

188 Beaumont Street Fast Track Substantive Application

Urban Design and Landscape Assessment
Prepared for Westhaven Residential Limited Partnership
9 April 2026





Boffa Miskell is proudly a
Toitū net carbonzero certified consultancy

Document Quality Assurance

<p>This document may be cited as: Boffa Miskell Limited 2026. 188 Beaumont Street Fast Track Substantive Application: Urban Design and Landscape Assessment. Report prepared by Boffa Miskell Limited for Westhaven Residential Limited Partnership.</p>				
<p>For any information regarding this report please contact: Rachel de Lambert Landscape Architect Consulting Partner [REDACTED]</p>				
Revision /version:	Issue date:	Prepared by:	Description:	Reviewed by:
Draft	16/01/2026	Rachel de Lambert Consulting Partner Registered Landscape Architect	Draft report issued to client /	Stuart Houghton Partner Urban Designer / Landscape Architect
Draft 2	23/02/2026	Rachel de Lambert Consulting Partner Registered Landscape Architect	Revised after planner / legal / client review	
Final	09/04/2026	Rachel de Lambert Consulting Partner Registered Landscape Architect	Final report issued to client	Stuart Houghton Partner Urban Designer / Landscape Architect
<p>Approved for issue: Rachel de Lambert Landscape Architect Consulting Partner 09/04/2026</p>				
<p>Release and Reliance This report has been prepared by Boffa Miskell Limited on the instructions of our Client, in accordance with the agreed scope of work. If it is intended to support an application under the Fast-track Approvals Act 2024, it may be relied upon by the Expert Panel and relevant administering agencies for the purposes of assessing the application. While Boffa Miskell Limited has exercised due care in preparing this report, it does not accept liability for any use of the report beyond its intended purpose. Where information has been supplied by the Client or obtained from external sources, it has been assumed to be accurate unless otherwise stated..</p>				

File name & Project number: BM240891_UDLA_Final_20260409.docx

Template revision: 20250829 0000

Cover image: Architectural render:

CONTENTS

1.0	Executive Summary	1
2.0	Introduction	2
2.1	Report Purpose and Structure	2
2.2	Background	3
3.0	Qualifications and Experience	4
4.0	Code of Conduct	5
5.0	Methodology	5
5.1	Landscape Effects Assessment	5
5.2	Urban Design	6
6.0	Wynyard Precinct Relevant Non-Statutory Documents	6
7.0	Maunga Viewshafts	9
8.0	AUP I214. Wynyard Precinct	10
9.0	Development to Date in the Wynyard Quarter	12
10.0	Te Ara Tukutuku	14
11.0	The Subject Site	15
12.0	The Project Proposal	19
13.0	Urban Design Assessment	29
14.0	Assessment of Landscape Effects	35
15.0	Conclusion	47

Appendices

Appendix 1: Graphic Supplement

1.0 Executive Summary

The 188 Beaumont Street development will complete the urban regeneration of the Orams Marine landholding located on the western shoreline of the Wynyard Precinct. The site is intended for residential / mixed-use development with the AUP Wynyard Precinct provisions anticipating a marker building in this location. The Proposal comprises three component buildings responding to the Precinct's maximum height provisions and providing differentiated market offerings.

The proposed central Tower, located in the position anticipated for a marker building within the Wynyard Quarter, steps on an angled alignment that directly responds to the angled alignment of the Wynyard headland - Te Ara Tukutuku - reflecting the Waterfront and Wharf axes that underpin the intended urban structure of the Precinct. The Tower's reduced footprint as it increases in height and the angled alignment of the upper levels of the Beaumont and Marina buildings assist in ameliorating the potential adverse impact of the height the Project and its overall scale and intensity, whilst also contributing a distinctive, well-modulated landmark building anchoring the western end of the Waterfront axis.

The site has the benefit of physical separation to established residential neighbours with the Orams Marine industrial yard located to the south providing beneficial buffering and separation, together with the physical separation provided by existing road corridors. Potential adverse effects in respect of urban amenity and landscape character have been addressed through design to achieve an appropriate and desirable urban scaled redevelopment of a key mixed use site in the Precinct. In terms of urban amenity, and landscape effects the Project is assessed to contribute beneficial / positive effects, enhancing the character and amenity of this part of the Precinct and waterfront and delivering on its anticipated, quality compact, city centre urban regeneration.

Any adverse visual effects in respect of views from the public realm are assessed to be low or very-low (less than minor). In closer viewpoint locations to the east, approaching along North Wharf, Jellicoe Street and in Silo Park, visual effects are assessed to be positive with the distinctive, site specific, stepped, angled, façade and reducing building floorplate of the Tower creating a bespoke and attractive, landmark response to the Project's location.

In respect of the closest neighbouring residential development, 30 Madden at 155 Beaumont Street, this development comprises two main apartment blocks defining Daldy and Beaumont Streets each with a double loaded central corridor – east or west facing apartment – layout. The lower to middle level west facing apartments in the seven storey Beaumont Street apartment building already have their views obstructed by the Orams Marine development and upper level apartments retain westerly views over Orams Marine. Adverse visual amenity effects for residents of these apartment building are assessed to be low (minor). West facing apartments in the nine and thirteen storey Daldy Street apartment building have north-westerly views over the currently vacant development site to the immediate north across Madden Street and the Site to Silo Park, te Waitematā and the Harbour bridge. The Project will obscure components of the existing north-westerly views. However, with the Project in place, these apartments will all retain a spacious north-west and westerly outlook with high levels of open space outlook and visual amenity. Adverse visual amenity effects for residents of west facing apartments in this apartment building are assessed as moderate (more than minor).

Shading associated with the Project does not reach 30 Madden in Spring, Summer or Autumn. In winter, a limited extent of shading will be experienced with shade moving quickly across part (the northern half) of the western façade and the northern façade over a one and a quarter hour period starting on Beaumont Street at 12.45pm. Given the limited time of the year that shading is experienced, the short duration of shading to any part of 30 Madden and the extent of sun that will continue to be received outside of the period of winter shading adverse shading effects on 30 Madden are assessed to be low.

Limited shading will also affect the public realm of Silo Park in Spring and Summer. In Spring shading does not reach the park until 5pm shading a portion of the park by 6pm. In summer shading commences at 4.45pm lying across the playground in Silo Park by 5.45pm, by 7.15pm shading by the Project on the park lies across the central portion of the park with sun remaining on the western and eastern portions of the park. Adverse effects of this summer shading of the park are assessed to be low.

The Project is considered to comprise an appropriate form and scale of development given the nature and quality of the Project overall. It is considered that urban amenity effects related to the Project in this part of the Wynyard Precinct given the proposed form of the tower, and overall composition, design and materiality of the development, will be positive with the Project contributing to a high quality distinctive urban waterfront.

Public investment in the urban realm of the Wynyard Precinct has established an urban environment with abundant, high quality open space and streetscape amenity to support an anticipated intensive urban population and establishing the Precinct as a prime local visitor and tourist destination for the city. The Project will establish a positive frontage to Silo Park with complementary food and beverage (F&B) activities and a series of residential lobbies providing 24/7 activation, enhancing the safety and passive surveillance of the adjacent public realm. The Precinct is well supported by public transport options and located in a highly walkable part of the central city, the Project has easy access to amenities and is a highly desirable location for urban, residential living.

The development is set back from the western water edge, something that is not required by the Precinct provisions, providing publicly accessible open space, native coastal species planting, and west facing F&B activities overlooking the working waterfront marina and Westhaven.

The site at 188 Beaumont Street has from the time of the original masterplan, UDF and Precinct provisions been identified as a site which is appropriate for landmark height in the form of a tower. The Project will achieve this aspiration through a high quality development of distinctive, well-modulated form including a tower that responds specifically to its urban context and the framework of the Precinct. Overall, the Project (despite exceeding the permitted heights) is considered to be a desirable, high quality, addition to the Wynyard Precinct with a landmark tower of bespoke design that will contribute positively to the identity of the Wynyard Quarter and this western Precinct of the City Centre.

2.0 Introduction

2.1 Report Purpose and Structure

This Urban Design and Landscape, including Visual, Effects Assessment report has been prepared by Boffa Miskell urban designers and landscape architects for Westhaven Residential Limited Partnership.

This report has been prepared for a substantive application submitted by Westhaven Residential Limited Partnership for a referred project under the Fast-track Approvals Act 2024 (FTAA) in respect of the 188 Beaumont Street project (the '**Project**').

The Project is an urban development project in Auckland's city centre involving a residential-led mixed use building comprising 210 residential apartments, ground floor retail and ancillary car parking. The location for the project is 188 Beaumont Street, in the Wynyard Quarter, Auckland City Centre (the '**Site**').

This report provides an urban design and landscape, including visual, effects assessment, supported by visual simulations related to the substantive application.

The report is set out under the following headings:

- Executive Summary
- Introduction
- Qualifications and Experience
- Code of Conduct
- Methodology
- Wynyard Precinct Relevant Non-Statutory Documents
- Maunga Viewshafts
- AUP I214. Wynyard Precinct
- Development to Date in the Wynyard Quarter
- Te Ara Tukutuku
- The Subject Site
- The Project Proposal
- Urban Design Evaluation
- Assessment of Landscape Effects
- Conclusion

2.2 Background

Westhaven Residential Limited Partnership is a joint venture partnership between Orams Marine Limited and Precinct Properties Residential.

Boffa Miskell landscape architects and urban designers, including myself, have assisted Orams Marine Limited (Orams) with respect to advice related to landscape / visual matters for their landholdings in the Wynyard Quarter since 2018. This has included:

- assessment in respect of the effects of their redevelopment and extension of the existing Orams Marine village at 164 Beaumont Street, now partially completed with the final stages under construction;

- submissions to Auckland Council's (**Council**) PC78 in respect of the Wynyard Precinct including the preparation of evidence and appearance at the PC78 City Centre precincts hearings; and
- earlier proposals by RTA Studio and then Plus Architecture, for the development of their mixed use / residential site at 188 Beaumont Street, which is now the subject of this substantive application.

I have also assisted Precinct Properties Residential in the recent consenting of their mixed use development at Dominion and Valley Roads, Mt Eden and the heritage restoration and student accommodation development at 256 Queens Street, Auckland Central.

Warren and Mahoney Architects (**WAM**) have led the development of a residential-led mixed use development for the Site. Led by myself, Rachel de Lambert with support from Stuart Houghton, Boffa Miskell has provided ongoing iterative landscape / visual and urban design input to the development of the preliminary and developed concept design for the Project. Boffa Miskell landscape architects, led by Jonathan Chan, have also developed the landscape design for the ground plane of the Project, its public realm street front interfaces and the western privately owned, publicly accessible open space between the building's 7m set back and the water edge. WAM landscape architects have developed the landscape design for all podium based landscape as well as the street based lobby entry to the Tower, on Jellicoe Street.

3.0 Qualifications and Experience

I have practiced as a landscape architect for some 39 years. I am a Partner and Landscape Architect at Boffa Miskell. I hold a Bachelor of Horticulture Science and a Diploma of Landscape Architecture (Distinction) both from Lincoln College (as it then was). I am a Fellow and Registered Member of Tuia Pito Ora, the New Zealand Institute of Landscape Architects.

I am a co-author of Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines. I have worked across a broad spectrum of land development projects, from conceptual design and masterplanning through to detailed design, providing landscape planning and broader built form and landscape advice.

I have been a member of Auckland and Manukau Council's various Urban Design Panels since around 2005, I am presently a panel chair and Co-Convenor of the Auckland Urban Design Panel ('**AUDP**') and since 2007 have been a founding member of the previous Sea + City / Waterfront Auckland / Eke Panuku, now Auckland Urban Development Office (**AUDO**) Technical Advisory Group (**TAG**). TAG has been involved in advising the waterfront development agency on matters of urban framework / strategy as well as the review of all public agency and private development proposals in the Wynyard Quarter. With the amalgamation of Eke Panuku into Auckland Council and the creation of the AUDO, TAG has been reconstituted as a dedicated Urban Design Panel under the Council's long established urban design review processes.

In respect of the evolution of the Wynyard Quarter on Auckland's western waterfront I provided landscape, including visual, effects advice and related evidence on behalf of Auckland Regional Holdings (**ARH**) in respect of the original plan changes advanced to the Auckland City Central Area and Auckland Regional Coastal plans through which the Wynyard Precinct provisions were established.

I have formed part of project teams for a number of development proposals in the Wynyard Quarter including for both the previous Fu Wah and then Winton Northbrook development proposals on part or all of the urban block between Pakenham, Gaunt, Beaumont and Daldy Streets in the Wynyard Quarter. Both these development proposals have received resource consent from Auckland Council. Both also exceed (in part) the height and site intensity controls of the Wynyard Precinct.

I have assisted Viaduct Harbour Holdings Limited (**VHHL**) providing landscape and visual effects evidence in respect of their extensive landholdings in the Wynyard Quarter and Viaduct Harbour Precincts including in respect of their submissions to PC78 and related requests for changes to the Precinct provisions including in respect of additional height.

I am very familiar with the Wynyard Quarter due to my earlier plan change and masterplanning experience, my ongoing role on TAG, and my involvement in a number of resource consent applications in the Quarter. I also live in Ponsonby and for the past 20+ years Boffa Miskell's office has been located in the west of the central city at 82 Wyndham Street (on the corner with Nelson Street), in addition to accessing by car, I walk and cycle frequently in Westhaven, the western Wynyard and Victoria Quarters of the city.

4.0 Code of Conduct

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 assessment 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 that I express.

5.0 Methodology

5.1 Landscape Effects Assessment

Tuia Pito Ora / The New Zealand Institute of Landscape Architects published (July 2022) guidance for the assessment of landscape under the statutory context in Aotearoa / New Zealand.¹ This replaces earlier guidance and landscape architects' reliance on other international best practice / guidance. *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines* has been used to guide the methods adopted in this assessment.

Te Tangi a te Manu takes an integrated approach in which a visual effect is understood as a kind of landscape effect, it is a consequence for landscape values as experienced in views. In this way visual effects are understood as a subset of landscape effects. Visual values are inherently linked to landscape values.

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

In assessing the scale of landscape effects, a seven-point scale of effects has been applied, as recommended in Te Tangi a te Manu, as set out below:



Effects have been assessed in terms of the values of the landscape having first understood the landscape’s characteristics in terms of the physical, associative, and perceptual realms. Importantly, in undertaking such an assessment, it is understood that change in a landscape does not in and of itself generate adverse effects.

As part of the assessment, the Site has been observed and the Project considered from both proximate and more distant locations within the established urban fabric of the locality. Visual simulations from eight publicly accessible viewpoints representing the proximate and more distant visual catchment of the Project have been prepared to inform the assessment, these are provided in the separate Graphic Supplement attachment Appendix 1. The viewpoint locations were agreed with Council’s peer review landscape architect following the initial Project pre-application meeting in July 2025.

5.2 Urban Design

The potential urban design effects (both beneficial and adverse) of the Project have been assessed from a synthesis of:

- Auckland Unitary Plan (AUP) provisions as relevant to an urban design assessment, including those within the H8 Business – City Centre zone and I214. Wynyard Precinct provisions;
- Urban design guideline documents, including Eke Panuku Development Auckland’s Waterfront Plan (2012) and Wynyard Precinct: Urban Design Framework (2014);
- An understanding of the characteristics of the Site and the wider area including the amenity established by the public realm designs that have been implemented, and interface matters with existing and approved developments; and
- General good urban design practice.

