Boffa Miskell

100 Halsey Street

FTAA Substantive Application: Landscape Effects Assessment
Prepared for RP Financial (NZ CRE 100 Halsey Limited)

21 October 2026



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1.0 Introduction

1.1 Report Purpose and Structure

This Landscape including visual Effects Assessment (LEA) report has been prepared by Boffa Miskell Landscape Architects for NZCERE 100 Halsey Limited in relation to the proposed '100 Halsey Street' commercial development (the Project) on the site currently occupied by KINETIC / NZ Bus as a layover and servicing hub, the northeastern corner of the site, is occupied by the eight storey Travelodge Hotel Auckland (the "Site").

Boffa Miskell provided a memo to support the referral process (100 Halsey Street Fast Track Referral, dated 20 March 2026) setting out our preliminary identification of potential landscape, including visual, effects of the Project. This report now provides a complete Landscape and Visual Effects Assessment, including visual simulations and 3d cityscape model views related to the substantive application.

The Project design team comprises Peddlethorp, architects, McIndoe Urban, urban designers, John Parlane, transport planner, and Barker & Associates, planners. Boffa Miskell landscape architects have also provided concept landscape design to resource consent stage for the Substantive application. The Landscape Concept design package is provided under separate cover.

This report is set out under the following headings:

- Introduction
- Methodology
- Wynyard Precinct Relevant Non-Statutory Documents
- Maunga Viewshafts
- Statutory Context: AUP I214: Wynyard Precinct
- The Site and its Landscape Context
- The Project Proposal
- Staging
- Visual Catchment and Viewing Audiences
- Assessment of Landscape and Visual Effects
- Conclusion.

1.2 Qualifications and Experience

The authors of this report are Rachel de Lambert (primary author) and Julia Wick (contributor and reviewer).

Rachel de Lambert is a Partner and Landscape Architect at Boffa Miskell, where she has worked for over 38 years. She has a Bachelor of Horticulture Science and a Diploma of Landscape Architecture (Distinction). She is a Fellow and registered member of the New Zealand Institute of Landscape Architects, a member and Co-Convenor of the Auckland Urban

Design Panel and since 2007 of the previous Sea + City / Waterfront Auckland / Eke Panuku Development Auckland Technical Advisory Group (TAG), now established as a dedicated panel for the Auckland Urban Development Office (AUDO) under the Auckland Urban Design Panel (AUDP). Rachel is a co-author of Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines. Rachel has 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.

Rachel has a planned period of extended leave in 2027, Julia's role, in addition to Boffa Miskell's standard practice QA procedures, is to ensure continuity depending on project timeframes.

Julia Wick is a Senior Principal and Registered Landscape Architect at Boffa Miskell, with over 15 years' professional experience. She holds a Master of Landscape Architecture from Lincoln University and specialises in landscape planning, including the assessment and peer review of landscape, natural character and visual effects. Julia has provided landscape advice for a wide range of urban development, commercial, infrastructure and strategic planning projects throughout Aotearoa and has particular experience assessing the effects of taller buildings and intensive development urban environments. She is also a qualified Crime Prevention Through Environmental Design practitioner, serves on the Governance Board of the Auckland Urban Design Panel and national executive of the RMLA.

1.3 Code of Conduct

We confirm that, in our capacity as authors of this report, we have read and abide by the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2023.

Other than where stated, we confirm that the matters addressed in this assessment report are within our area of expertise and that we have not omitted to consider material facts known to us that might alter or detract from our assessment and the opinions that we express.

2.0 Methodology

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.

The Site and wider Central City, Victoria Quarter, Freemans Bay, St Mary's Bay, Ponsonby and Herne Bay locality are familiar and well known to the writers as long term residents of Auckland and with Boffa Miskell's Auckland office being located on the corner of Nelson and Wyndham Streets for the past 20+ years. In addition, specifically in respect of this Proposal, a number of site visits have been undertaken in the process of undertaking this 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.

Site visits have also been undertaken for the purpose of locating viewpoints for the preparation of visual simulations and to illustrate the Site and its landscape context. Visual simulations from three publicly accessible viewpoints representing the primary proximate visual catchment of the Project have been prepared to inform the assessment, in addition Model views illustrating the Project from a series of five viewpoints in its wider city context have been prepared, the visual simulations and model views are provided in the separate **Graphic Supplement** attachment **Appendix 1**. The viewpoint locations were agreed with Council's peer review landscape architect as part of the Project pre-application meetings on 7 September and 5 October 2026

3.0 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 is located in the southeastern quadrant of the Wynyard Precinct east of the Park axis / the Daldy Street Linear Park. It interfaces with the eastern edge of Amey Daldy Park, a local neighbourhood park adjacent to the eastern edge of the axis, refer Figure 2 below.



Figure 2: Location of the 100 Halsey site in the context of the Wynyard Precinct.

Height variation is a key principle within the UDF. The locations identified for the greatest height in the UDF were positioned 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' locations, within the Precinct. They are 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. One of the 'marker building' locations is positioned to the immediate west of the 100 Halsey Site positioned to the south of Amey Daldy Park, at 55 Gaunt Street. That site has an identified 60m maximum height control in the Precinct provisions – Precinct plan 5.

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.

These UDF principles provide useful guidance in respect of the anticipated urban form of the Precinct.

[2]Wynyard Precinct – Urban Design Framework February 2014 page 28

4.0 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. 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.



Figure 3: Alignment of Maunga Viewshafts E10 (cream) and E16 (blue) to Maungawhau over the Wynyard Quarter illustrating the extent of area where heights are constrained. The Site is overlain by the E10 viewshaft.

The majority of the Site is overlain by the E10 viewshaft which sits at heights of 57m - 58m to 60m – 61m over the Site, refer Figure 4 below. Both Figures 3 and 4 are included full scale (A3) in the Graphic Supplement Appendix 1.

Building heights within the Project are set below the E10 maunga viewshaft control and do not infringe those heights. Cranes required for construction will infringe the E10 viewshaft during the construction period timeframe. The staging of construction / relative location and number of cranes at any one time and the potential landscape and visual effects associated with the construction cranes are addressed in Section 8, Staging and Section 10, Landscape and Visual Effects Assessment below.

