

Planner-led Pre-Application Meeting Record

Pre-application No. PRR00043253 – Devonport Fast Track Pre-App Minutes		
Site addresses	Wynard Street: 1-3, 12, 14 & Victoria Road: 3, 5-15, 17-19, 21, 25, 33, 37 – 39, 41, 43, 45	
Proposal	Fast Track (FT): Proposal to refurbish approximately 14 heritage buildings and construct six new buildings. Expected Referral lodgement February 2026.	
AUP Overlays / Controls (include)	– Natural Heritage: Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay – Mount Victoria, Height Sensitive Areas – Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place – (1121, 1122, 1126, 1127, 1129)) – Historic Heritage and Special Character: Special Character Areas Overlay Residential and Business – Business Devonport – Building Frontage Control – General Commercial Frontage – Building Frontage Control – Key Retail Frontage – Height Variation Control – Devonport 9m & 13m	
Plans and information	Pre-app request dated 15/09 accompanied by application form and site location plan. Presentation Pack issued 29/09. Pre-app docs issued 04/11 and 10/11.	
Pre-App Meeting 3 – Urban Design, Landscape & Visual, Heritage		
Date, Time, Room	Tuesday 18 November 2025 – 11-1pm, in-person at 138 Albert Street Council	
Meeting participants – Customer / Agents	Nick Turley Graham Turley Vijay Lala Adam Wild Rachel de Lambert Stuart Houghton Pip Cheshire Sarah Gilbertson Matthew Parker Declan Burn	Devonport Property Management Ltd / Peninsula Devonport Property Management Ltd / Peninsula Planning Agent – Tattico Archifact Boffa Miskell Boffa Miskell Cheshire Architects Cheshire Architects PBA Monk Mackenzie
Meeting participants - Council	Carly Hinde Andy Calder William Howse John Stenberg Simon Button Alex Vakhrousheva Stuart Bracey Myfanwy Eaves (apologies)	Principal Project Lead - Auckland Council External Council Planner – Scott Wilkinson Heritage – Auckland Council Urban Design – Auckland Council LVIA (Isthmus) – Auckland Council Heritage New Zealand Heritage New Zealand Archaeology – Auckland Council

Summary of key considerations and issues

1 – Introductions

2 – Existing Site Overview – Overlays, Controls etc

The applicant team provided an overview of the scheme within its compact urban seaside village location, identifying it is well-connected to the city and the historic main street is anchored by the library and ferry terminal.

It was noted that as this will be a FT Referral application, only high-level information will be lodged (est. February 2026), and more details will be included within the subsequent Substantive stage.

Initial engagement has been undertaken with the Tūpuna Maunga o Tāmaki Makaurau Authority (Maunga Authority), Ngāti Whātua Ōrākei and Ngāti Pāoa, and other Iwi interest is envisaged with direction from Ngāti Pāoa.

Heritage New Zealand Pouhere Taonga (HNZPT) representatives are attending the meeting as interested observers, and further separate engagement will be undertaken directly.

3 - Proposal Overview

It is proposed that the scheme will be a landmark development and catalyst for the regeneration of Devonport town centre, comprising a mixture 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 relating to the main block, and PC120 relating to natural hazards, to be addressed. Overall it will be a non-complying activity. Comprehensive development signage will also form part of the proposal.

Adaptive re-use of the distinct heritage assets is proposed, similar to Britomart, to open-up pedestrian access within the historic grain – this will distinguish it from other centres and the ‘new’ design is intended to respond to the ‘old’ buildings. The new buildings will be setback from Victoria Road, with a central courtyard proposed to reinforce the scale of the heritage main street. The Clarence Street corner is proposed to complement the strong heritage ‘bookend’ of the Esplanade Hotel at the southern end of the main block. The existing lot-lines will be utilised – the existing arcade entry along Victoria Road will be enhanced via the brick-oven / courtyard and a new pedestrian access will be created through the ASB site to Wynyard Street beyond, to enable activated edges for the commercial tenants.

The new arched façade of the ASB site is proposed to reflect the demolished 1980s building. It was noted that the architectural design and materiality refinements are still being progressed by the design team. Sun studies of the site have been undertaken.