6.0 Wynyard Precinct Relevant Non-Statutory Documents

Eke Panuku Development Auckland and its preceding Council Controlled Organisations (CCOs) (Sea + City and Waterfront Auckland) have developed a series of non-statutory, design led, documents that set the strategic direction and guiding principles for the Wynyard Quarter. These, along with the AUP Wynyard Precinct provisions (I214. Wynyard Precinct) have

informed and guided the development of the Precinct's public realm and development proposals since inception. These documents have also informed the design thinking in respect of the Project. Key documents include:

Waterfront Plan 2012:

The Waterfront Plan addresses the central city's waterfront from Harbour Bridge Park in the west to Teal Park in the east. The Plan sets a Waterfront Vision of "A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and sea." It identifies five Waterfront Goals all with aspects relevant to the Wynyard Precinct:

- A Blue-green Waterfront
- A Public Waterfront
- A Smart Working Waterfront
- A connected Waterfront
- A Liveable Waterfront

Key themes include, climate resilience, a highly accessible, public waterfront, quality destinations, facilities and events, a working waterfront with authentic activities, expression of cultural heritage and the history of the evolution of the waterfront, a vibrant mix of residents, workers and visitors, welcoming, safe and diverse, attractive neighbourhoods, plentiful open space and access to local services and amenities, outstanding public realm design and architecture.

Wynyard Precinct: Urban Design Framework 2014:

The Urban Design Framework (**UDF**) identifies the Wynyard Precinct as Auckland's largest urban revitalisation project, the vision for the area is described as including: "a mix of residential, retail and commercial development to enable the growth of a strong, diverse, resilient and vibrant residential and business community whilst retaining the existing successful marine and fishing industries,".

Four key concepts underpin the UDF for the Precinct, established to integrate the site into its unique waterfront and Central City context and to respond to the Quarter's present and future urban and landscape conditions. These concepts, as illustrated Figure 1 below, are:

1. The Waterfront Axis;
2. The Park Axis;
3. The Wharf Axis; and
4. Waterfront Precincts.

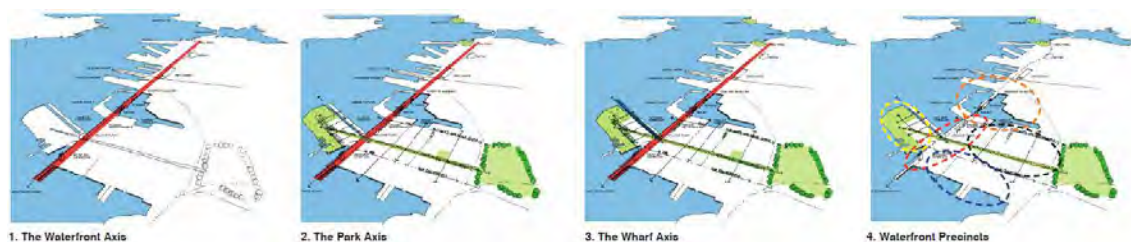


Figure 1: The Four Urban Design Concepts Wynyard Precinct UDF 2014.

The Site anchors the western terminus of the Waterfront Axis at the interface between land and sea. It is located within the overlapping Jellicoe and Marine Industries Precincts of the UDF. It also sits at the nexus between the orthogonal grid of the southern portion of the Wynyard Quarter historical reclamation and the northeastern rotated extension to the north of Jellicoe Street / North Wharf. This part of the Wynyard Quarter has recently become known as Te Ara Tukutuku (as discussed further in this report at Section 10 below) in association with the name of the future, regionally scaled, headland park, which is now in its first, land rehabilitation, phase of development. The Wharf Axis reflects the angled orientation of Wynyard Wharf and Te Ara Tukutuku.

Principle 7 of the UDF: Creating Appropriate Building Height, Scale, and Form identifies the following:

- Maintaining views to and from the site;
- Establishing urban scaled streets and public spaces;
- Reinforcing Jellicoe Street as the Waterfront Axis;
- Reinforcing Daldy Street as the Park Axis;
- Integrating with adjacent waterfront development;
- Creating variety within the Wynyard Precinct and reinforcing the key precincts;
- Achieving appropriate orientation and solar access;
- Achieving high quality built form and urban design.

Height variation is a key principle within the UDF. The sites identified for the greatest height in the UDF were located to give emphasis to the three identified Axis - Waterfront, Park and Wharf - and "*provide variety to building form and scale*"². These sites have become known as the 'marker building' sites, within the Precinct, as illustrated by the red circle 52m sites in Figure 2 below. This is also incorporated into the policy framework of the Precinct which provides site-specific opportunities for taller buildings located and designed to reinforce key public open spaces and waterfront connections.

²Wynyard Precinct – Urban Design Framework February 2014 page 28



Figure 2: Height variation, Wynyard Precinct: UDF 2014

The Site includes one of the original 52m ‘marker building’ locations positioned to reinforce the Waterfront Axis with the Site anchoring the western end of the axis. In this respect the Site is also explicitly exempted from the general UDF principle of buildings stepping down in height toward the water.

7.0 Maunga Viewshafts

Two maunga (volcanic) viewshafts pass over the Wynyard Quarter being E10 and E16 both protecting views of Maungawhau on approach to the city from the North Shore on SH1, the Northern Motorway and Harbour Bridge. The maunga viewshafts sit over the Precinct at heights of around +52m. There is a central portion of land within the Wynyard Quarter, as illustrated in Figure 3 below, that is not covered by either of the E10 or E16 Maungawhau viewshafts. The Site and the south-western portion of the Eke Panuku / AUDO site at 37 – 55 Madden Street (the block also having frontage to Beaumont, Jellicoe and Daldy Streets) lie outside of the maunga viewshaft Height Control areas, providing the opportunity for taller buildings to establish in this part of the Precinct without impacting the protected maunga views on approach to the city from the North Shore.



Figure 3: Alignment of Maunga Viewshafts E10 and E16 to Maungawhau over the Wynyard Quarter illustrating the extent of area where heights are constrained. The site at 188 Beaumont Street lies in the area not covered by either viewshaft, the approximate site location is marked in red.

8.0 AUP I214. Wynyard Precinct

The Wynyard Quarter is the largest brownfield area within the Auckland City Centre holding substantial re-development potential. It is subject to bespoke precinct development controls under Chapter I214. Wynyard Precinct in the **AUP**. The purpose of the Wynyard Precinct is to provide for the comprehensive and integrated redevelopment of this large brownfield area while enabling the continued operation of marine industry and hazardous industry³.

The Precinct is well connected by public transport and is walkable to the central city and adjacent inner city fringe neighbourhoods of Freeman's Bay, Ponsonby, St Mary's and Herne Bays. It connects to the Westhaven Marina directly to the west via Westhaven Drive and through its now well-established, high quality provision of coastal walkway / boardwalk access and open space.

I214.2. Objectives include:

Built form

- 2) An integrated urban environment is created which:
 - a. exhibits high-quality and diverse built form and urban design which reflects the marine attributes of the precinct;
 - b. has appropriate building heights that enhance its prominent waterfront location, and which complements the central area and wider city landforms, skyline and views; and

³ Auckland Unitary Plan, I214. Wynyard Precinct page 1

- c. avoids, remedies or mitigates adverse effects on existing infrastructure.
- 3) Individual buildings or collections of buildings are designed to achieve an appropriate form and scale in relation to:
 - a. Existing and proposed public open spaces; and
 - b. Identified viewshafts.

I214.3. Policies include:

Built form

- 1) Encourage the location, bulk, outlook, access to, and servicing of buildings to be planned and designed on a comprehensive and integrated basis rather than on an ad hoc individual building basis.
- 2) Encourage the integration of built form with the existing and proposed public open space network on a comprehensive land area basis, rather than a site by site basis, to create a sound framework for a well-designed and high-quality environment.
- 3) Ensure that maximum building height:
 - a. is appropriate in scale to the street network and the prominent waterfront location;
 - b. provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Precinct;
 - c. complements development in the Viaduct Harbour Precinct; and
 - d. provides a transition in height between the core central business district and the harbour.
- 4) Identify and protect public view shafts from open space across, within, and to Wynyard precinct to reinforce connections with the central area, harbour, and wider Auckland.
- 5) Promote excellence and diversity in architecture and urban design that enhances the relationship of buildings with public open space, and reflects the coastal, topographical, and historical qualities of the precinct.

The AUP Wynyard Precinct provisions I214.10.5 Wynyard Precinct Plan 5 Maximum Height, establish permitted building heights of 18m/62m/31m for the Site reflecting the intention for a marker building anchoring the western end of the Waterfront axis to be accommodated on the Site, refer Figure 4 below. The heights were adjusted as a result of the City Centre decisions on Plan Change 78: Intensification (PC78), indicating a shift in urban intensification envisaged for the Site. The previous permitted heights being 10m/52m/31m across the Site.

I214.10.5 Wynyard: Precinct plan 5 – Maximum height

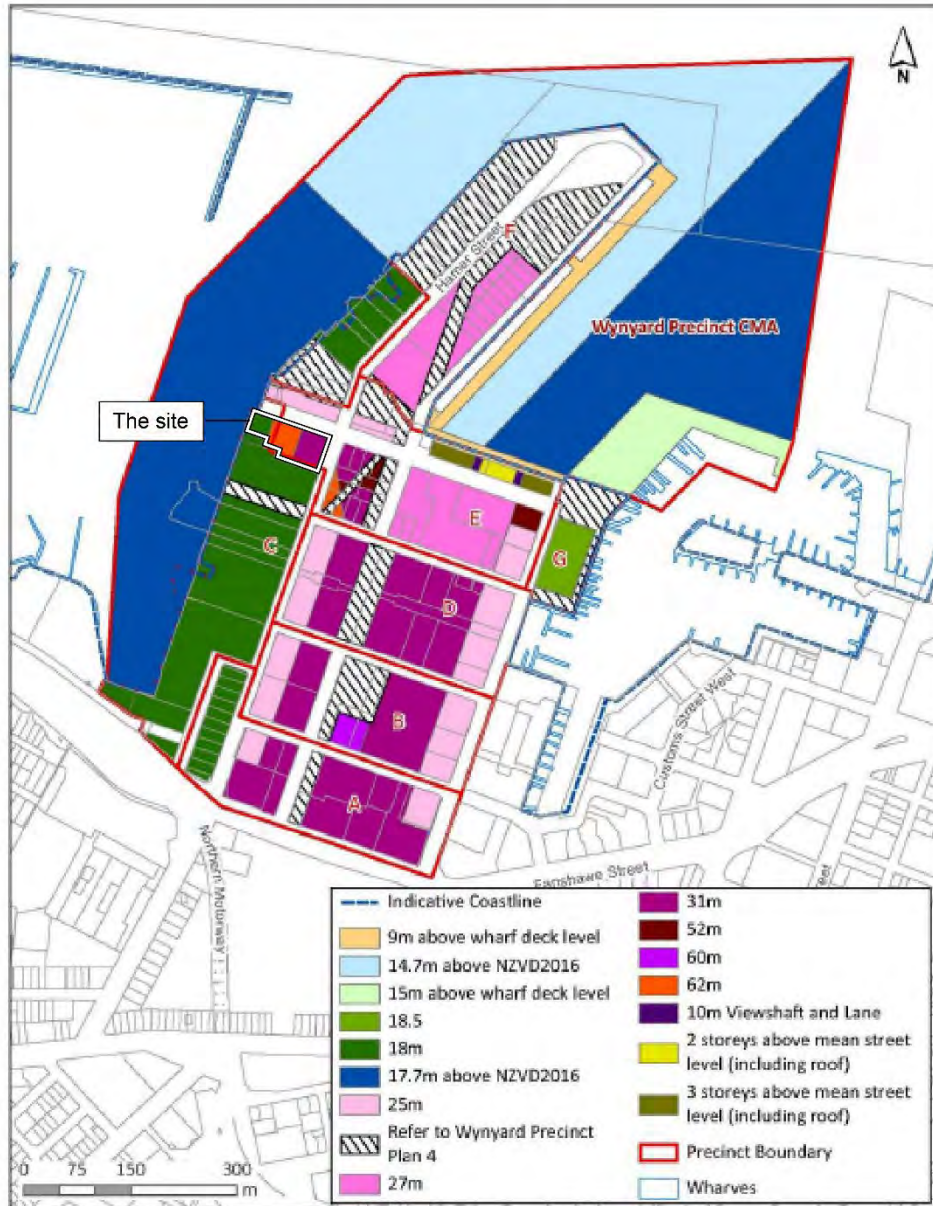


Figure 4: I214.10.5 Wynyard: Precinct Plan 5 - Maximum height

9.0 Development to Date in the Wynyard Quarter

The Wynyard Quarter remains in the process of transitioning from its industrial, brownfields past to a high quality, mixed use quadrant of the City Centre. The ASB building, Park Hyatt and ASB

10.0 Te Ara Tukutuku

Te Ara Tukutuku, (formerly known as Wynyard Point) lies to the immediate north of the Waterfront axis and Jellicoe Street. The former Eke Panuku (now part of Auckland Council) have completed a masterplanning exercise and propose to transform the 10ha of land to 5ha of resilient, climate adaptive public open space and laneways and a further 5ha supporting marine, commercial and residential development, as illustrated in Figure 6 below.



Figure 6: Plan view, Te Ara Tukutuku Masterplan showing the 10ha area located to the north of the east / west Waterfront axis seen in the bottom of the image (source: [A new public space for the people of Tāmaki Makaurau. - Auckland Council www.audo.co.nz/projects/tearatukutuku/#concept-design](https://www.aucklandcouncil.govt.nz/our-auckland/our-projects/tearatukutuku/#concept-design))

Auckland Council's website⁴ describes the project as follows: “Created by Eke Panuku (now the AUDO), in partnership with mana whenua and through close collaboration with key stakeholders including Waitemata Local Board and the Auckland Council-whānau, the plan demonstrates huge change and ambition, both for the landscape of the Auckland waterfront and for how this plan can be achieved.”

Te Ara Tukutuku's headland park will be transformed over the next 10 to 15 years from post-industrial wasteland to a major new public park for Auckland. It is the largest new open space

⁴ [The plan for the next stage of Wynyard Quarter – Our Auckland](https://www.aucklandcouncil.govt.nz/our-auckland/our-projects/tearatukutuku/#concept-design)

created in the city centre for one hundred years, including ngahere (forest), outdoor classrooms, whare waka, tidal stairs and waka ramp, marine restoration in action, education opportunities, an elevated headland and places for people. Figure 7 below shows an artist's impression render of Te Ara Tukutuku.



Figure 7: The vision for Te Ara Tukutuku. The site at 188 Beaumont Street and the Orams Marine Village land can be seen in the far right of the image located behind the indicative 'white card' massing of future development within Te Ara Tukutuku enabled by the Precinct provisions (source: [A new public space for the people of Tāmaki Makaurau. - Auckland Council www.audo.co.nz/projects/tearatukutuku/#concept-design](https://www.audo.co.nz/projects/tearatukutuku/#concept-design))

The northern, distal, portion of Te Ara Tukutuku's headland has a Designation for the provision of open space. We understand the realisation of Te Ara Tukutuku as envisioned in the masterplan will require a further plan change to the Wynyard Precinct provisions as the masterplan developed by Eke Panuku and its consultants involves the realignment of the original Park Axis, to instead follow the edge of Wynyard Wharf (reinforcing the Wharf axis), and an associated reconfiguration of the proposed built form on the headland along with changes to the enabled height of development.

11.0 The Subject Site

Site Context:

The Site forms the northern component of the long held Orams Marine landholding in the Wynyard Quarter. Orams is a significant landholder on the western edge of the Wynyard Quarter with a contiguous approximately 2.6ha landholding west of Beaumont Street in the block between Westhaven Drive and Jellicoe Street. Figure 8 below illustrates the overall Orams landholdings in blue with the Site illustrated in red.



Figure 8: The Site at 188 Jellicoe Street (red) in relation to the wider Orams Marine Village landholding (blue/mauve)

Orams operate their marine industrial business including boat stacker storage, haul out, white boat servicing and sales operation from the majority of the 2.6ha Beaumont Street landholding. 188 Beaumont Street comprises the northern portion of the landholding. It comprises vacant, brownfield land used primarily as a temporary carpark. Figure 9 below illustrates the Site relative to the Orams land and water based marine industry yards. Industrial marina berths extend in front of the Site with Council's 'Silo Superyacht Marina' to the north.