As illustrated in Figure 4, the south western corner of the Site and the site to the immediate west, at 55 Gaunt Street, is located in the part of the Wynyard Quarter that is not overlain by either viewshaft. This adjacent site is one of the marker building sites with an AUP maximum height control of 60m.

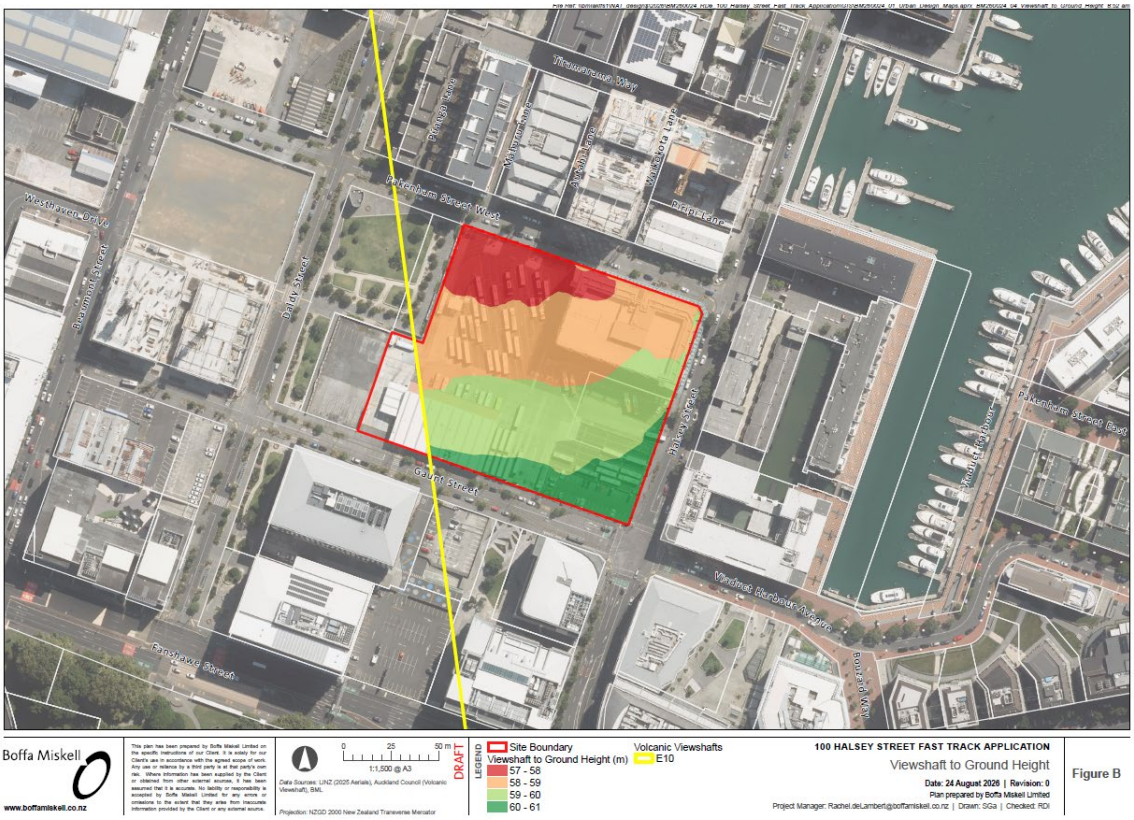


Figure 4: Plan showing heights at which the E10 Viewshaft limits development across the Site.

5.0 Statutory Context: 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 industry[3].

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:

[3] Auckland Unitary Plan, I214. Wynyard Precinct page 1

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

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, refer Figure 5 below, establish maximum heights of 31m in the east of the site and 25m along the Halsey Street frontage. The height of some sites across the Precinct were adjusted as a result of the City Centre decisions on Plan Change 78: Intensification (PC78), including for the adjacent marker building site (55 Gaunt Street) to the east of 100 Halsey Street, which increased from 52m to 60m (as now included in Precinct plan 5) indicating a shift in urban intensification within the Precinct.