With respect to the wider appreciation of the proposed development, initial ‘3D white card’ modelling has been undertaken at different scales to review the scheme against the key features of the surroundings, including the Maunga, water corridors and wider residential areas, with the intention being to maintain and manage the overall relationship of these features (aka the ‘Maunga to moana’ analysis’). This viewpoint analysis is more

comprehensive compared to the simulation analysis that will be undertaken for the Substantive application. Applicant team is keen to have feedback on both aspects.

It was agreed that the seven (7) existing views capture the different scales, massing and height variations proposed.

The applicant team stated that a LVA was currently being prepared with renders only (no photo sims), alongside an Urban Design Assessment, Heritage Assessment and Planning Report for the Referral stage. The Economics Assessment will review the national and/or regional benefits and the significant economic benefits delivered by the proposed development. The applicant also noted that the proposed development would also deliver a variety of other benefits including the reinvigoration of the centre, more activation and people (including tourists), refurbishment and adaption of scheduled historic heritage buildings, an increase of commercial, retail and residential activities and public pedestrian connections linking to a public plaza within the site

4 – Heritage Review

William provided an overview of his initial special character and historic heritage comments – noting that there are a mixture of individually and grouped scheduled buildings within the site. In his view, bulk and dominance will be key considerations and how the scheme will affect the interpretation of these scheduled buildings in the round and on their own. A ‘common-sense approach’ should be used for the ‘least valuable’ features, and to separate these into features which should be retained.

Other key heritage matters comprise: scale and setbacks, placements of buildings, and materiality, for example utilising the historic parapets and detail (including the modern façade treatment) – closer setbacks and materiality review is suggested by William to ensure that these do not ‘loom’ over the historic buildings and are not generic – there is a need to ensure the buildings have character (Adam agreed that their character is fundamental and greater height in new buildings in proximity to lower scaled heritage buildings is not necessarily a conflict to heritage or character values or inappropriate).

The applicant team agreed that the intention of the new arches on the ASB site is to ‘reference’ rather than ‘mimic’ the old building – and to fill-in the missing ‘tooth’ and transition between the ‘old’ and ‘new’.

William agreed that there is a balance between replicating and providing a new distinct building, acknowledging there are different approaches (replication vs bold detailing), but it will be important that it sits well in the built context – scale will be important.

The use of suitable and uniform colours and materials will be critical – it was agreed that there is a current mismatch of plastic PVC, poor quality fascia’s, signage, paint on the bricks etc which detracts from the historic shopfronts – William recommended that the applicant team review options to bring back uniformity and the original appearance of the verandahs, including cast-iron or timber columns, fretwork, colour schemes etc. Adam agreed with this approach, noting that whilst the verandahs are outside the historic place listing, there is an intention by the applicant team to review this further.

William - post-meeting update:

All verandahs along the Victoria Road frontage fall within their applicable Extent of Place and are therefore included in the scheduling, with the exception of the verandah at ID 1211, which is specifically excluded. However, because this exclusion is not free-standing and is attached to the scheduled facade, its removal would still likely require Resource Consent under D17 as it would constitute a modification to a scheduled feature. It is also noted that Resource Consent would likely be required for any removals or alterations to verandahs on D18 Special Character grounds, regardless of what is scheduled or excluded under D17.

Vijay sought feedback from William for the 'cut-line' of the heritage features and the unsympathetic buildings, asking if the current 'conserve / negotiable / removable plan (page 55 of full plans package) was appropriate as this was a fundamental matter. It was agreed that William would assess this, noting that based on an initial review, this was heading in the right direction and the loss of the rear buildings was generally accepted 'in principle', but where heritage values are present, this would be dependent on bulk and dominance - and all other relevant matters being resolved - to determine overall effects on Historic Heritage and Special Character

While not heritage related, HNZPT reps raised the matter of whether the common spaces were to be public (i.e. vested), publicly accessible or private. HNZPT reps also raised the matter of other buildings in the vicinity.

It was recognised that other historic buildings in the area are owned by different owners and incentives / options for how these could be improved would be a separate process. William advised that he was aware that Devonport Heritage were being proactive with individual property owners directly.