Jellicoe Street west of Beaumont forms a cul-de-sac, which terminates at the water edge accessing Council's 'Silo Superyacht Marina'. There is a row of angle carparks (eight spaces) located on the wharf which are primarily used in the servicing of the marina. Some heavy vehicles servicing the marina, such as fuel tankers, exit along the North Wharf promenade which has bollarded entry, but the majority of vehicles accessing this part of Jellicoe Street have to turn and return along Jellicoe Street. Jellicoe Street accommodates on street parallel carparking along with extensive raingardens supporting a diverse cover of indigenous tree and groundcover species, paving, including on parts of the street is Bluestone. Jellicoe Street has a high quality public realm amenity consistent with much of the Wynyard Quarter with enhancement works having been led by Eke Panuku (and its predecessors). By contrast Beaumont Street retains its former industrial streetscape character.



Figure 9: Aerial photograph showing the land and water-based extent of the Orams industrial marine activity marina (yellow) which extends along the frontage of the 188 Beaumont Street Site, with the Auckland Council (formerly Eke Panuku) marina to the north (bottom of the image).

The land to the north of Jellicoe Street incorporating the 'six-pack' former cement silos, currently forming part of Silo Park, is intended for future development. Under the provisions of the Wynyard Precinct this land is earmarked for development and is not zoned as open space (unlike the remainder of Silo Park). Under the Wynyard Precinct provisions this land has a 25m Maximum Height Control. Silo Park is defined along its northern open space edge by a three storey gantry structure accessible by lift and stairs to enable public overlook of the park and 360° views of the waterfront. To the north of Silo Park lies the headland of Te Ara Tukutuku, as described above.

Across Beaumont Street to the east in the block defined by Jellicoe Street (north), Beaumont Street (west) Madden Street (south) and the Daldy Street Linear Park (east) is a further site, currently vacant, and used as a 'pay by plate' sealed surface car park. This brownfield future development site is identified in the Wynyard Precinct provisions for two marker buildings located on the Waterfront (eastern site) and Wharf (western Beaumont Street) axes.

The Site is well separated from established residential neighbours with the closest neighbouring building being the 30 Madden apartment development located to the southeast across Beaumont Street at 155 Beaumont Street. This building, at its closest corner, is located some 70m south of the Site, it is seven storeys on its northwestern corner on Beaumont Street and between nine, defining the street frontage of the Daldy Street linear park extending up thirteen storeys in the northeast. Figure 10 below illustrates the Beaumont / Madden frontages of 30 Madden. This building has a central raised courtyard over two levels of sleeved car parking with three storey town houses located centrally at the north and south ends of its site. The southern boundary is defined by the western end of the pedestrian Te Ramarama Way.



Figure 10: Photograph showing 30 Madden looking south along Beaumont Street to the Madden Street and Beaumont Street elevations (date 2026/03/07).

At the time of this building's development the anticipated heights on the site at 188 Beaumont Street comprised 31m on Beaumont Street and 52m for the central tower component. PC78 increased the marker building height to 62m and that of the western portion of the Site to 18m. The plan enabled heights mean that long term views across 188 Beaumont Street to the north west from 30 Madden were not anticipated to be retained.

The Subject Site:

The 188 Beaumont Street Site is 5,215m² in area. The site has a long, approximately 120m, frontage to the south side of Jellicoe Street and approximately 30m frontage to Beaumont Street in the east. Its western 30m frontage is to the water edge with the long southern boundary adjoining the Orams Marine village and the site of its international haul out and service facility.

In summary, the Site is reclaimed land, a post-industrial, brownfield, vacant landholding with a flat contour and no other distinguishing features. The Site extends to the western water's edge and is currently gated with no public access to the water edge which interfaces with the marine industrial waterspace operated by Orams. The Orams Marine village lies to the south with its

marine industrial activities, part of the anticipated character of the Precinct, preventing public access further to the western waterfront.

The western water space to the north of the Site supports a Council owned, gated, white boat / super yacht marina, the 'Silo Superyacht Marina'. The Site adjoins the public realm of the street along its long northern and shorter eastern boundaries to Jellicoe and Beaumont Streets respectively with the land to the north occupied by Silo Park, incorporating the 'six pack' former cement silos and beyond 'silo 7'. The Site is well separated from established residential neighbours. It has desirable aspect to the north and elevated 360° long distance views including to the harbour bridge, harbour, North Shore, Central City skyline and the St Mary's Bay / Ponsonby / Herne Bay ridgelines.

12.0 The Project Proposal

Architects WAM have designed the Project. It is a mixed use, residential-led development responding to the stepped height profile of the site's three component height controls.

The Project has been designed to respond to the desirable urban amenity attributes of the site including its long north facing elevation to Jellicoe Street, the current Silo Park configuration and the Site's western waterfront location. In this respect the Site is unique in the Wynyard Quarter offering a western, afternoon sun, water edge condition to the harbour. The Precinct provisions enable development right to the water edge, however the Project sets the building 7m back from the water creating space for west facing food and beverage (F&B) outdoor dining and public access to the water edge over private open space.

The development has a central residential apartment tower accessed from Jellicoe Street, and flanking lesser height residential apartment buildings to the west (waterfront), the Marina building and east, the Beaumont building, on the Jellicoe / Beaumont Street corner. In total some 210 apartments (Beaumont 66, Tower 126, Marina 18) along with ground floor commercial retail / F&B activities (624m²) and lobbies are proposed. The three component building composition of the Project – Beaumont, Tower, and Marina - allows for differentiation of the residential product within the development providing a range of price-points to the market.

The ground plane includes a range of activities to provide activation of the site's two street frontages - Beaumont Street in the east, Jellicoe Street to the north - as well as to the wharf water edge to the west. F&B activities are located at both corners of the Project with the eastern, Beaumont Street F&B addressing Silo Park and its eponymous playground to the northeast and the Marina building F&B addressing the western waterfront including Orams Marine waterspace boatyard, Westhaven Marina and the Auckland Harbour Bridge with an afternoon sun aspect. There are three separate apartment lobbies addressing the street frontages (two on Jellicoe Street and one to Beaumont Street) related to each of the three building components.

There is a single vehicle access to the development located on Beaumont Street adjacent to the Orams Marine boat yard building. Carparking over four levels is sleeved at ground floor and upper levels, with 261 carparks provided). There is no below ground basement level.

The ground floor levels of the development have been set balancing accessibility and the connection of ground floor activities to the street with long term (100 year) climate change resilience in respect of flooding, sea level rise and storm surge events. Tonkin + Taylor (T+T)

has provided the technical advice in respect of coastal and flood hazard and risk assessment. Figure 11 below illustrates proposed floor level RLs on the ground floor of the building.

Proposed FFL vary between RL3.9 for the most sensitive components of the core (lift wells and essential infrastructure), RL3.7 for the main internal ground floor, lobbies at RL3.0 (Beaumont and Marina) and RL3.2 (Tower) the western Marina building F&B at RL3.4 and eastern Beaumont F&B at RL3.0. The adjacent street level being RL2.7 – RL2.8.

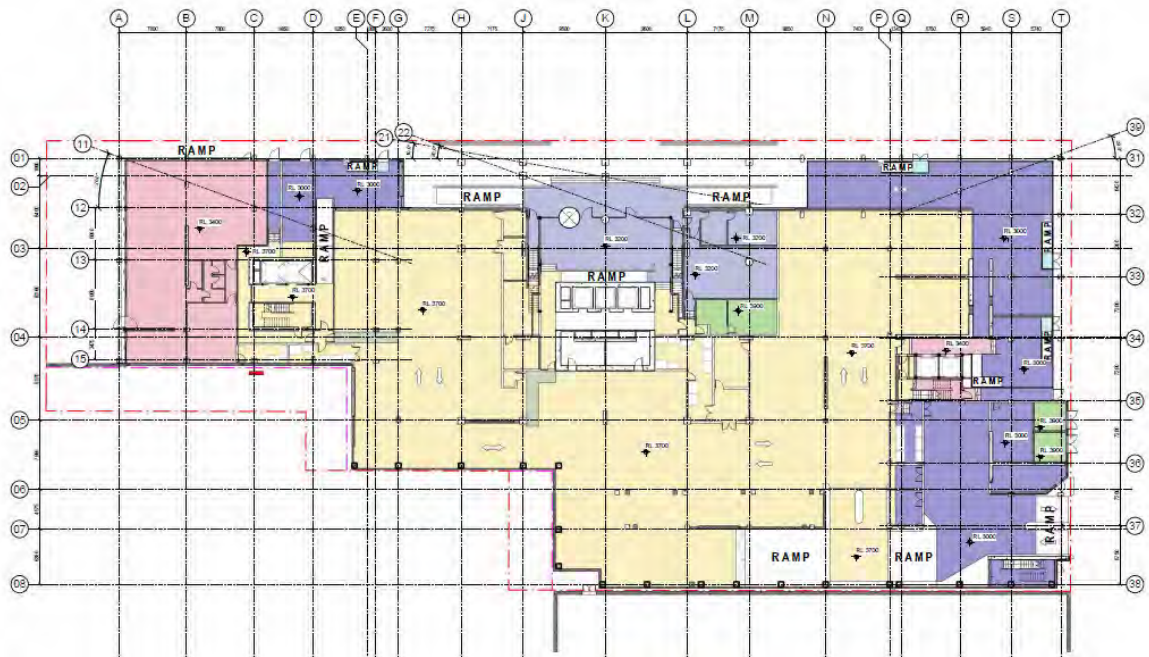


Figure 11: Proposed ground floor levels (pink RL3400, dark purple RL3000, yellow RL3700, pale purple RL3200, green RL3900) (source WAM RC05.004).

The proposed heights of the three building elements are illustrated in the North Elevation drawing, refer Figure 12 below. The proposed heights are; Tower, 23-storeys at RL80.78m to parapet (78.08m above street), RL84,050m, top of plant (81.35m above street); Beaumont building, 10-storeys, at RL37.56m to parapet (34.86m above street), 40.965 to top of plant (38.265m above street); and Marina building, 8-storeys at 31.68m to parapet (29.98m above street), 34,555m top of plant (31.855m above street).

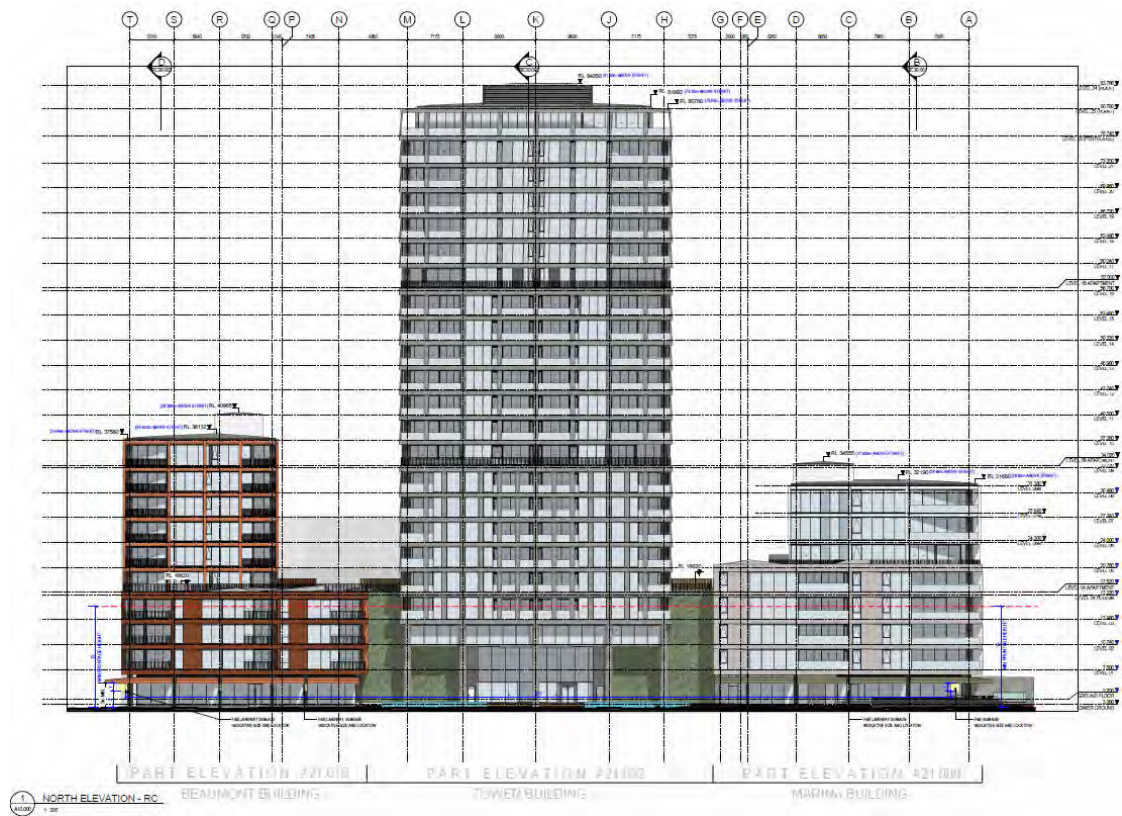
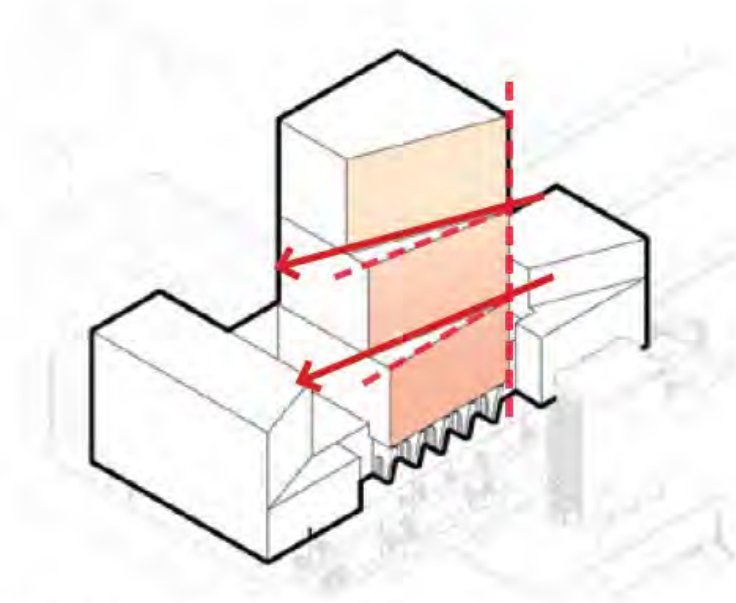


Figure 12: North Elevation, Beaumont Street to the left, illustrating building levels, heights, sleeving of the carpark, and the spatial separation of the podium (source WAM RC20.000 Rev C).

The site is anticipated to accommodate a landmark tower building form anchoring the western end of the Precinct's Waterfront axis. The Project comprises a three building composition breaking up the east / west scale of the development whilst creating a 'family' of buildings differentiated by their target market, site location / context, and building typology.

A key design move is the Tower building's angled, stepped façade which is a direct response to and reflection of the off grid geometry of Te Ara Tukutuku's headland reclamation. This angle reflects the Wharf axis along Te Ara Tukutuku's eastern edge as captured in Figure 13 below.



04 Rotation to Axes.

A shift of vertical planes rotate the massing through the tower's height to create three tiers that respond to the Te ara Tukutuku alignment.

Figure 13: Diagram illustrating a key design strategy for the landmark Tower in response to the axes that inform the urban framework of the Wynyard Precinct and the reflection of Te Ara Tukutuku.

This move is carried around to the tower's eastern, western and southern façades at levels 9 and 16, the levels at which the tower is angled. On the eastern and western facades the glazing is inset to provide operable full height windows which vary the façade depth and enable the opening up of apartments at these levels. At the southwest and southeast corners, the glazing line has been inset on the south façade by one bay retaining the visual articulation of the façade breaks.

Reinforcing this angled tower gesture the eastern and western Beaumont and Marina buildings on their northern, Jellicoe Street frontage angle back into the site creating openness around the base of the tower. This move has the further benefit of improving solar access to and outlook from apartments at the lower levels of the tower.