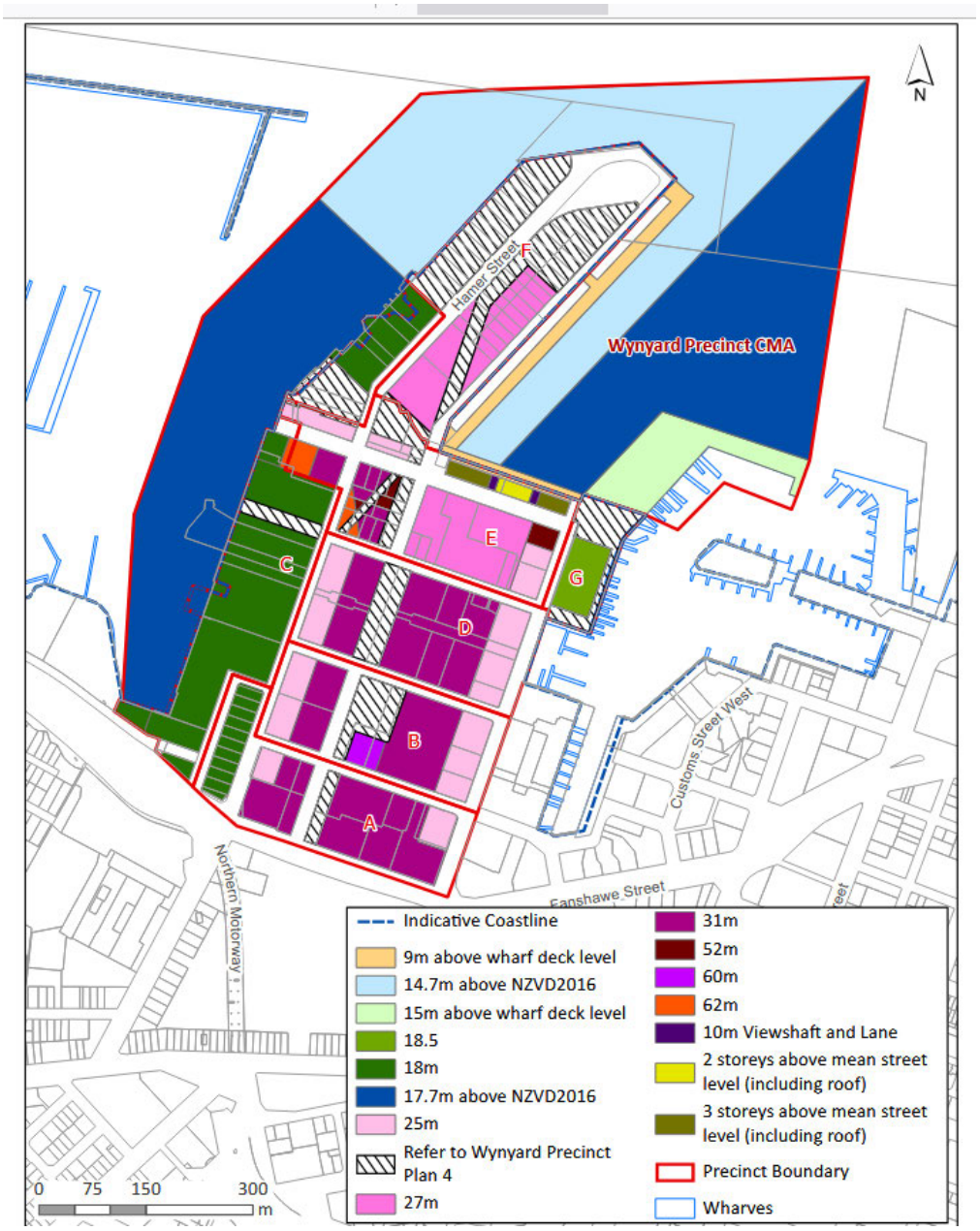


Figure 5: I214.10.5 Wynyard: Precinct Plan 5 - Maximum height.

5.1 Proposed Wynyard Precinct Plan Change

Auckland Council is currently engaging with landowners in respect of a potential Plan Change (PC) to the entire Wynyard Precinct in the Auckland Unitary Plan.

The Council's consultation document (July 2026) outlines the purpose for the PC to enable a development framework within the waterfront context that:

- gives effect to the National Policy Statement on Urban Development 2020 (**NPS-UD**) to provide for additional development capacity in a manner that supports a well-functioning urban environment;
- ensures alignment with the operative Business - City Centre zone provisions to achieve a consistent and integrated planning approach to built form across Auckland's city centre;
- enables the realignment of development sites and waterfront park to deliver an optimal configuration for both along with an assessment of the most appropriate activities within this area;
- strengthens objectives, policies and provisions of the precinct to ensure additional development capacity supports a well-functioning urban environment;
- refines the built form and height strategy to respond to recent development outcomes and enable a more efficient and appropriate built form;
- updates provisions to reflect the transition of the precinct, including the exit of hazardous industry, to create a more enabling framework for development; and
- assesses the marine industry and retail demand within the precinct.

Diagrammatically the conceptual distribution of height envisaged by Council through the PC is illustrated in Figure 6 below. The Site is located in the Central area of the Precinct adjacent to and east of the southern 'marker' building site.

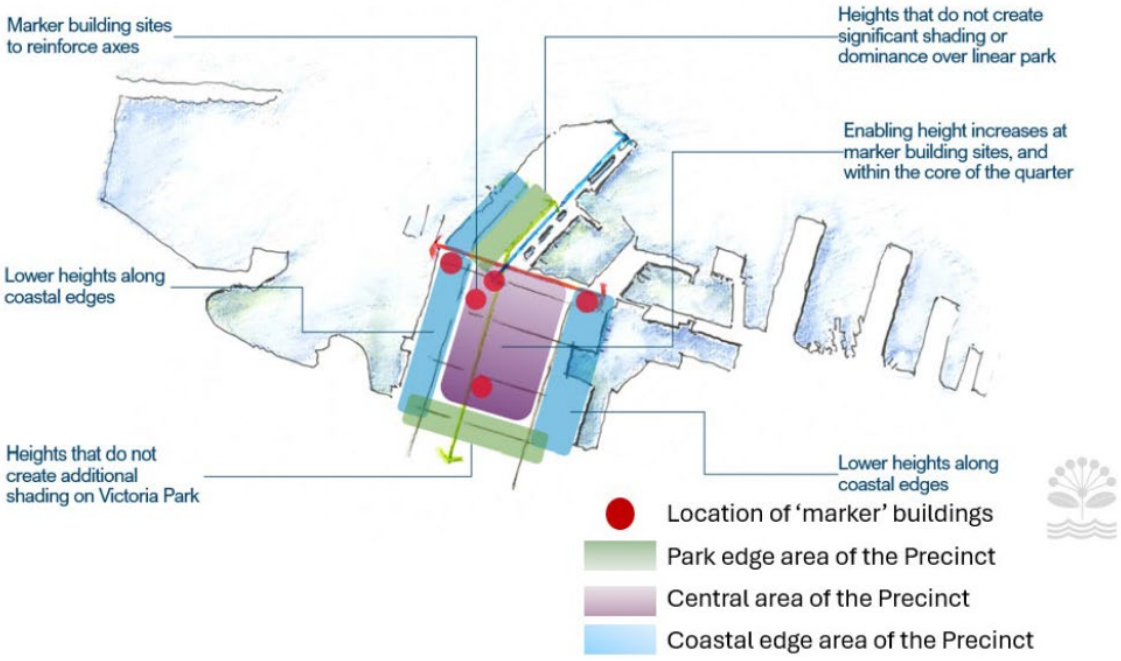


Figure 6: Potential PC, conceptual distribution of height within the coastal edge, central area, park edges and 'marker' buildings across the Wynyard Precinct.

The proposed Plan Change process is in its initial stages and holds no statutory weight. However, it signals Council's intent to review the Precinct provisions including the consideration of appropriate height increases across the Precinct.