William's post-meeting notes: see below

5 - Urban Design Review

John's initial comments noted that the proposed internal grain and activity mix of the ground floor was a positive approach, and this would be important to be progressed further.

It was noted that the heights and overall bulk are 'significant' and 'challenging' to the existing heritage, built form and scale of the town centre. There was concern of the new building elements overall dominance. In important oblique views the limited building gaps would have little effect on the bulk and massing of the site.

The new Wynard Street frontage (6-storey building) could stand out too much and setbacks at upper floors should be considered to ensure sun and light into the street of this coastal village setting. The views of the development from 'Bentley Square' (carparking area) and Fleet Street down Wynyard will be important to understanding the impact of the development.

The shading analysis of the site will be critical, particularly in the evening. *[Agent's post-meeting note: The relevant shading requirements from the AUP under Policy H10.3(11) for Town Centre zones states that shading effects on open space zoned land is what needs to be considered not on roads/streets such as Wynyard Street]*

From a character-perspective, the scheme will be 'confronting', though John supports the improvement of the heritage form and function, noting it will be hard to balance the 'sanitised' retained heritage and retain the quality of the warmth and heritage patina of these features - it will be easy to degrade the heritage if this is kept too sanitised – a right balance needs to be achieved and demonstrated.

The ASB arches as illustrated is not favoured– John noted that leaving a gap, that could be closed off during evening, could reveal the 'real' heritage of building sides and the summer house type space of the site. But this needs to be worked through with Council's Heritage Team.

John identified that the views of the maunga from the ferry will be important, noting that these can be prolonged views.

It was agreed that the five-year build-project for the development will be challenging (noting that the timing would depend on demand) and the potential disruption of the centre over a prolonged build period will need to be carefully staged.

[Agent's post-meeting note: It is not proposed to construct for 5 continuous years or require an on-street construction zone for 5 continuous years. Further an on-street zone will unlikely be required for the construction of all the proposed. It is more realistic that the buildings will be constructed separately at various times, with one or two buildings first and then depending on market conditions, the remaining buildings.]

In relation to a query, the applicant team confirmed that the maximum heights of the development would be approx. 26m.

[Agent's post-meeting note: The current proposed heights (excluding potential lift and roof plant structures) for the new buildings are as set out below:

- Building 1 + **27.7m** above ground level
- Building 2 + **30.8m** above ground level
- Building 3 + **26.1m** above ground level
- Building 4 + **23.7m** above ground level
- Building 5 + **14.4m** above ground level

Clarence Street-Victoria Street Junction – John does not agree with the applicant team's 'bookend' argument and instead suggests that its scale and presence needs to relate to the buildings on the opposite side and adjacent, rather than the Esplanade Hotel.

John - post-meeting update:

Vehicle access from Clarence Street is logical and additional active frontage abutting the neighbouring café will add activation to that portion of the street frontage. The northern through site pedestrian link through the ASB building site to Wynyard Street is obvious, inviting and avoids conflict with vehicles. The southern pedestrian link with a dogleg to Wynyard Street shares an interface with loading and vehicle access needing careful design, as will managing legibility of the pedestrian access from Wynyard Street. Internal courtyard will be defined by contemporary buildings and is located relatively deep into the site; good operators will be needed and views into the site from Victoria Street focused on activity.

The secondary pedestrian links behind the heritage buildings are narrow but will provide the opportunity for important views to the rear of the heritage showing the tight grain of development and yards associated with the heritage fronting Victoria Street. There are some tight spaces, right-angle turns and dead-end areas, particularly relating to each end. CPTED considerations need to be considered, particularly around security lines after hours and in relation to accessing the apartments.

6 - Landscape & Visual Review – Viewpoints – Simon

Simon noted that the site's existing heritage and urban form features were intrinsically linked to Devonport and agreed that the main issues are dominance and scale of buildings. An assessment of the Policy D14 objectives and policies would be critical for these height sensitive areas and the effect on the maunga, noting there is reference to 'avoidance' from every public place. There is a need to identify key views and that key thoroughfares contribute to place – it was agreed that the applicant team need to identify and assess the merit of that within the submission, including from a policy-basis.