The top penthouse level, at level 23, has a reduced footprint with the structural frame of the façade carried up to create a dissolved skyline effect to the top of the building. The setback means that this upper level and the rooftop plant, which is further inset, are not seen from the immediate streetscape below.

The upper level of the Beaumont building and tapered Tower footprint in some instances exceed the 900m² GFA and maximum dimension of 30m by 30m above 31m control of the Precinct provisions. The metrics (refer WAM RC05.003 Rev C) at the varying levels of the buildings are as below:

Beaumont building:

The top floor, Level 9, sits above 31m height: GFA 877m², 51.4m length to Beaumont Street, 20.0m length to Jellicoe Street elevation.

Tower building:

Levels at / above Level 9 are above 31m height.

Level 9: GFA 918m², rectangular floorplate, 35.5m north and south elevations, 33.3m east and west elevations.

Levels 10-15: GFA 947m², tapered floor plate: 35.5m north and south elevations, 33.3m west elevation, 27.2m east elevation.

Level 16: GFA 698m², tapered floor plate with recessed facade: 35.0m north and south elevations, 33.2m west elevation, 27.1m east elevation.

Levels 17-21: GFA 847m², 35.5m north and south elevations, 33.4m west elevation, 20.6m east elevation.

Level 22 (penthouse): GFA 689m², 35.0m north and south elevations, 33.0m west, 20.3m east.

The metrics reflect the bespoke form of the Tower with the taper of the building oriented to the northeast, reflecting the Wharf axis and Te Ara Tukutuku and addressing the Waterfront axis. The reducing footprint is most evident, in terms of public realm experience, on an eastern approach, from the city along Jellicoe Street, within Silo Park, and on North Wharf as well as from the north out on the headland of Te Ara Tukutuku. The architectural render, Figure 14 below illustrates the angled, tapered façade on approach from the east.

The tower comes to ground on Jellicoe Street in another strong, site specific, design move with a double height residential tower lobby anchored by concrete columns that reference the adjacent 'six-pack' silos and the marine industrial heritage of the Site and Precinct. The entry is stepped and dual ramped to meet the raised RL3.2 lobby floor level with symmetrical reflective pool features either side of the entry around which accessible ramps are aligned. The wall to the car park podium either side of the lobby comprises a feature greenwall with a predominance of coastal native species proposed.



Figure 14: Architectural render looking west from Silo Park to the Jellicoe Street frontage of the Proposal the eastern end of the six-pack silos is seen to the right (source WAM Design Statement, pg 31)

At the western end, the Marina building is set back 7m from the site's wharf edge, creating a privately owned, publicly accessible water-edge domain to accommodate a level of public access and desirable, west facing, outdoor hospitality opportunity. The diagram Figure 15 below illustrates the way in which access and use of this area is proposed to be managed along with establishing a vegetative framework that sets the Site in its coastal context.

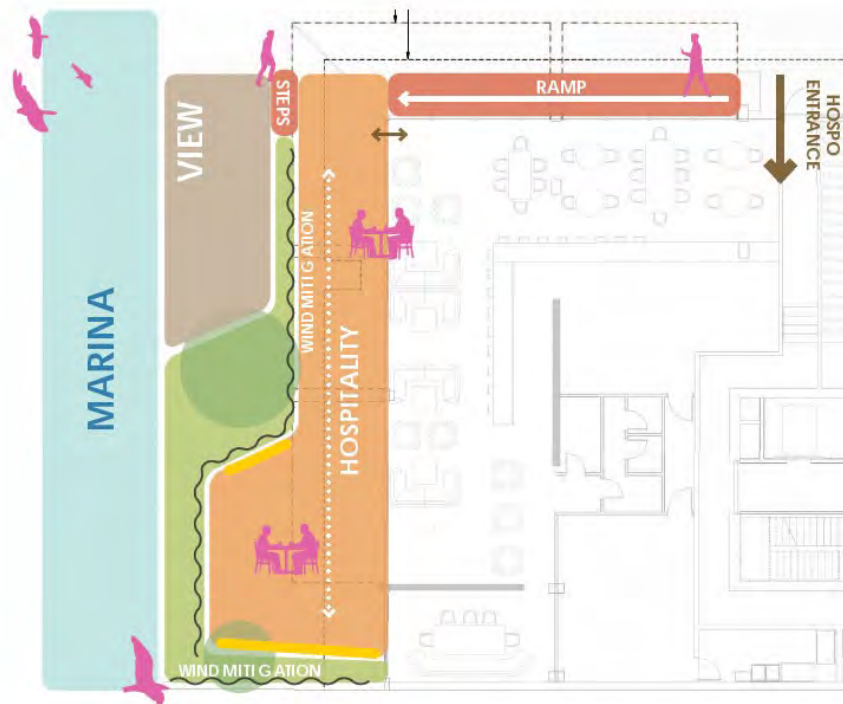


Figure 15: Diagram illustrating spatial configuration of the privately owned, publicly accessible western water edge (source Boffa Miskell Landscape Report (19/12/2025)).

The Precinct provisions / AUP do not require a setback on this western waterfront edge. However, public access is provided to the water overlooking the Orams marine industrial waterspace yard and Westhaven with views to the Harbour Bridge. This public access adjoins the outdoor dining space associated with the proposed corner F&B activity with an external deck space set at the RL3.4m FFL of the F&B. Planting assists in mediating the level change, it includes two trees, a titoki adjacent to the southern wall and a centrally located pōhutukawa that assists in defining the separation between the publicly accessible water edge and the outdoor F&B deck. Coastal groundcover planting unifies the ground plane.

The southern edge of this waterfront space is defined by a 3m (2.6m above deck level) high solid boundary wall separating the Site visually and physically from the landward Orams industrial marine yard space. Wind modelling has identified the need for further measures to ameliorate on- and off-site wind effects. The incorporation of the southern boundary wall, proposed planting and a 1.2m high solid (glass) balustrade to the edge of the elevated deck provides the necessary wind deflection improving the wind environment within the 7m setback area and the adjacent public realm including in Silo Park to an acceptable level (refer Wind Report prepared by FidelicFlow Ltd dated 16/02/26).

The building's materiality and façade design acknowledges and reflects the Site's marine industrial context whilst supporting its residential use. The tower's gridded frame has an expressed concrete materiality brought tangibly to ground through the five deep, triple height columns at the Jellicoe Street entry lobby. These respond to the Silo Park six-pack silos opposite, and their arched interior spaces. The base of the eastern and western Beaumont and Marina buildings has a solid brick materiality with lighter weight materials above. The colour of these two buildings is differentiated relative to their corner urban (east) and coastal edge (west) locations.

The podium level comprises well vegetated shared open space amenities for residents including a network of paths, a pool, deck and outdoor seating area located in the southwestern corner where they will receive afternoon sun. Some ten residential apartments (five in each of the base of the tower and the Beaumont building) interface directly with the podium level with private outdoor terrace spaces set into a framework of vegetation accommodated. Figure 16 below illustrates the podium level residents amenity at Level 4, the podium level for Marina being at Level 5.

L04 podium landscape



Figure 16: Main Level 04 podium landscape concept (source WAM Landscape Architecture – Podium and Tower Entrance for Fast Track Approval page 19)

The proposal includes tying the development in with the established Jellicoe and Beaumont Streets streetscape. Along Jellicoe Street the infill paving will match the established stone pavement with planting to the corner to integrate an existing above ground services cabinet, replicating the current planting layout along the street. On the Beaumont Street footpath, the pavement will be made good with a new asphalt surface.

Design Review:

The Project has been the subject of progressive design review via Eke Panuku’s design TAG and subsequently the dedicated AUDP established for AUDO projects (following the reintegration of the Eke Panuku CCO into Auckland Council). The initial presentation to TAG was on 29 October 2024 followed by a workshop session, as is typical of design review processes under TAG. A further AUDO AUDP session was held on 29 August 2025. Notwithstanding the provisions of the AUP Wynyard Precinct TAG initially questioned the tower and podium form of the Project and sought an outcome with a more evident ‘marine industrial’ character to the design. Changes were incorporated into the design to address the marine industrial character of the Project, noting that the site is intended for a residential activity, with introduction of the expressed concrete façade of the tower and increased solid brick materiality to the base of the Beaumont Street building responding to this feedback.

Working sessions including further design review have also been held with Eke Panuku urban design / architectural in-house personnel. Following receipt of AUDO's supportive design assessment memo relative to the Development Agreement Preliminary Design gateway, a pre-lodgement meeting was held with the AUDO Development Manager (Tom Belgrave) and Design personnel (Gyles Bendall and Nick McKay) on 9 December providing updates in respect of design refinement in response to earlier TAG and AUDO feedback. Support for the height, form and materiality of the Project and the approach to the landscape design for the 7m western setback open space was expressed at this time. A further meeting to update AUDO on refinements following Council feedback and programme was held on 3 March 2026.

Pre-application meetings have been held on 30 July 2025 and 5 February 2026 with Auckland Council regulatory personnel including urban design and landscape architecture specialists. Feedback in respect of the proposal included an appreciation by Council's landscape architect that the AUP enabled heights per se are not an absolute, that a marker building is intended for this location and that it is overall good urban design outcomes, a well-rounded, high-quality proposal, and development reflective of the character and quality of the Wynyard Precinct that are sought. The primary feedback in respect of items to be addressed related to the relative blankness of the western and southern façades relative to the highly modulated, angled north and east façades. Changes to the façade design were incorporated to address these comments with the recess at levels 9 and 16 introduced on the west and east façades returning onto the southeast and southwest corners of the southern façade.

Following the second Council Pre-application meeting, at which the western and southern façade changes were acknowledged and related improvement noted, the applicant was encouraged to continue to review the southern elevation. In response subsequent additional changes were made, firstly with the addition of a vertical frame element positioned at the southwest and southeast corners of the façade (other than at levels 9 and 16 where the recess is located) to emphasise the 'notched' corner within the overall building massing, reinforcing the recess. And secondly by adding depth to the recessed balcony extent along the southern elevation. These additional changes help the reading of the balcony by shifting the glass plane and enhancing depth and shadow. Collectively these changes further contribute to the modulation of the tower, and introduce a stronger vertical breaking to its southern façade which contribute to breaking down the perceived mass and form of the Tower building. The changes are illustrated in Figure 17 below.

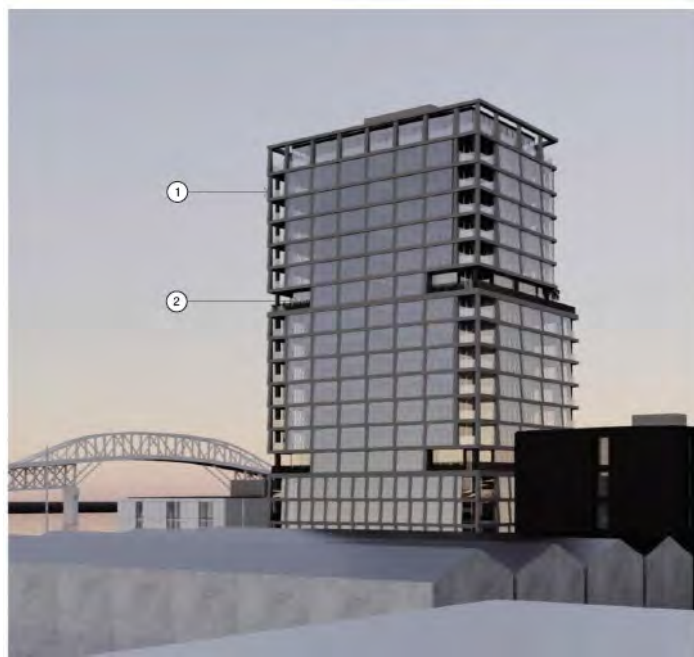


Figure 17: Annotated southern façade render illustrating the further detailed refinement to the southern façade. The numbers 1 & 2 relate to the two points in the above text (source WAM).

At the second Council pre-application meeting Council's Urban Designers also raised concerns in respect of the limited extent of verandahs proposed, given that the Verandah Control provisions of the AUP apply to both the Beaumont and Jellicoe Street frontages. WAM have addressed this concern with the inclusion of a compliant canopy proposed to the Jellicoe Street frontages of the Marina and Beaumont buildings. The verandah wraps around the Beaumont Street building elevation extending south to provide cover to the F&B and apartment lobby. This leaves slightly less than half of the Beaumont frontage, where vehicular access and service rooms are located without a verandah. This part of the building adjoins the Orams marine sheds which are also without a verandah, as is the remainder of the west side of Beaumont Street (notwithstanding the presence of the Verandah Control) through to Westhaven Drive along the block's marine industrial frontage. On Jellicoe Street at the Tower lobby covered pedestrian access along the street is available, with short open to the sky breaks, by using the accessible ramps route to the lobby. This combination of verandah and building cover means that pedestrians have rain shelter along the majority of the Project's street frontages with the project providing shelter in a part of the Precinct where little verandah cover is currently available.

Summary:

In summary, the overall design concept for the Proposal is for a high quality, site specific development comprising a landmark tower and adjacent apartment buildings to fully utilise the 188 Beaumont Street residential development site in the Wynyard Precinct. The public realm amenity and activation of this part of the Precinct will be enhanced and public access to the western water edge provided over private land. Architecturally the building has a bespoke design that responds to the long established urban design framework of the Precinct's urban form creating a distinctive, memorable building worthy of its prime waterfront location and landmark scale.

13.0 Urban Design Assessment

The design of the Project has sought to strongly respond to and give emphasis to the key urban design framework attributes of this part of the Wynyard Precinct. It defines the western termination of the east / west Waterfront Axis, responds to and reflects the angled Wharf Axis, which has been given further prominence with the progressive design development of Te Ara Tukutuku. The Project also realises the Site's identification as a 'marker building site' within the Precinct. Proposed building heights with parapet heights at Beaumont building RL37.56m – 34.86m above street level, (RL40.965m top of plant), Tower RL80.78m, 81.35m above street level, (RL84.05m top of plant) and Marina building RL31.680m 29.98m above street level (RL34.555m top of plant) (east to west) will fit comfortably within the streetscape and wider cityscape context of the Wynyard Precinct and western precinct of the city Centre. The tower building will bring legibility to the Precinct in the wider cityscape whilst not challenging the prominence of the central core of the city centre.

The development will comprise a prominent urban development in a location where a development expressing landmark qualities is anticipated. The proposal will replace a long vacant site and bring an urban vibrancy and activation to a part of the Precinct presently lacking in these qualities.

13.1.1 Neighbourhood Character:

The Project will introduce a significant change to its vacant site transitioning from a brownfield interim, adhoc, surface carpark to a mixed use, primarily residential apartment development bringing urban life to this part of the Wynyard Quarter, as anticipated by the Precinct provisions. This change to the character of the Site is consistent with and will complement the established and emerging character and the wider urban regeneration aspirations of the Wynyard Precinct, as part of the city centre.

The Project lies to the south of Silo Park and the surrounding the six-pack silos. It will establish a built edge to Jellicoe and Beaumont Streets and bring valuable life and activity to the interface of the park and public realm of North Wharf with supporting F&B provision and residential activation.

Along the western side of Beaumont Street the Project will transition the street from its predominant marine industrial character to a more active, residential amenity with corner F&B giving a more public interface to the street and activation associated with the adjacent Silo Park open space.

The development sites to the immediate east on Beaumont Street, comprising the full block, south to Madden Street and east to Daldy Street remain vacant, occupied by a public 'pay by plate' car park.

Established residential neighbours, in the 30 Madden development, are well separated from the Project with a direct western interface to Orams Marine across Beaumont Street and the vacant sites to the north across Madden Street. Given the extent of physical separation, the nature of the building's tapered footprint, which balances the shortened, 20.6m, eastern façade relative to the 35.5m southern façade, and the related reduced footprint (below the 900m² maximum floor plate control) of the upper levels of the central tower component, the character of the Project is considered appropriate to the context of the 30 Madden established development.