6.0 The Site and its Landscape Context

6.1 Site

The 100 Halsey Street site comprises a large contiguous landholding some 1.7 hectares in area. It has frontages to Gaunt Street to the south, Halsey Street to the east and Pakenham Street to the north. To the west the Site adjoins Amey Daldy Park over the northern part of its boundary with the southern portion comprising a further vacant land development site – 55 Gaunt Street - owned by Viaduct Harbour Holdings Limited (VHHL).

The established Travelodge Hotel on the Halsey / Pakenham Streets corner forms part of the Site, refer Figure 7 below. The Hotel has its lobby to Pakenham Street with ground floor retail comprising a corner entry Woolworths Metro Supermarket and fine grain of café style, primarily daytime, takeaway and dine in food outlets to its two street frontages. The eight storey hotel sleeves a multi-level carpark building behind with its vehicle entry / exit to Pakenham Street.



Figure 7: Photograph of the eight storey Travelodge Hotel which occupies the northeast corner of the Site. This also shows the corner entry to the Woolworths Metro supermarket on the ground floor of the building.

The remainder of the Site is currently leased and occupied by KINETIC / NZ Bus as a layover and servicing hub, with the only other existing building in the block being a single storey industrial building fronting Gaunt Street associated with bus servicing on the site. KINETIC / NZ Bus are proposing to exit the Site in a staged progression enabling its staged redevelopment progressing from the east / the Halsey Street frontage. The Site currently has three points of vehicular egress on Halsey Street and one (a three lane bus entry only) on Gaunt Street.

The Site forms the eastern edge to Amey Daldy Park which in turn sits adjacent to the Daldy Street linear park, connecting Victoria Park in the south to the future, regionally scaled Te Ara Tukutuku parkland on the northern tip of the reclaimed headland. The eastern park boundary is currently hoarded with a solid 2m high fence with interpretive signage giving historical background to Amey and William Daldy and the park's design, refer Figure 8 below. There is a paved pathway adjoining the site boundary within the park with the central portion having an undulating grassed topography dotted with native species shade trees. Seating in the park, and at times of the year the lawn area, are popular lunchtime eating locations for people working in the Precinct as well as for residents and dog walkers.



Figure 8: Photograph of the eastern edge to Amey Daldy Park showing (in the background) the fenced boundary to the Site and side elevation of Travelodge.

There is no present public access to the Site which is fenced on its street frontages with a visually permeable cyclone diamond mesh 2m+ fence. The Site is fully paved and provides for bus layover, and servicing, there is a small staff surface carpark on the Gaunt / Halsey Street corner of the Site, refer Figure 9 below.



Figure 9: Photograph of the Gaunt / Halsey Streets corner of the Site including the rear / south elevation of the Travelodge and multistorey carpark clad with a visually permeable mesh screen.

Overall the Site has a relatively low present amenity with a somewhat industrial character and heavy presence of vehicles, mainly buses. Whilst representative of the Wynyard Precinct's industrial past it contrasts with the emerging mixed use urban character and amenity of the Precinct and the high quality of its public realm.

6.2 Wider Urban Context

In a wider context the Site interfaces with established commercial office development to the south with the block between Gaunt and Fanshawe Streets being largely developed and occupied by corporate headquarters including Fonterra, Bayleys, Genesis, Kiwi Bank, and Datacom in buildings ranging from six to eight storeys in height. There is a single vacant site in this block extending between Gaunt and Fanshawe Streets, which is used for ParkMate paid public surface car parking. In blocks to the west and east fronting Fanshawe Street there is further similar scaled commercial development including the Air NZ Building, One NZ and WSP (three storey on Beaumont Street) and to the east Microsoft and KPMG along with the former Auckland Transport (and prior Vodafone) offices (now relocated to the Auckland Council building on Albert Street).

To the to the east directly across Halsey Street on the Viaduct Harbour Avenue corner, is the five storey Sofitel Auckland Viaduct Harbour Hotel with the five storey Lighter Quay apartments (75 – 89 Halsey Street) to the north on Halsey Street. These have a slightly raised, approximately 1m, ground level with apartments at ground level facing the street. This section of Halsey Street is heavily planted with bioretention rain gardens on both sides of the street and parallel parking bays between.

To the north across Pakenham Street the Wynyard Precinct's 'Innovation Precinct', developed by Precinct Properties, lies to the east including the refurbished single storey John Lysart Ltd and three storey Mason Brothers buildings (part of Grid Auckland) along with the new Beca House building. West of this opposite Amey Daldy Park Willis Bond's residential development, Wynyard Central, which comprises three buildings of varied typology, the Pavilions five storey

timber clad apartments fronting onto the Daldy Street linear park, three storey brick townhouses addressing Pūanga Lane and to the east of these (attached) the eleven storey apartment building at 141 Pakenham Street accessed from Māhuru Lane. These buildings have their northern interface to the east / west pedestrian through lane, Tiramarama Way.

Further north / northwest Willis Bond's 30 Madden Street residential apartment development (up to 13 storeys on its northeast corner) occupies the northern portion of the Daldy / Madden / Beaumont Streets block with further Innovation Precinct buildings north of Tiramarama Way.

There are a number of vacant sites remaining across the Wynyard Precinct some, such as Winton's Northbrook retirement living site directly across Daldy Street from Amey Daldy Park, having resource consent and others such as the site to the north of Winton across Pakenham, the east side corner site on Daldy and Madden Streets and the block Madden / Daldy / Jellicoe / Beaumont Streets awaiting development. The majority of these sites are used in a temporary capacity for paid public surface car parking awaiting future development.

The Westhaven Marina lies to the west of the Wynyard Precinct with the western edge of the Precinct, accessed along Beaumont Street being largely occupied by marine industrial activities including large scale vertical boat storage facilities and marine industrial yards with adjacent marina berths along with marine related retail.

Beyond Victoria Park to the south the topography rises with the west facing slopes of the Victoria Quarter, the central city's western quadrant, to the east and Freeman's Bay / St Mary's Bay backed by Ponsonby and Herne Bay, collectively the city's historical western walkable neighbourhoods, to the west.

