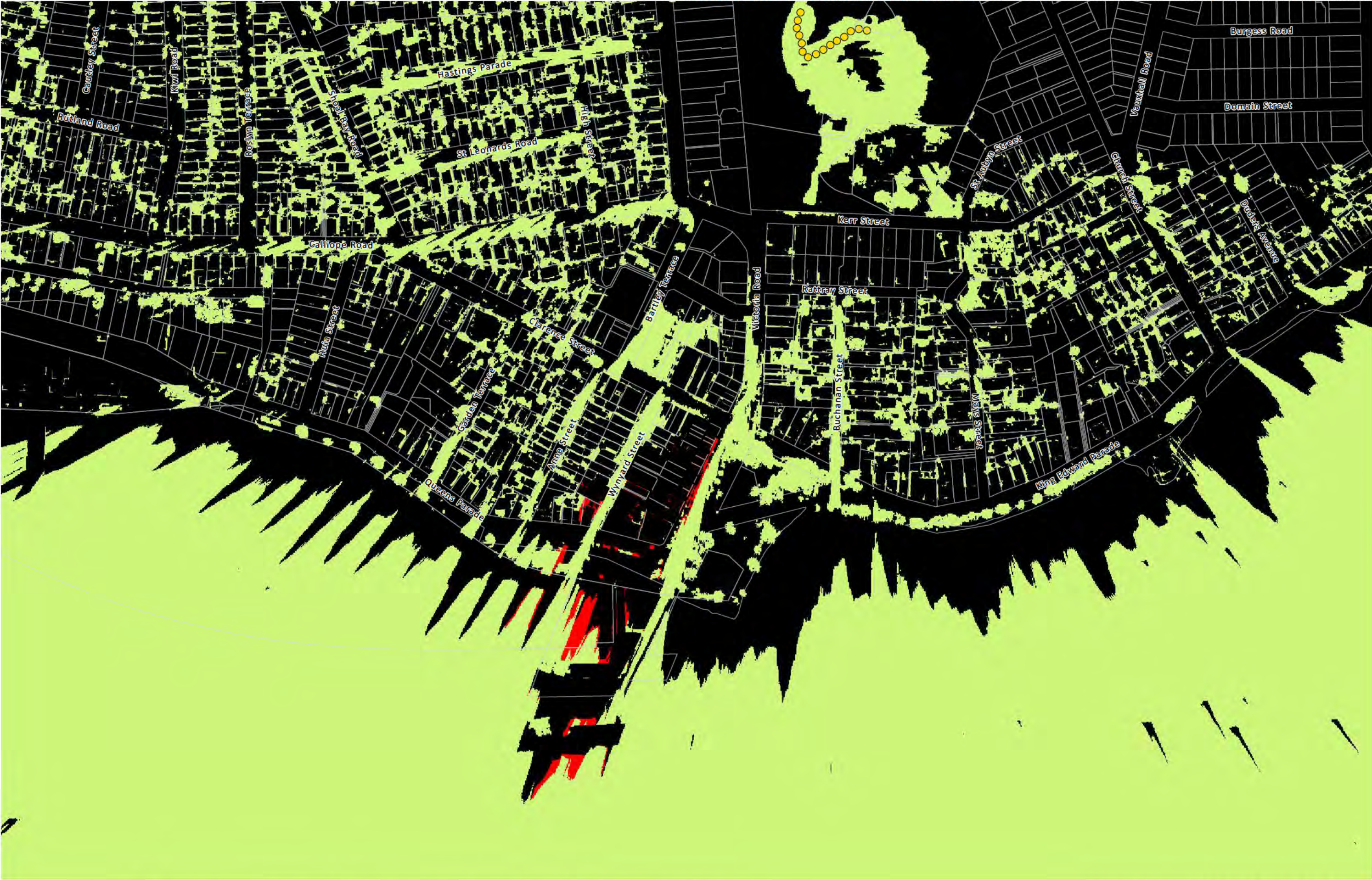
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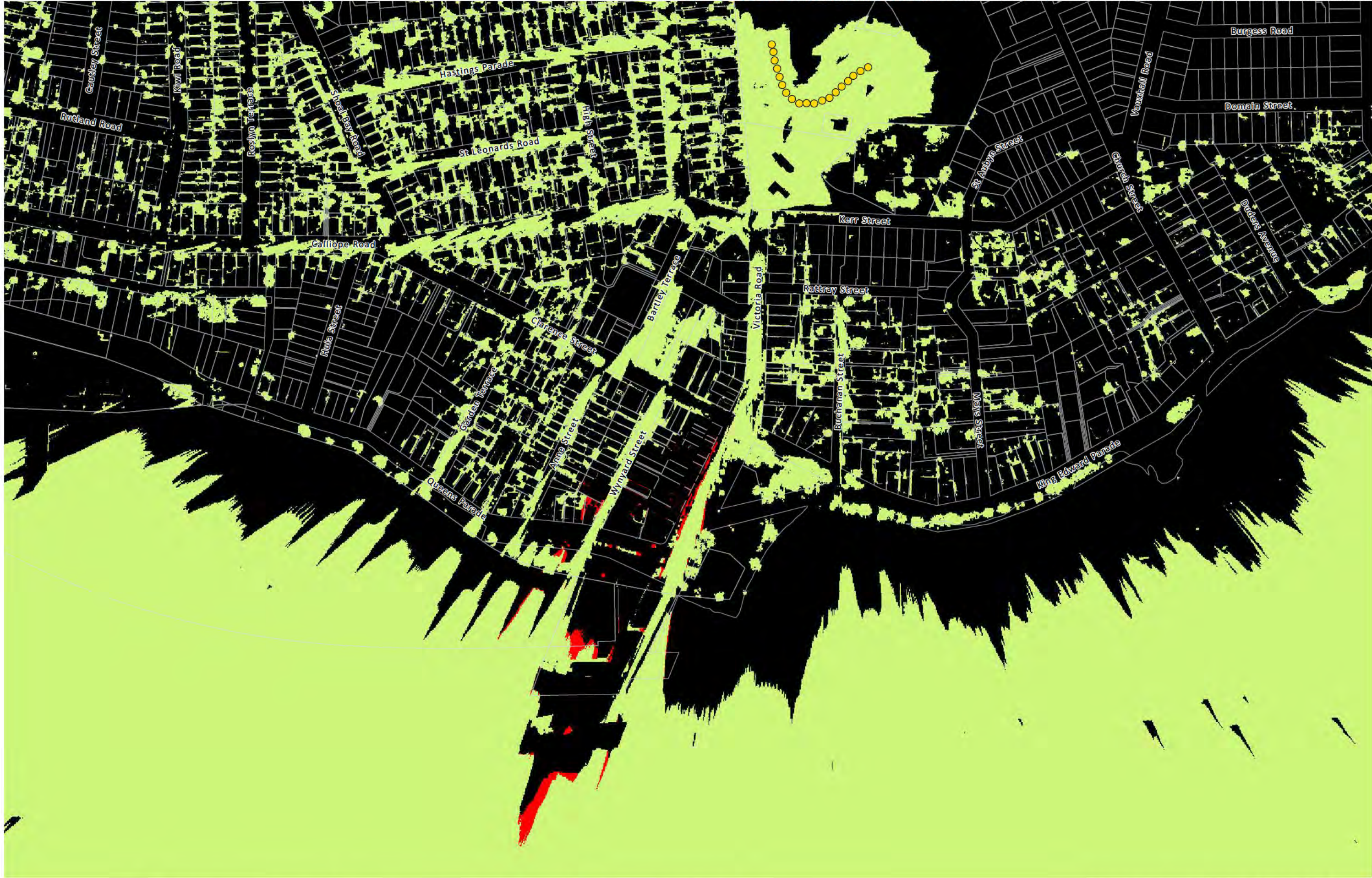