The Project has been designed to protect the marine industrial activities adjoining to the south by limiting the direct overlooking of the landward yard from the majority of apartments and by the public whilst enabling an appreciation of the water based marine industrial yard.

The Tower building will define the western edge of the city's waterfront and create a legible urban framing to the Precinct. The proposed height of the Tower is such that it will not challenge the primacy of the city centre but will contribute to and enhance the legibility and urban, city precinct character of Wynyard. The height, along with the Tower's stepped, reducing, footprint assist the aesthetic qualities of the tower and create a memorable, distinctive addition to the Precinct and city. In terms of the urban form of the Precinct and its established and evolving landscape character the Project, including the proposed height of the Tower, will generate beneficial urban form and related positive character outcomes. The character of the Precinct will be enhanced by the way in which the tower's angled, stepped form reinforces the alignment of Te Ara Tukutuku and the Wharf axis.

13.1.2 Public Realm Interfaces:

The quality of the public realm, already high as part of the previous delivery of significant public realm enhancement projects for the Precinct by Auckland Transport (AT) and Eke Panuku (and its predecessors), will be maintained and further enhanced with delivery of the Project.

Vehicular access for servicing of the development and to provide access to the fully sleeved on-site car parking is limited to a single point of entry on Beaumont Street leaving Jellicoe Street free of any vehicular access and dedicated to pedestrian access only. This supports the pedestrian amenity of the east / west Waterfront axis and Silo Park interface.

Both corners of the Project, the northeastern to Beaumont and Jellicoe Streets and the northwestern to Jellicoe Street and the western waterfront are given over to F&B activities providing activation and supporting the public realm amenity of the wider interface of the development and its connection to adjoining open spaces.

The setting of ground floor RLs has carefully considered the quality of the public realm interface of the Project over the life of the development with the three apartment lobbies and ground floor F&B premises set at RL3.0m, RL3.2m and RL3.4m to limit the extent of ramping required, enabling an optimised interface with the adjacent street public realm. The main building ground floor RL is set at RL3.7 with sensitive plant at RL3.9m. The proposed RLs, therefore, give primacy to the quality of the public realm interface of the development to the street but with adaptability for implementing climate change resilience and mitigation measures in the future where necessary or required.

Landscape design proposals include seamless integration of the Project with the established adjacent public realm of Jellicoe and Beaumont Streets. Paving along these frontages within the boundary of the site will be matched to the existing adjacent environment with the full asphalt footpath on Beaumont Street replaced. On Jellicoe Street the ramped access to the RL3.2m tower apartment lobby is accommodated with the symmetrical placement of raised reflective pools to either side of the stepped main entry creating a distinctive, high quality point of arrival on the street frontage. The five, triple height, concrete columns which ground the tower to the street reflect the marine industrial heritage of the Precinct and reference the adjacent six-pack silo industrial 'architecture'.

The provision of public pedestrian access to the water edge of the Site, which is not required by the provisions of the AUP or any other coastal protection yard requirement, is a further significant benefit of the Project. A residential building with ground floor F&B built to the water's edge would privatise the waterfront in a way that would offer no public benefit or access,

although such a condition would be consistent with the existing character of the western water edge. Access for the public over the private land of the Site at the water's edge will enable public access to and along the coastal marine area and provide overlooking of the marine industrial waterspace with its range of superyacht berths and construction activity providing the only opportunity for public access to the western water edge of the Beaumont Street marine industrial precinct. This set back also provides for the establishment of a west facing (afternoon sun) F&B offering with an outlook to Westhaven, the Waitematā and Auckland Harbour Bridge. Planting within this frontage reflects the Site's coastal location with indigenous tree and groundcover species consistent with those established across the wider Precinct.

The Project will provide extensive verandah cover to the public realm of the Project's two street frontages, Jellicoe and Beaumont Streets offering shelter in a part of the waterfront Precinct where little existing verandah cover exists. This will facilitate people waiting adjacent to the development as well as pedestrians accessing the buildings and / or this part of the Wynyard Quarter.

The angled profile of the tower form interacts with the substantial, regionally scaled, open space amenity and public realm attraction of the future headland park, Te Ara Tukutuku, providing a signal or marker to its presence and reflecting the historical alignment of the seaward reclamation.

The activation of the Project's ground plane with its corner F&B venues, and three residential lobbies will substantially enhance the public realm interfaces and activation of this part of the Precinct as well as the day and night-time safety of the locality and the site's related CPTED qualities.

The Project infringes H8.6.25, the Building frontage alignment and height control of the City Centre zone. Map H8.11.5 Minimum frontage heights sets a 13m height control for the entire length of the frontage on the Site's Beaumont and Jellicoe Street frontages. This requires a minimum contiguous height of 13m for a minimum depth of 6m from the frontage. The purpose of this control is to *"ensure streets are well defined by human-scaled buildings and provide a sense of enclosure to enhance pedestrian amenity, while still providing adequate sunlight and daylight access to streets."*⁵ The non-compliance relates primarily to the way in which the ground floor is set back from the street. On the Beaumont / Jellicoe Street corner this set back is provided to facilitate outdoor F&B activation of this prominent street corner. The Marina building set back at the western end of Jellicoe Street is provided to accommodate the accessible ramp to the raised ground floor, the raised floor level is proposed to provide climate / sea level rise resilience. In the central portion of the Jellicoe Street frontage the setback accommodates the tower's columns which are designed to respond to the marine industrial character of the Precinct referencing the adjacent six-pack silos. This setback also accommodates steps and paired accessible ramps to meet the raised lobby floor level. Notwithstanding the ground floor being set back, for the majority of the development's street frontages the first, second and third levels up to 13m are built to the boundary in a way that meets the purpose of the control in achieving streets that *"are well defined by human-scaled buildings and provide a sense of enclosure to enhance pedestrian amenity, while still providing adequate sunlight and daylight access to streets"*.

13.1.3 Residential Amenity

The Project benefits from its generous separation from established neighbouring development. To the west the Site adjoins expansive waterspace, to the south, for the full length of the

⁵ AUP OP H8.6.25(1)(ii).

boundary, the Site adjoins the Orams Marine Village which incorporates large areas of yard based marine industrial activities, road reserves define the eastern and northern boundaries with Silo Park to the immediate north. This means the development enjoys an extent of openness with a range of desirable outlooks comprising marina and harbour as well as open space parkland and city views.

The Proposal will enable the provision of a diversity of high quality apartments in a prime Wynyard Precinct, city centre, location, with a range of price points related to the Wynyard Precinct market.

Residents will have access to the landscaped podium at Level 4 which offers an attractive outlook as well as informal recreational amenity including an outdoor pool and seating / dining spaces. There are also planted terraces at Level 5 on the Beaumont and Marina buildings and at Levels 9 and 16 of the tower where the angled building setbacks occur.

The angled orientation of the upper portions of the northern façade of the Beaumont and Marina buildings enhance the residential apartment outlook from the lower levels of the tower and the spatial qualities of the podium. There will be a range of outlook provided to all apartments with the majority having some form of attractive urban waterfront and/or city skyline vista. Outlook compliance is addressed in the AEE.

13.1.4 Relationship to Neighbouring Properties

As already noted, the Site is well separated from adjacent established residential neighbours. 155 Beaumont Street containing the '30 Madden' development located 70m to the southeast with an oblique relationship to the Site, is the closest established residential development. Other established residential development within the Wynyard precinct, such as the Wynyard Central development on Pakenham Street, located behind 30 Madden to the southeast, and the apartment complex at 132 Halsey Street located further east, are shielded from the Project by distance and intervening buildings.

Experienced in the context of the established Orams Marine industrial sheds and the open surface carpark to the north on Madden Street, the proposed ten storey Beaumont building some 70m distance away, will not be dominating in respect of the apartments at 30 Madden which vary in height from three storey (terrace houses) to seven, nine and thirteen storey apartments. The taller 23 storey tower form will sit behind the Orams Marine industrial sheds, and the Beaumont building. The way in which the tower reduces in bulk on its eastern façade as it increases in height ameliorates the impact of the tower and introduces interest in the architectural form of building. Reflecting the varied height and intended marker building qualities of the Site, the Project will exhibit a similar modulated form and varied height profile to that of the established and consented Wynyard Quarter residential developments – i.e. Wynyard Central, 132 Halsey, 30 Madden and Northbrook, each of which have introduced a complex of buildings with stepped form and an upper heights above that enabled by the AUP.

The Beaumont building, which defines a 51m frontage to the west side of Beaumont Street sits three storeys above the Orams industrial shed building with a typical double loaded apartment width of 20m. The central hallway is daylighted introducing windows to the southern elevation. Further distant the Marina building is 22.45m long against the southern boundary of the site. These buildings will form part of the northwestern outlook from 30 Madden creating an urban, varied height profile. This outlook is similar, although with greater separation distance, to that experienced by residents of the Wynyard Central Pavilions building on the eastern side of the Daldy Street linear park looking across to the nine and thirteen storey eastern elevation of 30 Madden.

The development lies to the south of Silo Park defining a built edge to Jellicoe Street. The ground floor F&B located on the Jellicoe / Beaumont Street corner relates to the open space of the park creating a complementary activity. The Project will provide beneficial overlooking and passive surveillance of the park and extend the urban built form of the Wynyard Quarter to Jellicoe Street and the park as intended by the Precinct provisions. The angled upper level of the Beaumont building connects the podium level landscape to the park and reduces the scale of the building wall at upper levels to the street and park. The Project will be in dialogue with the open space and landscape of the park. The angled configuration of the Marina building in the west establishes a similar relationship to the park towards the end of Jellicoe Street with the same beneficial outcomes. In the central portion of the Site the tower comes to ground with a series of columns drawing reference to the 'six-pack' silos and Wynyard Quarter's industrial heritage. The angled form of the tower steps back from the street and park on its eastern corner referencing the alignment of the Wharf axis and Te Ara Tukutuku. The Project will therefore provide beneficial definition to the southern edge of Silo Park and establish a well-modulated, interesting, site specific, form of urban development in a Precinct where mixed use, predominantly residential, mid and high rise development are occurring and in respect of the subject site a landmark, marker building is anticipated. The materiality of the Project, which draws on the Site's marine industrial heritage and evolving urban, mixed use, environment, will contribute to the ongoing high quality urban regeneration of the Precinct.

The Site is well placed to accommodate development of the heights proposed without adverse urban design effects on its well separated established residential and open space neighbours.

13.1.5 Shading

Potential shading effects have been modelled iteratively as part of the ongoing development of the Project to ensure that unacceptable adverse effects are avoided.

WAM Appendix III provides hourly shading analysis for the Spring Equinox (23 September), Summer Solstice (22 December) and Winter Solstice (21 June) with 15 minute intervals in respect of potential shading to Silo Park during the Summer Solstice between 4pm and 8pm and during the Winter Solstice for 30 Madden between 11am and 5pm. Shading to the 3-dimensional façade of 30 Madden at the above 15 minute timeframes is also provided. The Autumn Equinox is not modelled, as is accepted practice, given its consistency with shading during the Spring Equinox.

As illustrated by the hourly interval shading analysis, the generous separation of the subject site from established residential neighbours and its position to the south of Silo Park, with the Orams Marine industrial yard adjacent to the south of the Project, assist in ameliorating potential adverse shading effects on neighbours in the wider locality with morning through to midday shade falling on the water and Orams industrial yard.

Analysis of shading effects in respect of 30 Madden, the closest residential property and Silo Park are addressed below.

30 Madden

The hourly interval shading analysis demonstrates that during spring and summer no shadow is cast on 30 Madden as a result of the development.

At the Winter Solstice, noting that shadow is not cast onto 30 Madden at other times of the year, shading is cast over parts of 30 Madden between the hours of 1pm and 2.30 with the shadow moving quickly across parts of the façade over a period of 1 hour to 1 hour 15 minutes. This fleeting shadow does not reach the top, seventh level of the apartments on the Beaumont /

Madden Street corner. On the Madden / Daldy Street corner the shadow reaches to the seventh level with the levels above, to level thirteen, unaffected. Figure 18 below, illustrates the shadow cast onto 30 Madden at 1.30pm during the winter solstice (21 June).

The shading analysis shows that in winter the west face of 30 Madden starts to receive sun at 11.15am. The shadow cast by the Project on this façade is limited to the northern half of the building with the fleeting shadow having fully passed from this façade by 2.15pm after which time the façade again receives extensive sun. Existing shadow from the Orams Marine village moves up the façade as the afternoon progresses, at 5pm the upper two / three levels remain in sun at which time in the winter darkness is falling (winter sunset in Auckland being between 5.10 and 5.40pm).

The northern elevation of 30 Madden comprises the northern end of the apartment buildings that face Beaumont and Daldy Streets (apartments oriented to face east and west) which are seven and thirteen storeys respectively. Located centrally between the mid-rise apartment buildings there are three, three storey townhouse units facing north onto Madden Street. Shading starts to fall on the lower levels of the northwestern corner of the Madden Street elevation at 1.15pm and passes across each part of the northern façade fleetingly within an hour to 1 hour 15 minutes.

Shading Analysis
Winter Solstice
Jun 21 13:30

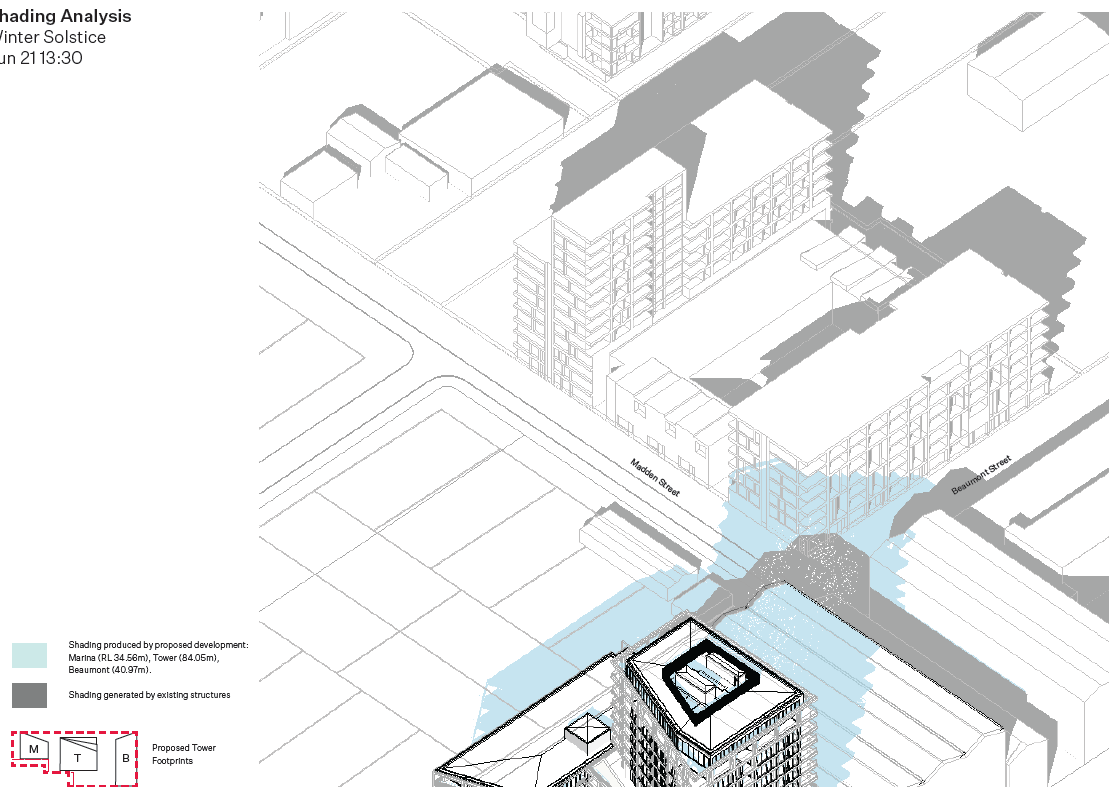


Figure 18: Winter solstice shadow cast onto 30 Madden at 1.30pm (source WAM Appendix III Shading Analysis page 93).