7.0 The Project Proposal

The 100 Halsey Street Project involves the staged commercial redevelopment of the 1.7 hectare Wynyard Precinct Site. In addition to Travelodge five buildings are proposed, B1 – B5. The north western building B3A and B3B comprises two components linked via a full height atrium and connecting airbridge stairs, refer Figure 10 below. A pedestrian bridge access is also proposed set back from the street frontage at Level 4 connecting B3B with the established Travelodge parking building.



Figure 10: 100 Halsey Masterplan site layout.

In addition to the series of predominantly office / commercial buildings, the Project provides a significant extension to the public realm of the Wynyard Precinct including 24/7 privately owned but publicly accessible laneways and a central plaza space. The layout establishes a series of new public north / south and east / west lanes responding to and expending upon, the requirements of the Precinct provisions. The primary east / west lane also provides for the logical east / west diagonal desire-line from the Halsey / Gaunt / Viaduct Harbour Drive intersection (and movement to / from the city centre) to Amey Daldy Park and west via the new lane in front of the One NZ building towards Westhaven. A central plaza space is established complementing the series of stepping stone greenspaces along the north south pedestrian laneways route as illustrated in Figure 11 below.



Figure 11: Open space analysis drawing illustrating the series of north / south stepping stone green spaces and the diagonal laneway connected to the central plaza space (source Boffa Miskell Public Realm Concept Design).

Building heights are varied across the development seeking to provide height diversity and avoiding a singular ‘flat topped’ development. The greatest building height, Building B4, (48.8m to parapet, 52.2m to top of plant) is centred on the southern, Gaunt Street frontage flanked by Buildings B1 (36.2m to parapet, 39.6m to top of plant) and Building B5 (40.4m to top of parapet, 43.8m to top of plant) on the northwest corner adjacent to Amey Daldy Park Building B3B is 32.0m to parapet and 35.4m to top of plant, with Building B3A 44.6m to parapet and 48.0 to top of plant. Building B2 centrally located between the established Travelodge and B1 on Halsey Street is 33.8m to parapet and 38.0m to top of plant, refer Figure 12 below.

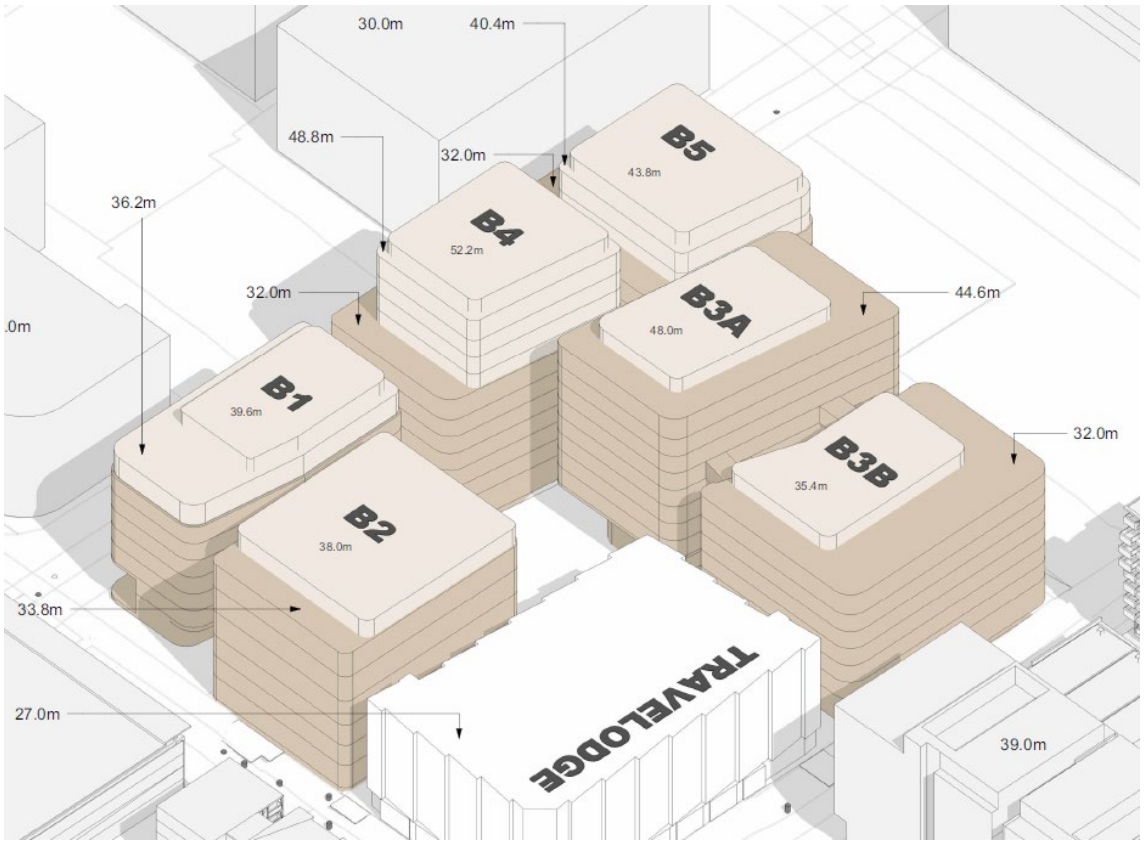


Figure 12: Drawing showing proposed Building heights (source Peddlethorp).

Overall building heights, alongside the AUP Precinct plan 5 maximum building heights are set out in the table below.

Building:	**Height to parapet:**	**Height to top of plant:**	**AUP max height:**
B1	36.2	39.6	25m
B2	33.8	38.0	25m
B3A	44.6	48.0	31m
B3B	32.0	35.4	31m
B4	32.0 / 48.8	52.2	31m
B5	32.0 / 40.4	43.8	31m and 60m

Peddlethorp have developed a narrative drawn from the former ‘waterbound origins’ of the site to inform the façade modulation and materiality of the five buildings, creating a family of commercial buildings which relate to each other, but which are also individual in character, refer Figure 13 below.