Other key matters relate to streetscape character and sense of place. It was noted that views of maunga may be impeded from certain locations – this needs considered and an analysis of where the views will be affected – Rachel agreed that this will be provided as part of the Referral and to Council, in advance. It was agreed that whilst sims do not form part of the Referral submission, renders from the Harbour and an amended elevated upper-deck view from the ferry / harbour will be provided. Simon requested photographs of viewpoint location to determine if any further points are needed – Rachel confirmed she would provide.

7 - Overview

Andy reiterated the feedback of the Council specialists in that the bulk and location of the development, and relationship with maunga, town centre and heritage buildings will be the key aspects to be reviewed by the applicant team.

It was agreed that day / night time access to the courtyard and buildings will be reviewed by the applicant team, including from a CPTED and security perspective for visitors, hotel customers etc. It is envisaged that covenants may be needed. It was agreed that the applicant team would review this further.

It was acknowledged that whilst there are other buildings outside the development area which also have potential to act as a catalyst, these are not within the ownership of the applicant. It was agreed that the spaces between these buildings could be reviewed further by the applicant team.

HNZPT reps commented that the street edge of the new building at 45 Victoria Road should be reviewed by the applicant team, and the contrast between an angular / rounded edge like Christchurch. Post-meeting note: 20/11: Stuart Bracey issued separate meeting notes and suggestions to applicant & agent.

8 - Next Steps & Timescales

It was agreed that the applicant team would review the post-meeting notes and minutes, and raise any queries if necessary. Further engagement is encouraged prior to lodgement of the Referral application – specialists to engage directly as necessary - Andy, Carly and Vijay to be kept updated.

Actions arising from meeting

William to provide further comments re. existing buildings and the 'conserve/ negotiable / removable' plan	William (see below)
Rachel to provide photographs of viewpoint locations to determine if further visual simulation viewpoints are needed and Maunga assessment.	Rachel (& then Simon to confirm)

William: Built heritage post-meeting notes

Introduction:

The proposal affects sites identified as Historic Heritage and/or managed under Special Character provisions in the AUP(OIP). Heritage and character values are central to the Devonport village's identity. This advice outlines key considerations to ensure these values are respected and positively integrated into redevelopment, while enabling housing and the economic benefits associated with heritage-related tourism.

Key Heritage Considerations

1. Height, Bulk & Scale

New buildings should not overshadow or overwhelm historic buildings. Parapets and rooflines should remain visually prominent and sufficiently legible from key viewpoints.

2. Preservation & Demolition

Minor rear demolition appears acceptable if historic buildings remain clear, legible, and coherent. The applicant's heritage assessment assigns levels of values to existing buildings on site. In principle this appears supportable but it will be based on how the scheme comes together overall, and any new information that comes to hand.

3. Verandahs & Shopfronts

Restoring verandahs (columns, fretwork etc), shopfronts, detailing, and heritage-style tenancy signage are strongly encouraged. Revealing original surfaces where possible increases authenticity and streetscape appeal. Arrowtown (Otago) demonstrates how restored heritage buildings can support tourism and the local economy—Devonport could achieve similar benefits through strategic restoration of its historic buildings.

4. Materials & Visual Hierarchy

New materials should be sympathetic and unobtrusive. Historic buildings should remain the visual focus, maintaining the character that attracts visitors.

5. Interpretation & Public Realm

Public interpretation of historic buildings (i.e. signage) and additional greenery is encouraged improve visitor experience and support heritage-tourism benefits.

6. Façade Treatment & Reconstruction

Where historic façades have been previously lost (e.g., former ASB building), consider accurate reconstruction of the facade or sympathetic modern designs that respect the heritage context. Restoring ornamentation and original surfaces of the historic buildings enhance heritage values and tourism appeal.

7. Broader Considerations

New buildings should be located in areas without heritage or character buildings. This reduces any loss of historic buildings, maintaining the village's heritage identity and tourism appeal.

8. Community & Heritage Consultation

Recommend engaging with the community and heritage groups to ensure proposal respects local values.