Given that shading effects in respect of 30 Madden only occur in winter, to parts of the building's west and north façade, for a fleeting period of time between 1hr to 1hr 15 minutes in the middle of the day shading effects are assessed to be **low**.

Silo Park

In respect of Silo Park and the playground, located diagonally opposite on the Beaumont / Jellicoe corner, the hourly interval analysis shows that in Spring shadow first reaches the southeastern corner of the park at 5pm and shades the park by 6pm with sunset in September being at about 5.50pm (8.00pm by late November). In winter shading from the Project does not affect Silo Park. The primary period during which shading from the Project affects Silo Park is summer.

The 15 minute interval analysis of summer shading shows that shade starts to fall on the southwest corner of Silo Park in the late afternoon at 4.45pm. By 5.45pm shadow from the tower lies across the central portion of Silo Park which includes the playground. Areas of Silo Park to the west and east remain in sun. By 7.15pm the park is shaded by the Project with sun remaining at the western end of the park. Shading of part of the park in summer later in the day when the temperatures are warm is considered to have a limited effect on enjoyment of the park and playground, given also that people tend to seek out summer shade associated with the park and playground. Shading effects on Silo Park are therefore assessed as **low**.

14.0 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.

The process of change itself, i.e. the construction process and/or activities associated with the development, also carries with it specific visual impacts as distinct from those generated by a completed development.

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 proportion of a proposal that is visible.
- 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.

- 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.
- The predictable and likely known future character of the locality.
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

Change in a landscape does not, of itself, necessarily constitute an adverse landscape or 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 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.

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 and their amenity effects particularly on direct neighbours.

14.1.1 Landscape Effects

The Wynyard Precinct is a key brownfield urban regeneration precinct of the city centre. The landscape character of the Precinct has changed considerably over the past fifteen or so years evolving from a low-scaled, heavy industrial ‘tank farm’, fishing, marine and construction industry domain to an urban mixed use, medium to high density, mid- to high-rise, community set within an extremely high quality public realm and pedestrian amenity environment. It is connected to the central city via Te Wero / Wynyard Crossing lifting pedestrian bridge along its waterfront axis.

There remains a pattern of post-industrial, vacant sites and marine related industries set alongside recent ‘Innovation Precinct’ commercial, and medium / high density residential, development throughout the Precinct. The pace of construction has slowed in recent years with the initial programme of urban transformation largely completed and the current market conditions cooling further progress, predominantly in the residential sector, even where resource consents and / or development agreements are in place.

Consented and completed buildings in the Precinct have delivered on the varied height profile anticipated for the Precinct with much of the development to date exceeding the permitted height at least over part of their sites. Surrounding long established residential areas, such as those of the adjacent, elevated St Mary’s Bay / Herne Bay catchments have experienced a changing environment with emerging contemporary buildings and an altered, city scaled, skyline.

The Orams landholding on the western edge of the Precinct, west of Beaumont Street, is being progressively redeveloped and extended retaining the Precinct’s core marine industrial activity and delivering on a key aspect of the anticipated retention of marine-related activities, contributing to economic and social outcomes for the Precinct⁶. The final stage of marine-

⁶ I214. Wynyard Precinct I214.1 Precinct description

industrial development is under construction completing the Marine Village redevelopment designed by RTA Studio architects, refer photograph, Figure 19 below.



Figure 19: Photograph looking towards the Orams Marine village final stage of redevelopment on Beaumont street and the western waterfront, designed by RTA Studio architects (date 2025/12/19).

The Site adjoins the northern boundary of Orams Marine interfacing with its industrial scaled shed facility on Beaumont Street, as well as the open, land and water-based, yard to the west.

The Project will transition the currently vacant, permeably fenced, gravel yard and casual surface car park Site to its intended urban built form comprising mixed, but predominantly residential land use. Buildings will define the Site's two street frontages and terminate the western waterfront axis of the Precinct, which extends west from the central city. The three component buildings break down the scale of the Project and create a diversity of interest along its long frontage to Jellicoe Street. The urban regeneration of the vacant Site will generate positive landscape effects in support of the Precinct's ongoing transition complementing and further progressing the anticipated change in land use.

The Project does not affect the protected maunga viewshafts as the Site, along with the adjacent Council owned (AUDO controlled) development site fronting Jellicoe Street to the east of Beaumont Street, is not overlain by either of the maunga viewshafts that apply to the Wynyard Precinct.

The Site is well located in the Precinct to establish buildings of scale whilst limiting adverse landscape effects given its two street frontages, location to the south (thereby limiting the potential for shading effects) of Silo Park, marina water space to the west and Orams Marine sheds and yard to the south. It has a generous separation to established residential neighbours across Beaumont Street to the southeast which will be maintained by intervening street blocks and the road corridor itself. In these respects the Site is ideally located within the Precinct for development of a greater scale in the landscape, including providing for the anchoring of the end of the western Waterfront axis.

Public pedestrian access to the western water edge, which is not required by the Precinct provisions, creates a beneficial landscape outcome, offering the opportunity to connect the Site to Silo Park and the coastal environment of the public waterfront for the general public whilst also creating an unparalleled, west facing waterfront F&B venue to complement the destinational nature of the Precinct. The incorporation of coastal native trees – pōhutukawa and tītoki, along with coastal groundcover planting, within this water edge space offers connection to the natural environment, diversifying habitat values, albeit in a small way, and providing shade and shelter.

Through the input of wind modelling, the Project has been designed and incorporates features to maintain the comfort of people in Silo Park and on Beaumont Street, as well as within the Site on the western waterfront, ensuring the pleasantness of the public realm environment is maintained and enhanced.

The Project's tower will be tall in the context of the Precinct, in a location where a taller tower form of development, at 62m, is anticipated (noting that the tower's RL84.05m, 81.35m above street level, height exceeds the maximum height standard). The distinctive, site specific form of the tower responds to the particular urban characteristics of the site with tapered height addressing the Wharf axis. The tapered tower footprint reduces the floor area below the 900m² maximum GFA standard above Level 16 (54m) with the taper addressing the more public east and north elevations of the building. The height of the tower reflects the Precinct's city context but is not out of scale relative to the primacy of the urban core of the central city and its existing height. Undoubtedly the tower form will connect the Precinct to the urban form of the central city and act as a western bookend in a way that will signal Wynyard as one of the city centre's precincts. More distant ridgeline high-rise developments further to the west on Karangahape Road / Hopetoun Street and long-established point towers in Herne Bay similarly reinforce the urban intensification / quality compact city form which is anticipated across urban Auckland.

Overall in terms of landscape effects, taking into consideration; the Site's context in the city centre urban regeneration precinct of the Wynyard Precinct; the anticipated landmark tower form of development on the Site; its context relative to adjacent marine industrial, and open space activities; its provision of a publicly accessible western water edge; consideration of environmental wind effects; and quality, location responsive architectural design; the Project is assessed to contribute **beneficial / positive landscape effects**, enhancing the character and amenity of this part of the Precinct and waterfront and delivering on its anticipated urban regeneration. Adverse landscape effects will not be generated by the proposal.

14.1.2 Visual Effects

In order to assist in the analysis of potential visual effects, visual simulations from eight publicly accessible viewpoints have been prepared for the substantive application. The viewpoints used for visual analysis of development proposals in the Wynyard Precinct are well established through the original Urban Design Framework and refinement during the series of proposals for resource consent that have occurred to date as well as PC78, and undergone similar analysis, across the Precinct. These established viewpoints have been adopted for this analysis but supplemented with additional viewpoints relevant to the Project's particular location and as agreed with Council's landscape architect peer reviewer. It is noted that the visual simulations represent static views whereas people predominantly experience urban environments in a moving sequence in which objects come into and out of view. The visual simulations therefore tend to overstate the presence of the Project in the landscape and are not a true representation of the way in which the Project will be experienced as part of the public realm of the urban environment.

The eight visual simulation viewpoints are illustrated in Figure 20 below (refer Graphic Supplement, Appendix 1, for A3 version). These, along with other viewpoints, have been tested iteratively in the architect's 3D model as part of the concept design development and refinement.

The series of viewpoints are:

- VS1: Sulphur Point Beach
- VS2: Shelley Beach Road Overbridge
- VS3: St Mary's Bay Beach
- VS4: New Street, St Mary's Bay
- VS5: Hopetoun Street
- VS6: Te Wero Bridge East
- VS7: North Wharf
- VS8: Hamer and Brigham Street



Figure 20: Viewpoints for visual simulations.

The visual simulations are set up in A3 format with the existing view photograph and the proposed (simulated) view. The first sheet for each visual simulation shows a wider angle context photograph with the existing and proposed (simulated) views on the same sheet

followed by single frame views with the existing and proposed images on separate sheets. The proposed view demonstrates the visual effects of the Project against the existing environment, being activities which currently exist and are authorised by (granted but unimplemented resource consents) or permitted under the AUP.

The following describes the visual characteristics of the Project in respect of each of the eight public viewpoints.

VS1: Sulphur Point Beach

This viewpoint shows a long distance (approx 2km distant) view from the North Shore looking across the Waitematā Harbour adjacent to the SH1 Motorway southern lanes. It represents the classic 'picture postcard' view travelling south towards the city / isthmus on SH1. The viewpoint location is close to water level on land that has vehicle and pedestrian access (via a route under the bridge) from Northcote Point. Complexities associated with gaining NZTA approvals and physically closing lanes to take photographs within the actual viewshaft locations on SH1 have led to the agreed practice, such as amongst all landscape experts for PC78, to adopt the Sulphur Point viewpoint location to represent these across harbour views. The Viewpoint is not, therefore, located within either of the two regionally significant maunga viewshafts towards Maungawhau – E10 and E16.

In the visual simulation the Project is visible to the west of the maunga which remains clearly in view. In views from within the protected viewshafts the maunga will retain its established presence. It is already the case in the moving nature of the SH1 travel experience that closer into the city the taller high-rise buildings on the Karangahape Road ridge / Hopetoun Street pass in front of the maunga obscuring it from view. Much of the character, identity and memorability of this view is derived from the city's high-rise skyline juxtaposed with the open foreground of the Waitematā Harbour. The contribution of the Project to this established built character of the view and the increasing presence of the Wynyard Precinct as the western city precinct is not out of context nor does it detract from the arrival experience into the city. In this respect the intended marker building function is evident in the across water view, with the tower anchoring the western end of the Waterfront axis and strengthening the legibility of the Precinct's built form profile within the wider context of the central city skyline.

The RL 84,050m maximum tower height of the Project does not challenge the primacy of the Central City core, its height, bulk and massing can be accommodated in the view as part of the established and further anticipated urban form of the city centre skyline.

In terms of visual effects, given the retained primacy of the central city high-rise core; the protection of the regionally significant maunga viewshafts; and the visual interest of built form in the established nature of the view, the Project is assessed to generate **very-low adverse** visual effects.

VS2: Shelley Beach Road Overbridge

This viewpoint represents an elevated middle ground (approximately 1km distant) view looking east from the pedestrian footpath that connects Shelly Beach Road to the Westhaven waterfront on the eastern side of the SH1 offramp. People in vehicles exiting the motorway on the ramp will generally not get to appreciate this view given the direction of travel, and presence of the merging lane to the left which provides a link up (only) into St Mary's Bay / Herne Bay from Westhaven.

Looking over the motorway and Westhaven 'Sails Restaurant' carpark, the middle ground of the view is occupied by Westhaven Marina, widely recognised as the largest recreational marina in the Southern Hemisphere with capacity for some 2,000 boats. The Central City skyline with Sky

Tower prominent is a key focus and attraction of the view juxtaposed with the landforms of the distant North Shore skyline and Rangitoto beyond to the northeast.

The addition of the Project introduces a building with vertical tower massing into the Wynyard Precinct, as anticipated by the enabled 62m height and tower form on this site within the Precinct provisions. The building's closer proximity to the viewer, in the foreground to the city, increases its apparent scale although not to a point that it is out of context with its existing city backdrop which has a varied grain of development including the taller slimmer Hotel Indigo and Voco towers, the curved seaward profile of Commercial Bay and the larger floor plate tower of the Auckland Council Albert Street building which anchors the southern edge of the central city core in this view.

The lower base forms of the Marina and Beaumont buildings sit comfortably within the established height profile of the Precinct.

In terms of visual effects, given the wide urban context and diversity of the view; the retained primacy of the central city high-rise core; and the visual interest of the central city's built form in the established nature of the view, the Project is assessed to generate **very-low adverse** visual effects.

VS3: St Mary's Bay Beach

This viewpoint represents a more proximate (approximately 690m distance) view from the southwest, looking across the open water expanse of St Mary's Bay to the Wynyard Precinct and the Central City behind. The Sky Tower has prominence in the view rising above a lower height Victoria Quarter. The viewpoint has a low elevation at the water's edge and represents a view available from / adjacent to the popular Westhaven pedestrian pathway. In the morning, the city's high-rise reflection is often mirrored in the calm waters of the Bay.

In the existing view the silos of Silo Park signal the western end of Jellicoe Street and the waterfront axis, the multi-gabled roof of the Orams Marine shed addresses the western water edge with the 52m funnel rooftop of the ASB building, at the eastern end of Jellicoe Street, behind. Marine boat stacker buildings along with the Pier 21 / Winton Capital building define the western waterfront with taller elements in the Wynyard Precinct including 30 Madden, Wynyard Central / 141 Pakenham Street and the newly completed (still under completion in the photograph) One NZ building on Beaumont / Gaunt / Daldy Streets behind. These are then backdropped by the high-rise skyline of the central city core with Sky Tower the prominent focal point.

The tower form of the Project along with its flanking Marina and Beaumont buildings are in view with the Marina building sitting at a height similar to, but below, the silos and the Beaumont building at a height similar to the above-mentioned Wynyard Precinct buildings. The tower has a distinct, vertical form, as envisaged by the Site's Precinct provisions, and is clearly seen demarcating the western end of the Waterfront axis. At this distance façade design features including the open cornered balconies (northwest corner); the framing of the southwestern corner; the reduced penthouse footprint and open rooftop colonnade; the vertical arrangement of openings on the western elevation; and the indented glazing to levels 9 and 16 reflecting the points at which the tower form steps in on its northern and eastern facades, all of which are designed to reduce the apparent mass of the building and provide visual interest can be appreciated.

Like many of the high-rise buildings on the city's skyline, the Project's tower is prominent in the view and its relative closeness to the viewer, in front of the core of the city centre, makes it appear as the largest building in the view, other than the prominent form of Sky Tower.

The Project has landmark qualities defining the western end of the Waterfront axis but is an appropriate fit as part of the urban form of the Precinct and delivers on the anticipated presence of a marker building in this location.

In terms of visual effects, the Marina and Beaumont buildings are aligned with the already established scale of development in the Precinct and make an appropriate and anticipated contribution to its urban form. The tower signals the Precinct as a western component of the City. The future anticipated urban form of the Precinct accommodates a range of development opportunities that introduce increased height and mass to the locality. Given the anticipated presence of a landmark scaled building with a tower typology in the location; the Precinct's foreground relationship to the Central City core in this view; the retained primacy of that high-rise core and skyline backdrop (which can be anticipated to intensify over time); the design features incorporated into the tower building's façade; and the visual interest of the combined built form of the city skyline in the established nature of the view, the Project is assessed to generate **low adverse** visual effects.

VS4: New Street, St Mary's Bay

This viewpoint represents an elevated more proximate (approximately 660m distant) view looking northeast from New Street across the open corner of St Marys College tennis courts at the New Street / Waitematā Street corner. This is a residential viewing catchment with many properties having views towards the harbour ranging from wide and extensive to narrow and defined. From many properties in this locality, views are also available east to the central city skyline, much of which is lit at night. People accessing Jacobs Ladder and its associated pedestrian bridge over the motorway between St Marys Bay and the Wynyard Precinct use New and Dunedin Streets and then Waitematā Street for access.