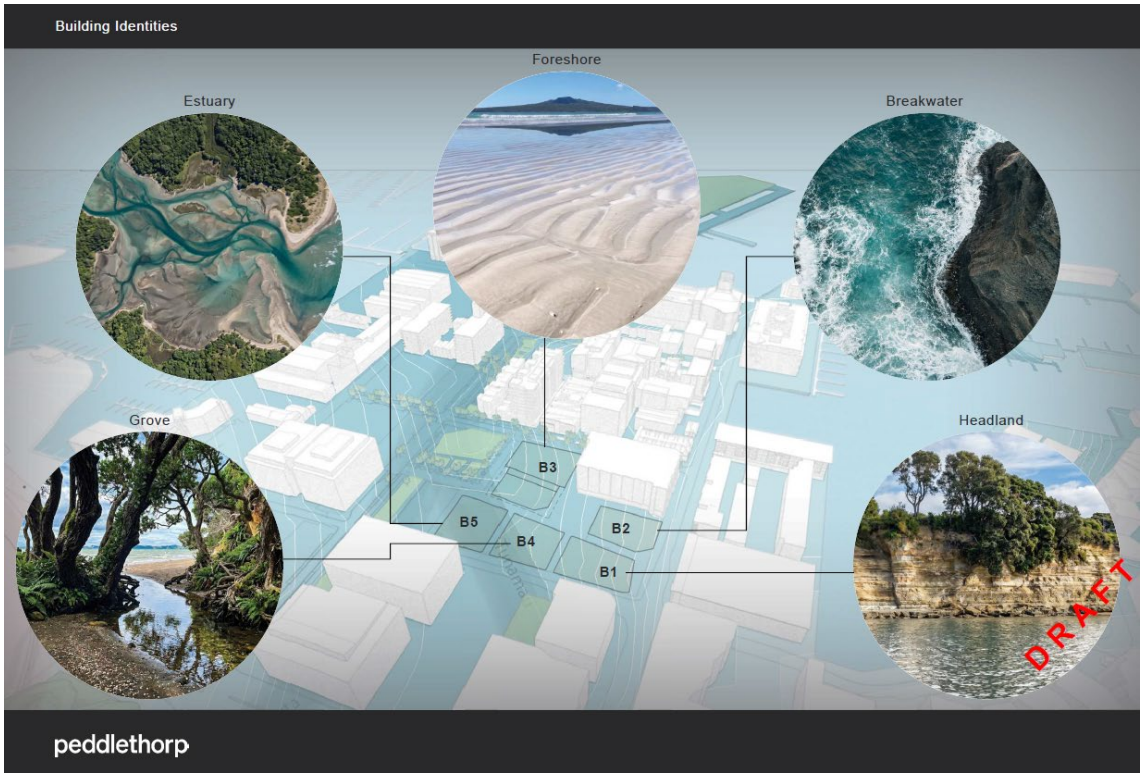


Figure 13: Drawing showing the landscape references that inform the individual building façade identities (source Peddlethorp).

The podium base to all buildings is solid with a tactile sandstone materiality referencing Auckland's coastal cliff lines. Above this base the façade transitions to glass curtainwall with varied, glazing colour, fritted glass, applied fin, metal panel and terracotta infill surfaces to reference the 'Headland', 'Breakwater', 'Foreshore', 'Grove' and 'Estuary' identities.

All building street frontages have verandah cover. No verandahs are proposed to the laneways consistent with the current condition of laneways in the Precinct, in some locations building overhangs will provide rain shelter.

Site access and servicing is via the lanes with the vehicle (and pedestrian) routes illustrated in Figure 14 below.

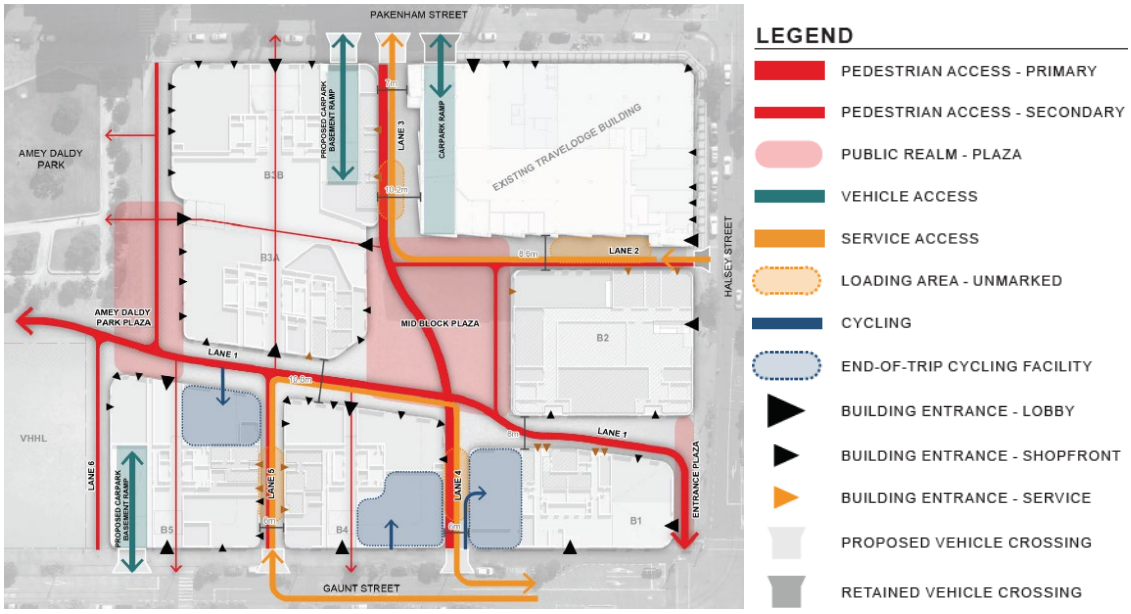


Figure 14: Drawing illustrating proposed vehicle access and service routes (Refer Boffa Miskell Landscape Design package Site Level Access Strategy, page 11).