Summary

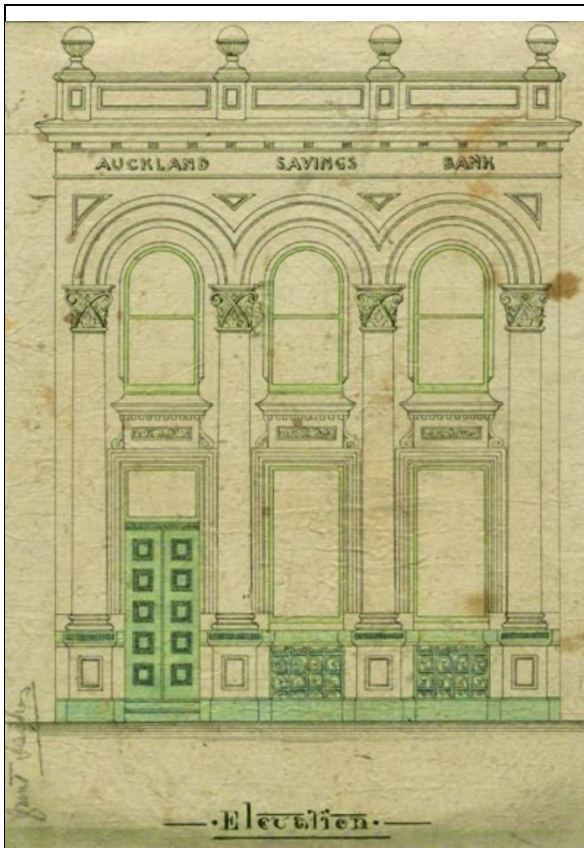
Careful management of height, bulk, and historic building legibility is essential. Restoring and showcasing historic buildings is also critical to maintain the village's character, support (and hopefully enhance) Devonport's heritage-based tourism, providing ongoing economic benefits to the community and wider Auckland.

Important Information and Disclaimer: *The comments included above are limited to specialist advice on, as applicable, heritage and/or special character matters only. All other matters (including planning) are outside the scope of this response. The applicant is advised that there may be planning matters and other specialist disciplines that are relevant to the site and/or proposal, but these have not been discussed. The views expressed by council staff are those officers' preliminary views, made in good faith, relating to the applicant's enquiry. The council makes no warranty, express or implied, nor assumes any legal liability or responsibility for the accuracy, correctness, completeness or use of any information or views communicated as part of this enquiry process.*

Heritage Advice (Outside of Formal Feedback)

Constructing a new building on the former ASB (Auckland Savings Bank) site involves balancing authenticity with the risk of creating something that feels “fake.” Given the extent of the redevelopment, one option could be to fully (and accurately) rebuild the lost ASB façade. It could be a significant nod to the past, recovering the values associated with such a regrettable loss of the 1960s. It could also be very strategic mitigation offering to ‘give back’ to the heritage and character of Devonport in the context of the proposed new buildings. Below are two circa late 1960s photos showing the ASB façade both prior and post demolition, leaving a significant break in such a cohesive run of heritage buildings. Reconstruction could also strongly contribute to maximising tourism economic benefits in relation to heritage. While some heritage specialists may debate this from a philosophical heritage perspective, a high-quality reconstruction—guided by heritage expertise—could result in an outcome that significantly enhances Devonport’s character and tourism appeal – noting much of philosophical conservation debate is subjective.





There are numerous precedents for this approach internationally. Well-known examples of reconstructed heritage buildings include the Old Town of Warsaw in Poland, the Palace of the Grand Dukes in Vilnius, the Frauenkirche in Dresden, and the Stari Most bridge in Mostar. These projects were rebuilt using historic photographs, drawings, and expert input to authentically recover lost buildings and streetscapes—often supported by modern technology.

Closer to home, the University of Auckland has recently completed a full reconstruction of the heritage frontage of the Choral Hall on Symonds Street, including the pediment, columns, and detailed ornamentation (this had been totally lost during the 1930s). In Dunedin, heritage façade ornamentation removed in the mid-20th century has been reinstated on a number of buildings, such as the Standard Building on Princes Street, contributing positively to the city's heritage-related tourism appeal.



Standard Building, Dunedin (before and after) with original ornamentation and shopfront reinstated.



Choral Hall, Auckland (before and after) with new columns, pediment and detailing.