Established development in the Wynyard Precinct has introduced a new urban condition into views from this part of coastal St Marys Bay and at a greater distance Herne Bay. Buildings including the ASB (site enabled to 52m height), 30 Madden, and Wynyard Central / 141 Pakenham Street have been introduced to the skyline and reduced longer distance views to the North Shore and Rangitoto.

The proposed tower is visible above houses along the northern side of Waitematā Street in the proposed view. At the time of the consenting for Winton's Northbrook development (which forms part of the existing environment as a consented development) the generally wide nature of views from this part of St Marys Bay and the separation distance between this viewing audience and the Precinct, given the intervening motorway environment, were agreed by Council's peer reviewer to ameliorate the potential adverse effects of that, more proximate, proposal. In respect of the proposed development the greater separation distance and point tower nature of the proposal counterbalance the greater height of the Project with potential adverse effects similarly ameliorated.

Whilst visible, the proposed tower is well separated from the escarpment top housing and associated with a collection of buildings that have changed the nature of this outlook from predominantly low-lying industrial development to mid to high-rise, urban, mixed-use, and residential. Wynyard is a prime, desirable, high-quality urban regeneration area and destination, its proximity to the established suburbs of St Marys / Herne Bays complements rather than detracts from their amenity.

Given the commensurate scale of the Marina and Beaumont buildings to the existing environment; the separation distance to the Tower form and the associated lack of dominance associated with the Tower; the opportunity for wider views to the Westhaven Marina & Harbour; the intervening nature of the motorway environment; the way in which the Tower reads as a

singular, standalone element against the sky with the additional height not affecting any distant features in the landscape; the Project is assessed to generate **low** adverse visual effects.

VS5: Hopetoun Street

This viewpoint represents an elevated long distance (approximately 2km distant) view looking north from Hopetoun Street bridge over Freemans Bay and part of Spaghetti Junction / SH1 to the southern profile of the central city and more distant Wynyard Precinct. In this view the treed nature of this part of Freemans Bay including the corridor of London Plane trees along Howe Street and evergreen native planting on the motorway corridor are prominent in the foreground with housing, much of which is attached medium density housing set down into the valley landform. In the proposed view the tower, largely seen in its south elevation, provides a marker to the Precinct. The Wynyard Quarter's node of established, consented and anticipated development sits in front of the harbour reading as the city's western waterfront precinct albeit smaller in scale relative to the central city core.

Central city buildings which are closer to the viewer on Hopetoun Street, such as the Union Green and Sugartree apartments, which define the western edge of the central city in this view, show what is clearly a 'rear' elevation to the view and are broad in their horizontal dimensions such that the proposed tower has, by contrast, a clear vertical form that is proportionally slim.

Given the long viewing distance, the closer proximity of buildings in the central city core; the anticipated future node of development within the Precinct; and the wide urban context of the view adverse visual effects are assessed to be **very-low**.

VS6: Te Wero Bridge East

This viewpoint represents a more proximate view (approximately 500m distance) looking west from Te Wero adjacent to the lifting bridge along the open space corridor of Jellicoe Street, Karanga Plaza, North Wharf and Silo Park. The Viaduct Events Centre is located to the north (right) and the line of buildings fronting Jellicoe Street including the corner Park Hyatt (fronting Karanga Plaza), and the long elevation of the ASB with its rooftop flue extending to 52m height, to the south (left). The two concrete silos – the Six-pack and Silo 7 are seen in the background alongside the Project.

In the proposed view, VS 6A and 6C, the Beaumont building sits in line with the established building frontage height to Jellicoe Street with the tower aligning in height with the ASB 'tower' component comprising its (52m) roof and flue. In this view the angled northern façade, set back at levels 9 and 16, and resulting reduced upper footprint are evident reflecting the orientation of Wynyard Wharf – the Wharf axis and Te Ara Tukutuku. The tower height is not remarkable or out of context whilst clearly anchoring the western end of the Waterfront axis as intended for this site in the Wynyard Quarter urban framework and providing a destinational attraction on the axis.

Given the Project's alignment with the established built edge to Jellicoe Street; the proportional scale of the Beaumont building to the base height of the street and the relative scale of the tower to the ASB; the interesting form of the proposed tower; its angled northern façade and the way in which this responds to one of the three key axes of the underlying urban form of the Precinct, the Wharf axis; the visual effects associated with the Project are assessed to be **positive**, contributing to the legible and characterful urban form of the Precinct.

VS7: North Wharf

This viewpoint represents a close view (approximately 340m distant) looking west along the North Wharf / Waterfront axis towards the silos of Silo Park. The foreground contains the two single storey North Wharf pavilion buildings and the 'Red Shed' character building. To the right

is the open water of Jellicoe Basin, breakwaters constructed as part of the 36th America's Cup event in 2021 have created a calm inner water basin. Also associated with the America's Cup the water edge to North Wharf was fenced for the event and this has remained in place. The western edge to Jellicoe Basin is defined by Wynyard Wharf, and the future extension of the Linear Park connecting Victoria Park via the Daldy Street Linear Park (the Precinct's Park axis) to the headland open space of Te Ara Tukutuku. The Six-pack silos and Silo 7 visually terminate the open space axis of North Wharf.

In the proposed view the Beaumont building is visible aligned in height with the ASB with the tower behind. At this closer viewpoint the angled façade, set back at levels 9 and 16 is clearly visible as is the smaller footprint of the building as it increases in height. The eastern façade, which faces North Wharf, has a slim proportion at its upper levels and the halo colonnade of the reduced footprint penthouse top level are apparent. The tower forms part of a cluster of vertical elements with the silos anchoring the end of the Waterfront / North Wharf axis.

Similar to the longer distance view, VS 6 from Te Wero, in this closer view the interesting form of the tower; its angled northern façade and the way in which this responds to one of the three key axes of the underlying urban form of the Precinct, the Wharf axis; is evident creating a clear landmark at the western end of the Waterfront axis and drawing people to the end of the promenade. The cluster of vertical elements at the end of the axis, the silos and the tower form complement each other with the taller third element of the tower to the south. The visual effects associated with the Project are assessed to be **positive**, contributing to the legible and characterful urban form of the Precinct.

VS8: Hamer and Brigham Street

This viewpoint represents a close view (approximately 350m distant) looking southwest along Hamer Street directly toward the site. This part of the Precinct currently retains more of its remnant industrial character with Firth's concrete batching plant and Sealink Ferry's new two storey terminal building defining the western side of the street and the America's Cup shed used by Emirates Team New Zealand, along with Te Ara Tukutuku hoardings to the east / left. The wide scaled, formerly industrial, street is also used for bus layover.

In the proposed view, VS 8A and 8C, the tower sits on axis with the street with its northern elevation almost square to the street. The building's stepped façade is evident, responding to the angled axis of Te Ara Tukutuku giving interest to the tower's vertical form. The western edge of the Beaumont building is in view sitting alongside Sealink and the Emirates Team NZ shed.

Similar to VS 7, this closer view from the north enables full appreciation of architectural strategy for the tower with its angled, stepped façade addressing the Te Ara Tukutuku axis. The interesting form of the tower; its angled northern façade and the way in which this responds to one of the three key axes of the underlying urban form of the Precinct, the Wharf axis; is evident creating a clear landmark at the western end of the Waterfront axis and drawing people to the end of the promenade. The cluster of vertical elements at the end of the axis, silos and the tower form complement each other with the taller third element of the tower to the south. In the context of its existing environment, the visual effects associated with the Project are assessed to be **positive**, contributing to the legible and characterful urban form of the Precinct.

Public Realm Viewpoint Visual Effects Summary:

Overall in terms of visual effects, the Project will extend the visible presence of the Wynyard Precinct on the western waterfront in a way that is anticipated by the marker building nature of the site. The height of the tower proposed is not out of context with the Site's location in the Precinct and as part of the central city. The development will contribute to the distinctive SH1 arrival to the central city from the North Shore, and reinforce the Precinct as the city's western

bookend from a range of viewpoints. The Project will consolidate the urban form of the Precinct and continue to reinforce its planned, urban scaled regeneration, a key brownfield urban regeneration area of the central city. In terms of adverse visual effects at greatest these will be **low, largely very-low**. In closer views approaching from the east and north, within the primary public pedestrian catchment, visual effects will be **positive / beneficial**.

14.1.3 Views and Visual Amenity from Nearby Residential Development

As set out above, 30 Madden is the closest established residential viewing audience (being some 70m from the subject site at its closest corner). The following assessment has been undertaken as against the existing environment (ie the Site and the adjacent block to the east, as they currently exist, being undeveloped sites occupied as surface carparks). However, from a context perspective, it is acknowledged that the Wynyard Precinct provisions envisage built development on these two blocks to the maximum building heights in Precinct Plan 5 (albeit with new buildings requiring consent as a restricted discretionary activity). The Wynyard Precinct provisions in the AUP acknowledge that the area (including the Site) is a brownfield area which is anticipated for urban regeneration and specifically provides for comprehensive and integrated redevelopment meaning that it is unlikely the site and adjacent block to the east would remain undeveloped and views over these sites would be retained entirely for existing developments in the Precinct.

30 Madden comprises two main apartment blocks defining Daldy and Beaumont Streets each with a double loaded central corridor – east or west facing apartment – layout. There are three storey townhouses separating the blocks at the southern and northern ends of the development with a central raised podium landscaped courtyard for residents located above two levels of ground carparking. The central courtyard creates outlook amenity as well as open space amenity for residents.

West facing apartments in the seven storey Beaumont Street apartment building have an outlook west / northwest towards the Orams Marine development. The Project does not change views at the lower to middle level apartments as these are already obscured by the Orams Marine development. Upper level apartments have views above parts of the Orams Marine development. The Project will have limited additional effect on views from this part of 30 Madden due to the established presence of the Orams Marine development which already obscures these views. Upper level west facing apartments in the seven storey Beaumont Street apartment building will retain views west to the harbour. Adverse visual amenity effects on these apartments are assessed to be **low**.

West facing apartments in the nine and thirteen storey Daldy Street block of 30 Madden have north-westerly views over the central open courtyard and above the three storey town houses of that development over the currently vacant development site to the immediate north across Madden Street and the Site to Silo Park, te Waitematā and the Harbour bridge. Some of these north-westerly views are obscured by the Orams Marine development. In the context of this vacant site environment, the Project will obscure components of the existing views in the north-westerly direction. With the Project in place, these apartments will all retain a spacious north-west and westerly outlook with high levels of open space outlook and visual amenity (with the Project located some 100m from the closest corner of the Daldy Street block). The adverse visual amenity effects of the west facing apartments in the nine and thirteen storey apartments are assessed as **moderate** (more than minor).

14.1.4 Natural Character of the Coastal Environment

The Site is located within the coastal environment although not within the CMA. It forms part of the projecting headland of historically reclaimed land on Auckland's western waterfront, the original shoreline extended back to Freemans Bay with Victoria Park and everything seaward comprising the city's extensive western reclamation. Figure 21 below illustrates the extent of historical coastal reclamation along this part of the central city's Waitematā coastline.



Figure 21: Extent of historical reclamation on the city's western waterfront, (source WAM Landscape Architecture – Podium & Tower Entrance Fast Track Approval March 2026, page 4)

The site is, therefore, highly modified with a former marine industrial character transitioning to a mixed-use urban, city centre, environment.

There is a new in-ground seawall (constructed in 2020) along the full extent of the western frontage of this part of the waterfront including the Site. The seawall prevents leachate from the contaminated land of the reclamation entering the adjacent coastal waters thereby significantly enhancing water quality.

The Project sets the western Marina building, 7m back from the water edge enabling public access to the coast, this set back is not required as part of the AUP Precinct provisions. The design of this 'privately owned, publicly accessible' coastal setback area includes open space contiguous with the public wharf edge to the north in Silo Park enabling people oversight of tidal waters and the Orams Marine waterspace yard with its marine industrial activities. In addition a west facing (afternoon sun) F&B deck is provided enabling public enjoyment of the waterfront in a hospitality venue. The design of this water edge space incorporates coastal species native planting including pōhutukawa and tītoki trees. This public realm gesture is a significant benefit of the project in respect of the natural character of the coastal environment and providing public access to and along the coast which is considered to be matter of national importance.

The site is intended for urban regeneration with a form of stepped building heights. In respect of the established and anticipated character of this part of the city's waterfront the Project will be consistent with and enhance, the natural character of the Precinct.

15.0 Conclusion

The proposed redevelopment of the vacant site at 188 Beaumont Street will continue the planned urban regeneration of the Wynyard Quarter in a key location within the Precinct. The landmark tower will reinforce the Wynyard Precinct as the western quadrant of the City Centre and the development overall will substantially enhance urban vitality of the Precinct.

The site is well positioned for medium- and high-rise development lying to the south of Silo Park on the Precinct's Waterfront Axis with the Orams Marine Village and open industrial yard to its south. The Site is bounded by water to the west and streets to the north and east. Established residential development within the Precinct is well separated from the Site with the closest residential apartments at 30 Madden (155 Beaumont Street) some 70m distant diagonally across the Beaumont Street road reserve.

In terms of urban amenity, and landscape effects the Project is assessed to contribute beneficial / positive effects, enhancing the character and amenity of this part of the Precinct and waterfront and delivering on its anticipated city centre urban regeneration.

Any adverse visual effects in respect of views from the public realm are assessed to be low or very-low. In closer viewpoint locations to the east, approaching along North Wharf, Jellicoe Street and in Silo Park, visual effects are assessed to be positive with the distinctive, site specific, stepped, angled, façade and reducing building floorplate of the Tower creating a bespoke and attractive, landmark response to the Project's location.

In respect of the closest neighbouring residential development, 30 Madden at 155 Beaumont Street, the adverse visual amenity effects for residents of the west facing seven storey Beaumont Street apartment building are assessed to be low. The west facing apartments in the nine and thirteen storey Daldy Street apartment building have been assessed to have moderate (more than minor) adverse visual amenity effects.

Overall the Project is a high quality, predominantly residential, mixed use redevelopment of a large brownfield site that will significantly enhance the urban amenity and vitality of the Wynyard Precinct, continuing the planned urban regeneration of the city's western city centre Precinct and contributing positively to the immediate and wider locality.