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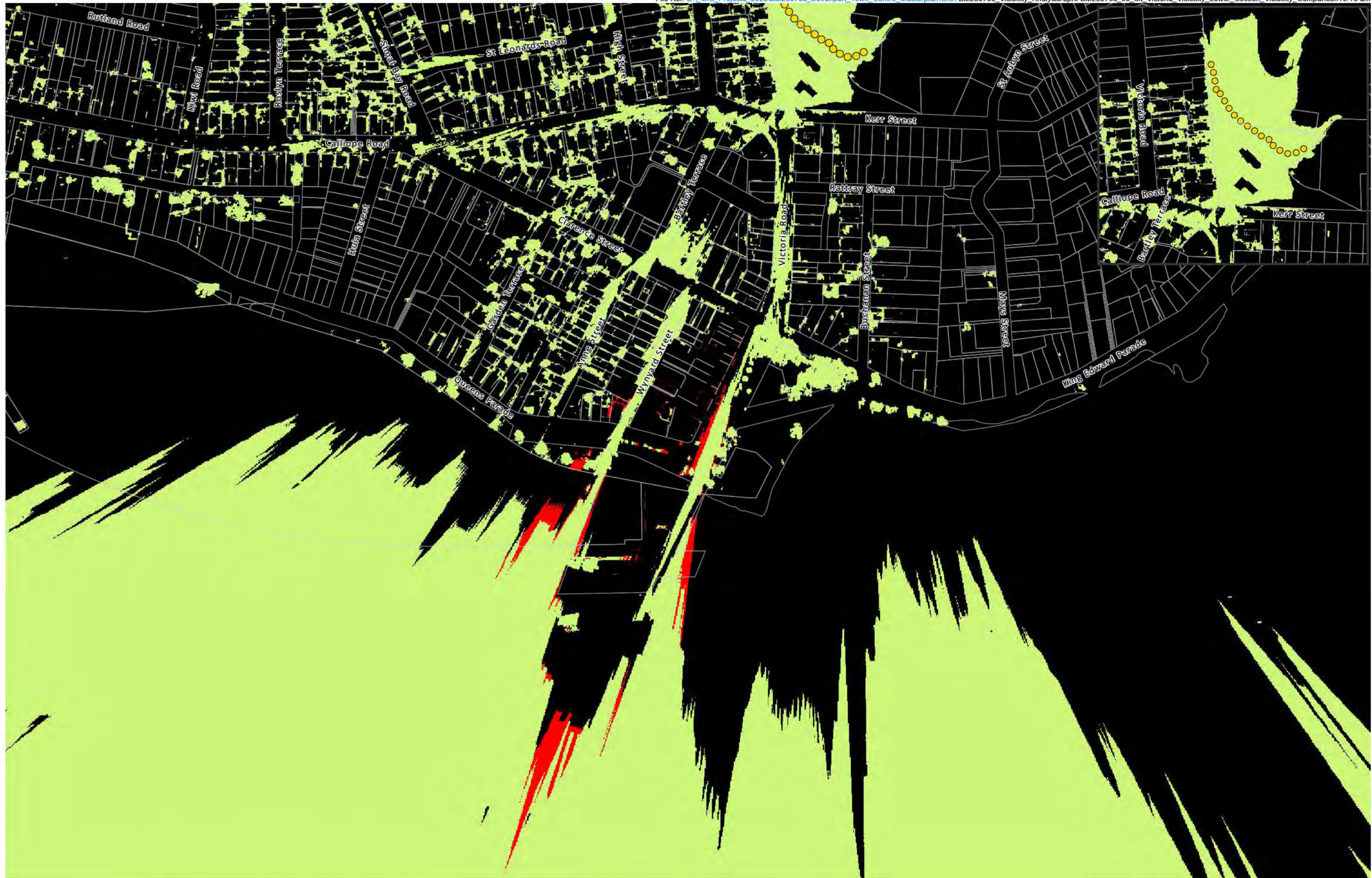
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Figure 3

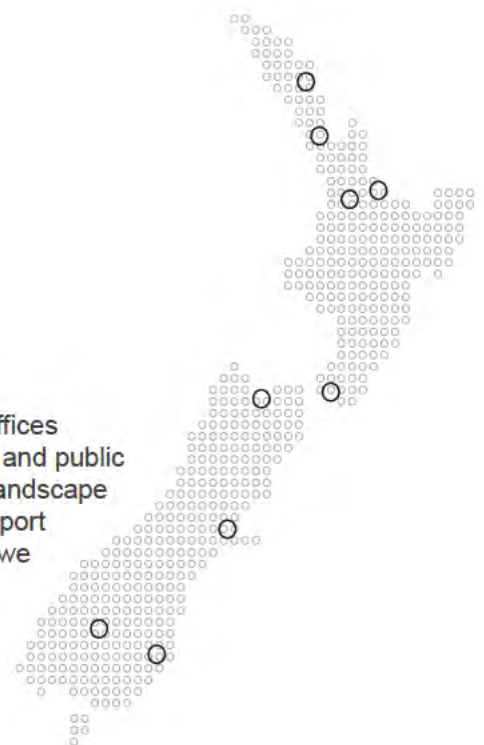






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