Vehicular access from Halsey Street will be limited to the established lane to the south of Travelodge, where servicing already occurs for the supermarket / Travelodge. A one way through route is proposed along the south side of Travelodge turning north to exit onto Pakenham Street west of the existing vehicle crossing accessing the car parking building. On Gaunt Street three points of access are provided two of which provide looped one way service access to Buildings B1, B3B, B4 and B5. B5 also has a direct two way access to its basement car park from Gaunt Street. Direct access to the basement of B3A / B3B is provided from Pakenham Street to the west of Lane 3. These service and vehicular routes leave the central plaza space largely free of vehicular traffic.

The Landscape Concept design for the public realm has sought to establish a seamless extension to Amey Daldy Park and continue the high quality, fine grained pedestrian accessibility of the Precinct's public realm whilst also establishing a distinctive place based open space context to the 100 Halsey commercial precinct. Figure 15 below illustrates the overall public realm concept.

The east / west and north / south lanes converge at a central open space designed to create a destination central plaza open to the west and establishing a well vegetated island to the north and east filtering views to the established carpark and west elevation of B2. Planting is proposed to comprise low groundcover and tall, clear stemmed trees to maintain good visual connections across the plaza. Planting islands, related to the overall water narrative of the Project, are also positioned within the lanes maintaining clear sightlines whilst also establishing nodes along these connecting routes. All planting has been coordinated with service access requirements.

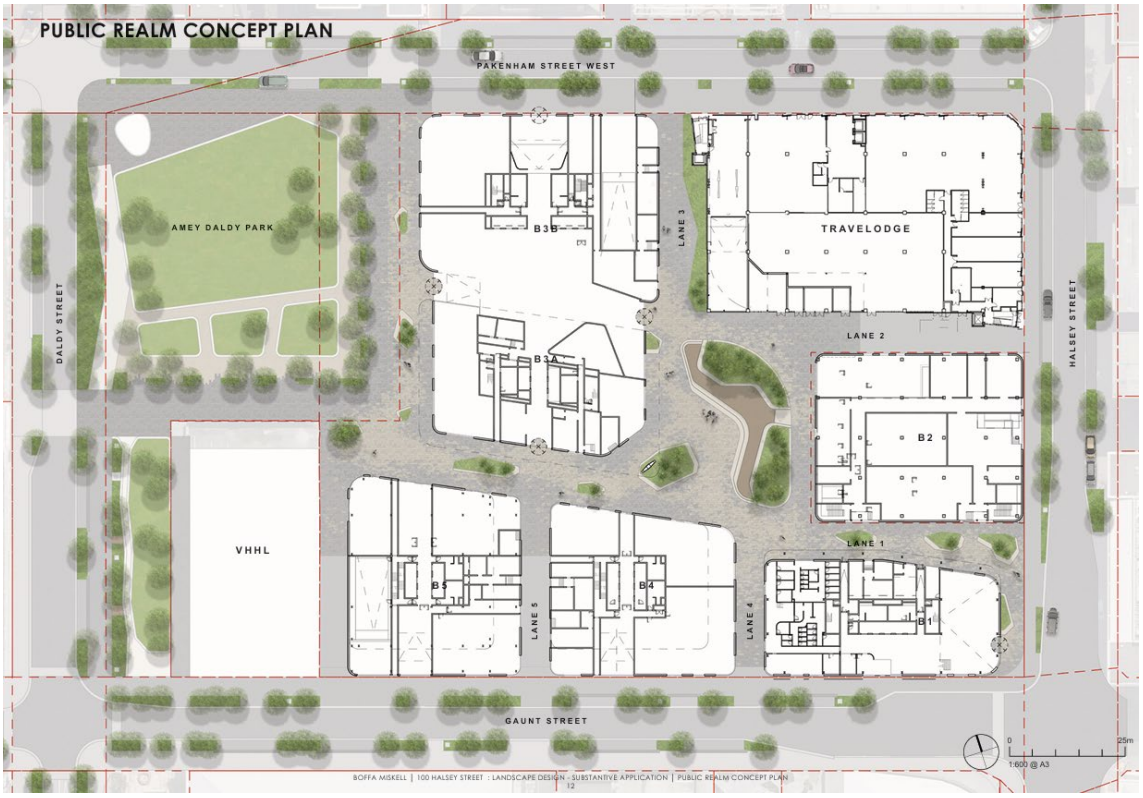


Figure 15: Drawing illustrating proposed public realm (Refer Boffa Miskell Landscape Design package Public Realm Concept Plan, page 12).

The concept lighting design is an integral part of the overall public realm design. The primary office use of the buildings will result in frequent early morning and evening pedestrian movements when natural light levels are low. The surrounding office – as opposed to residential – use of the precinct also means that a space with elevated evening light levels can be created for public evening use without effects on residential neighbours. The concept lighting is designed as a feature of the public realm to enhance public use and support safely / quality CPTED outcomes.

Some works are required to the public realm outside of the Site boundary due to the introduction of new vehicle crossings to the Site. These works are detailed in the Concept Landscape Design package and are subject to consultation / agreement with Auckland Council / Auckland Transport. The streetscape design will maintain the established materiality and incorporation of raingardens / planting to be consistent with the nature and quality of the Precinct's public realm.

8.0 Staging and Construction

Construction is proposed to be aligned with the progressive reduction in the Site's occupation by KINETIC / NZ Bus (lease expiry 2035) as set out in the Construction Management Plan (CMP) prepared by LT McGinness who have been engaged the applicant for pre-construction services. It is anticipated that the final CMP will be prepared following receipt of consent in compliance with the conditions of consent.

Three general stages of construction are proposed, comprising:

- Stage 1: B1 and B2
- Stage 2: B3A / B3B including L4 air bridge to Travelodge parking building.
- Stage 3: B4 and B5

The final sequencing of construction including whether buildings within a stage, as identified above, will be constructed at the same time or in sequence will be finalised at the time of construction.

At the commencement of each stage the construction site will be defined by a 3m timber hoarding.