Appendix 1: Graphic Supplement

188 BEAUMONT STREET

GRAPHIC SUPPLEMENT

MARCH 2026



188 Beaumont Street

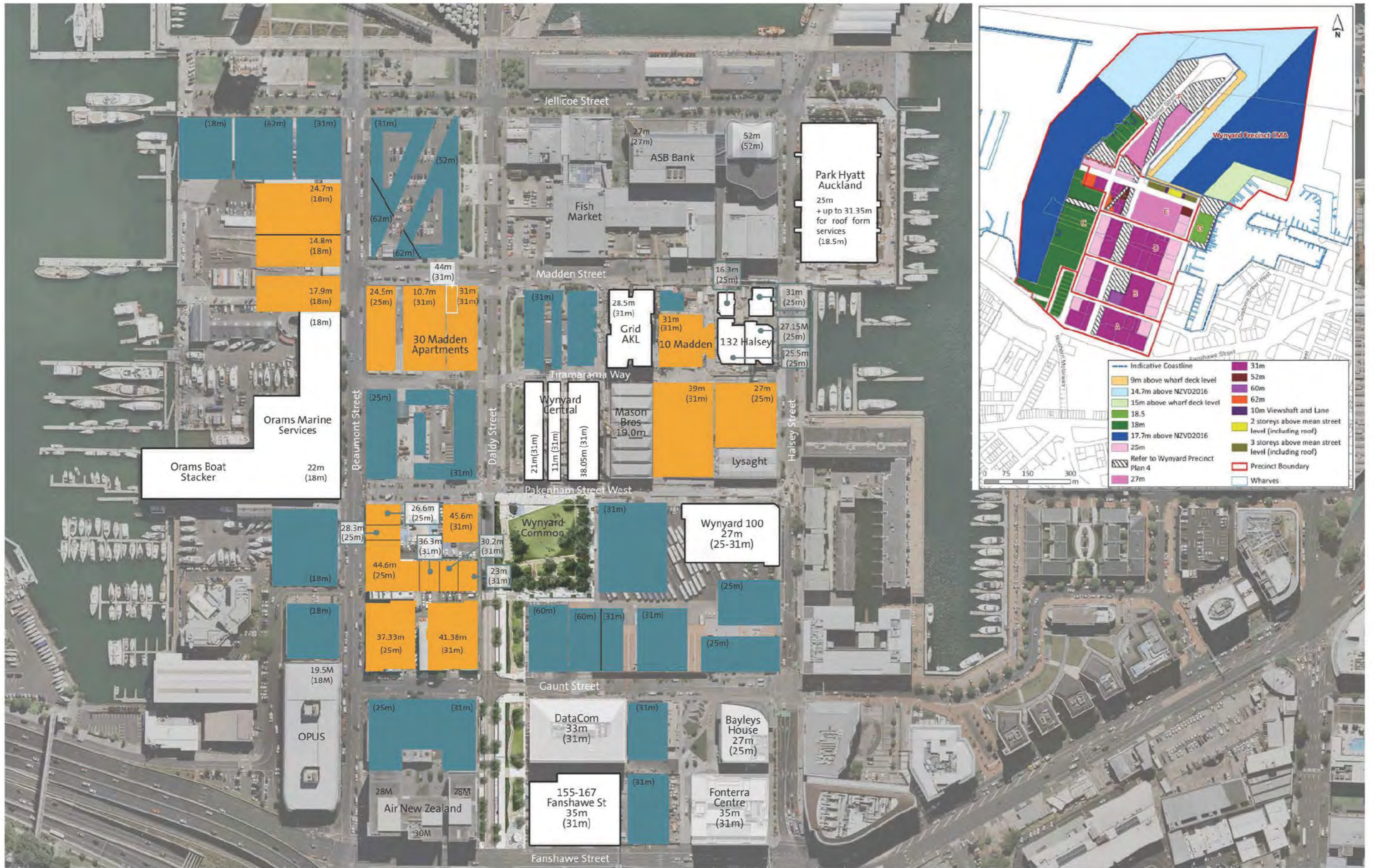


FIGURES

- Figure 1 Building Height: Context Plan
- Figure 2 Viewpoint Locations
- Figure 3 Methodology - Visual Simulations

VISUAL SIMULATIONS

- | | | |
|-------|--|---|
| VS 1A | View from Sulphur Point Beach Reserve | - Panorama (Existing View vs Proposed View) |
| VS 1B | View from Sulphur Point Beach Reserve | - Single Frame (Existing View) |
| VS 1C | View from Sulphur Point Beach Reserve | - Single Frame (Proposed View) |
| VS 2A | View from Shelly Beach Road Overbridge | - Panorama (Existing View vs Proposed View) |
| VS 2B | View from Shelly Beach Road Overbridge | - Single Frame (Existing View) |
| VS 2C | View from Shelly Beach Road Overbridge | - Single Frame (Proposed View) |
| VS 3A | View from St Mary's Bay Beach Reserve | - Panorama (Existing View vs Proposed View) |
| VS 3B | View from St Mary's Bay Beach Reserve | - Single Frame (Existing View) |
| VS 3C | View from St Mary's Bay Beach Reserve | - Single Frame (Proposed View) |
| VS 4A | View from New Street | - Panorama (Existing View vs Proposed View) |
| VS 4B | View from New Street | - Single Frame (Existing View) |
| VS 4C | View from New Street | - Single Frame (Proposed View) |
| VS 5A | View from Hopetoun Bridge | - Panorama (Existing View vs Proposed View) |
| VS 5B | View from Hopetoun Bridge | - Single Frame (Existing View) |
| VS 5C | View from Hopetoun Bridge | - Single Frame (Proposed View) |
| VS 6A | View from Te Wero Bridge East | - Panorama (Existing View vs Proposed View) |
| VS 6B | View from Te Wero Bridge East | - Single Frame (Existing View) |
| VS 6C | View from Te Wero Bridge East | - Single Frame (Proposed View) |
| VS 7A | View from North Wharf | - Panorama (Existing View vs Proposed View) |
| VS 7B | View from North Wharf | - Single Frame (Existing View) |
| VS 7C | View from North Wharf | - Single Frame (Proposed View) |
| VS 8A | View from corner of Hamer & Brigham Street | - Panorama (Existing View vs Proposed View) |
| VS 8B | View from corner of Hamer & Brigham Street | - Single Frame (Existing View) |
| VS 8C | View from corner of Hamer & Brigham Street | - Single Frame (Proposed View) |



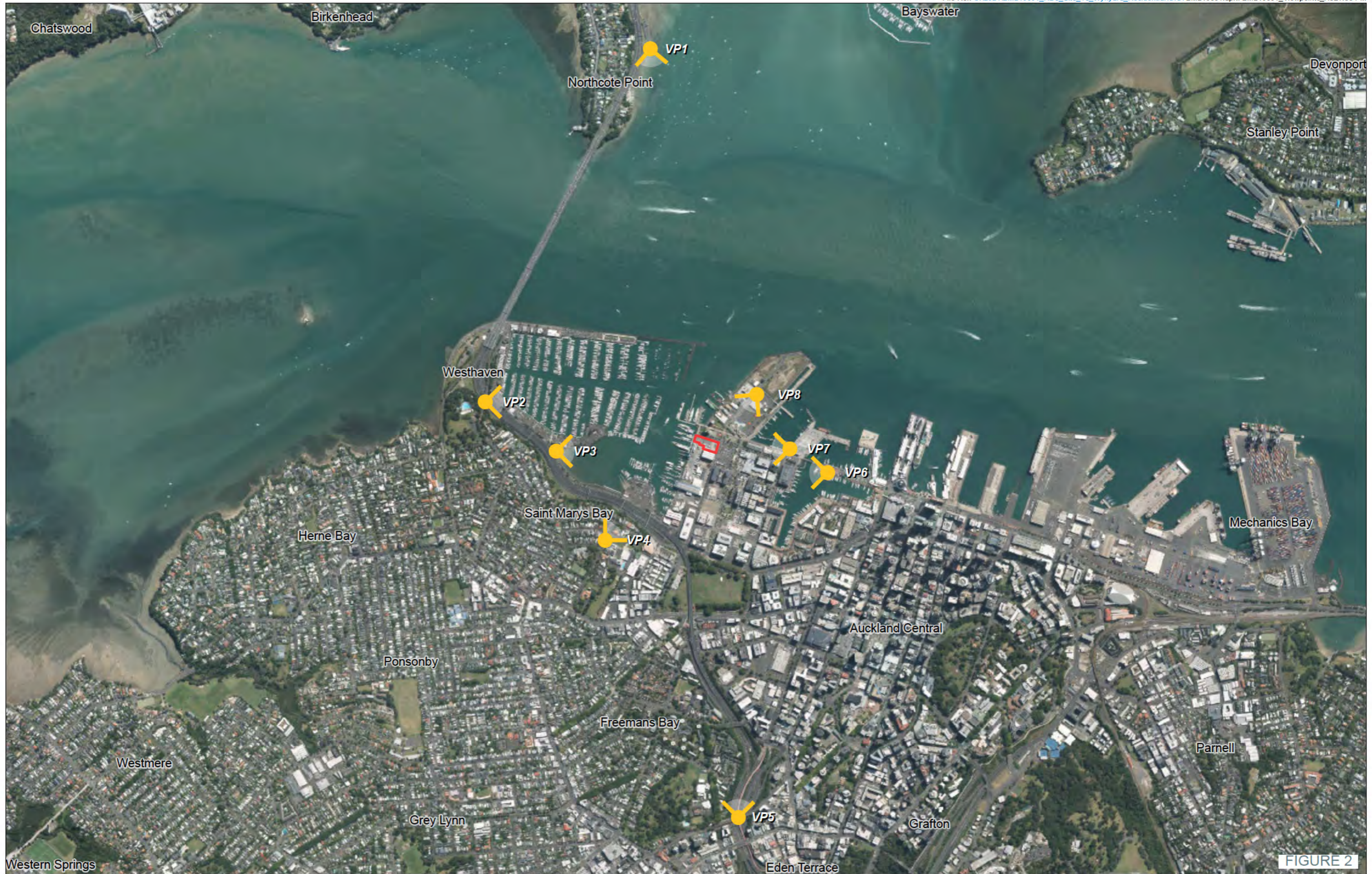


FIGURE 2



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View



Extent of Single Frame

Existing View



Proposed View



Existing View



Proposed View

METHODOLOGY

TRIPOD BASED VISUAL SIMULATIONS

SITE VISIT & PHOTOGRAPHY

Site photographs were taken with a Canon EOS SLR camera. This was fitted with either a 24mm, 35mm or 50mm focal length lens. A series of photos were taken at predetermined viewpoints, situated on either public or private land depending on the client's requirements. The camera tripod was set up over either a known survey mark or an identifiable ground feature.

Positions were recorded using either an EMLID Reach GPS Unit or by the internal GPS on the camera. The achievable accuracy for these is set out below:

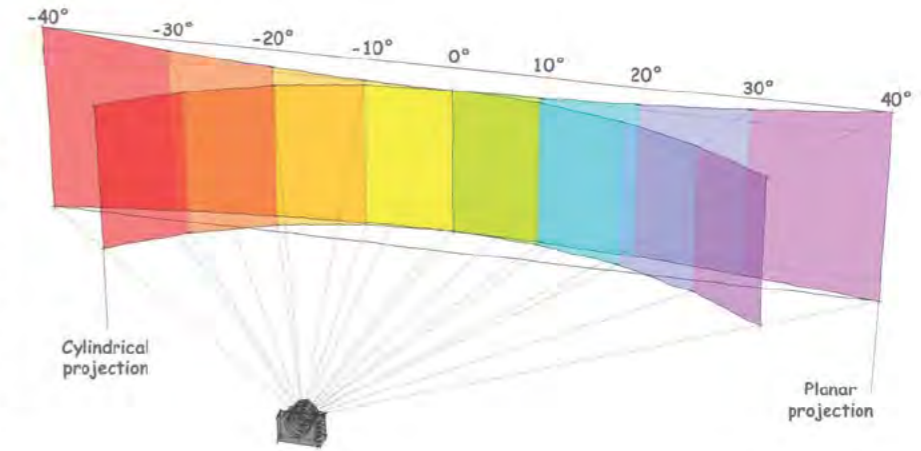
DISTANCE FROM SITE	ACHIEVABLE ACCURACY	EQUIPMENT
Within 1 km (urban)	1-2 centimetres	EMLID Reach GPS
Within 1 km (rural)	1-2 metres	EMLID Reach GPS or Camera GPS
Beyond 1 km (urban or rural)	2-5 metres	Camera GPS



PANORAMAS

90° panoramas were created by digitally stitching of multiple overlapping photos (taken in portrait mode). These were stitched using a "rectilinear" or "planar" projection, meaning they are saved to a single flat image, with an increasing amount of distortion at the edges. This is necessary to allow for the accurate registration of other digital files over the panorama.

Diagram courtesy of UK Landscape Institute Technical Guidance Note 06/19



3D MODELLING

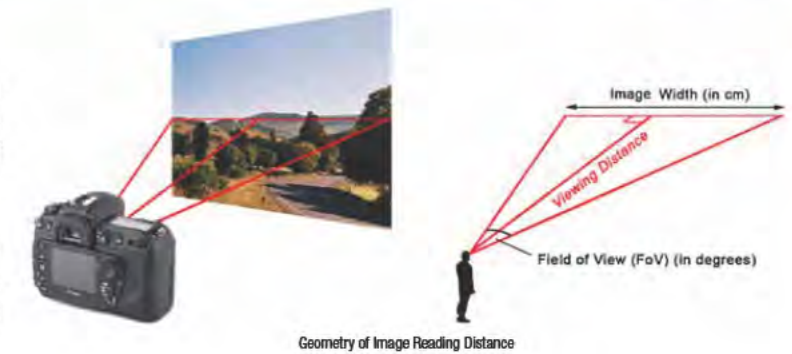
Virtual Cameras were created in 3DSMax software (1). LINZ point cloud (LIDAR) data was registered to match the panorama (2). A 3D model from the project architects was then imported from either 3DSMax, REVIT, FBX or SKP format (3). A rendering of this model was generated and superimposed over the panorama using Photoshop. The graphics were then assembled using graphic design software.



IMAGE READING DISTANCE

Image Reading Distance is the distance at which a print should be held from the eye to emulate a true relationship with the real world (refer to Section 7 of the NZILA BPG).

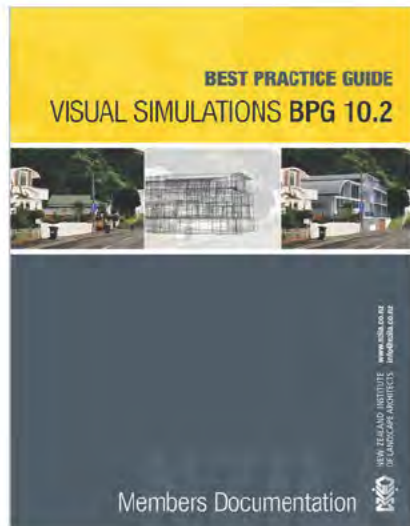
Note that opening a digital (PDF) version on a computer and using the zoom tool allows closer inspection of the image, but is no longer representative of the view as it would appear in the "real world".



PRIVACY AND AI

Faces, house numbers and vehicle licence plates have been blurred or removed from images wherever practical. This is in accordance with the Privacy Act 2020.

AI enhancement tools may have been used to reinstate missing areas of sky or ground in the images. No other manipulation using AI has been used in the preparation of these images.



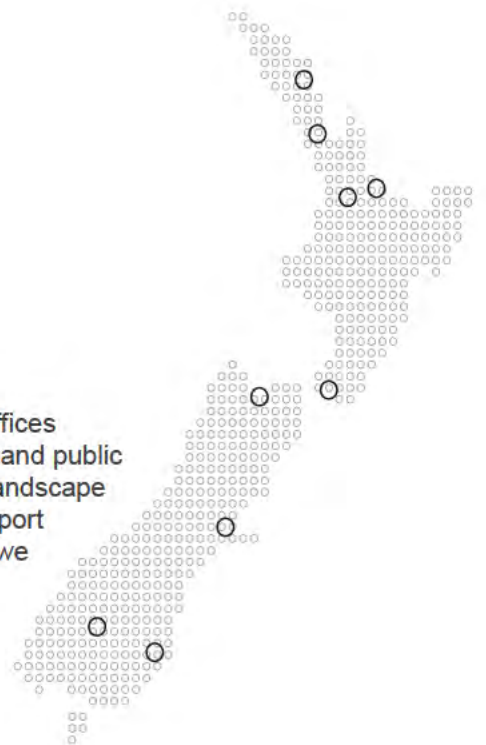
NZILA GUIDELINES AND FOCAL LENGTH

The visual simulations have been produced in accordance with the Tuia Pito Ora New Zealand Institute of Landscape Architects (NZILA) Best Practice Guide - Visual Simulations BPG 10.2 (published in 2010).

As stated in the BPG, the choice of lens makes no difference other than in the field of view and the resolution of the image. For instance, a photo taken with a 28mm lens provides a horizontal field of view (HFoV) of 65° in landscape mode, while a photo taken with a 50mm lens has a HFoV of 40°. It is essentially a cropped version of the same image.

Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hihiri (cultural advisory), engagement, transport advisory, climate change, graphics, and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation, and excellence by understanding each project's interconnections with the wider environmental, social, cultural, and economic context.



www.boffamiskell.co.nz

Whangarei	Auckland	Hamilton	Tauranga	Wellington	Nelson	Christchurch	Queenstown	Dunedin
09 358 2526	09 358 2526	07 960 0006	07 571 5511	04 385 9315	03 548 8551	03 366 8891	03 441 1670	03 470 0460