A tower crane will be required for the construction of each building with all lifting undertaken from within the site. Given proposed staging at any one time up to two tower cranes could be present on Site, it is also the case that one crane could service the construction of two buildings. Construction timeframes for each building will require the crane for an approximate 18 to 24 month period per building.

The CMP provides plan and elevational information in respect of the proposed Crane locations for the construction of each building and the type, specifications / metrics for each crane including mast height and the maximum operating elevation. The relevant sheets from the CMP are included in the Graphic Attachment, Appendix 1. The maximum crane operating elevation will be for the construction of B4 at 114.943m, with B1's crane maximum height being the shortest at 62.649m. 62.649m is very close to the floor height of the E10 viewshaft at 61m in this part of the site, hence a marginal infringement. That said at the heights currently specified all cranes will infringe the E10 maunga viewshaft allbeit Building 1's crane height will be close to the viewshaft 60m-61m floor height in the southeastern corner of the Site and the western position for the construction of B5 has the crane tower located adjacent to, rather than within, the viewshaft (refer assessment at Section 10).

The proposed tower cranes used for the construction period of each building have an open lattice structure which is visually permeable.

To minimise potential visual effects lighting will be limited to operational, health and safety, and aviation requirements. The crane related to each building construction will remain on site only for the duration necessary to complete construction of the approved development.

9.0 Visual Catchment and Viewing Audiences

In the context of the Wynyard Precinct environment and immediate public realm including Fanshawe Street and Victoria Park, the existing Site and the future series of five buildings, which will be staged in their delivery related to market demand over an approximate 10yr timeframe, have limited visibility beyond their immediate street frontages to Gaunt, Halsey, Pakenham and Daldy Streets. In a wider context, established urban development in the adjacent blocks to the south, east, north and west will largely screen the proposed buildings from view as typically occurs in a city scaled urban environment. It is also the case that in any one public street based ground view only some of the buildings will be visible. On the central east / west lane and within the plaza space the buildings will be seen together forming a new commercial office environment in the Precinct.

In terms of viewing audiences therefore the primary audiences can be identified as:

- People on the public street network adjacent including Gaunt, Halsey, Pakenham and Daldy Streets;
- People within the adjacent section of the Daldy Street linear park and Amey Daldy Park;
- People as residents, hotel patrons and office workers in adjacent buildings; and
- People in some more distant elevated buildings in the city centre catchment to the east and south and the predominantly residential catchment to the west.
- People in the wider locality including to the west around Westhaven and the public boardwalk and in locations where the project is seen as a part of the central cityscape.

Effects in relation to these various catchments is discussed in the section below.

In addition to the above, the construction cranes required for each of the five buildings over the staged construction period, approximate duration 18 months, (maximum two cranes at any one time) will infringe the E10 maunga viewshaft. The viewpoint of this viewshaft is located on a stretch of SH1 at Onewa Road (originally associated with the pay toll gate for the motorway) with the view aligned to the tihi of Maungawhau. The assessment of effects in respect of infringing the viewshaft brings into consideration people travelling south, into the city, on the motorway at the origin point of the E10 viewshaft.

10.0 Assessment of Landscape and Visual 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 and potentially enhanced.

In urban areas, and in particular those areas identified for more dense or intensive future forms of urban residential and mixed use / commercial development, 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 their context and the management / mitigation of the effects of such built forms and their amenity effects particularly on direct neighbours.

10.1 Landscape character effects:

The Project involves the re-development of a large 1.7ha brownfield site in the southeastern quadrant of the Wynyard Precinct close to the entry into the Precinct from Fanshawe Street and Viaduct Harbour Drive. The Site's current use as a bus layover and servicing depot allows no public access into the Site, with a largely open, hard-paved and vehicle dominated character. The rear elevation of the Travelodge (which forms part of the Site), with its multilevel carpark exposed through a mesh screen façade, is seen across the open expanse of the depot yard. In this respect the Site contrasts with the now well established high quality urban regeneration and expected urban amenity of the Precinct and the quality of the urban environment – buildings and public realm – that has emerged since the introduction of the Precinct in 2007.

The progressive redevelopment of the Site as proposed will see transition to a high quality mixed-use, predominantly commercial office, neighbourhood with street and park frontages and a fine grain of publicly accessible lanes consistent with the established public realm character and amenity of the Precinct.

East / west pedestrian movement through the development is facilitated by a diagonal laneway from the Halsey / Gaunt corner through to Amey Daldy Park. This connection extends further west via the mid-block lane, which passes on the northern side of the One NZ building, to

Beaumont Street and Westhaven Drive whilst the eastern connection being via Viaduct Harbour Drive to the Viaduct Harbour to the Downtown waterfront.

Public street frontages and lanes define the footprints of each of the five buildings with Building B3A and B3B connected via a multi-level, east / west atrium and circulation space (publicly accessible at ground during daytime hours). A pedestrian bridge is also proposed over Lane 3 connecting the established Travelodge parking building to B3B at Level 4, set back from the street frontage high above the lane.

Building heights are varied to provide modulation within the Project ranging from 32m to parapet (seven storeys + set back plant at eight storeys) for B3B fronting Pakenham Street and the north eastern corner of Amey Daldy Park to 48.8m to the upper parapet level (eleven storeys plus slightly set back twelfth storey plant / services) for B4, the central building on Gaunt Street located between B5 (40.4m to parapet, nine storey plus tenth storey plant / services) and B1 (36.2m to parapet, eight storey plus ninth storey set back plant / services). Whilst above the enabled maximum heights of the Precinct the series of seven to eleven storey (plus plant / services) buildings will sit comfortably in the established and anticipated / planned varied height profile of the Precinct.

The proposed façade design adopts a narrative which relates the buildings to the natural, tidal, coastal environment of the Site drawing on the themes of ‘headland’, ‘breakwater’, ‘foreshore’, ‘grove’, and ‘estuary’. Each building has a solid one or two storey base referencing the sandstone geology of Auckland’s coastal cliffs and escarpments. This more solid, tactile base grounds the buildings at a human scale with the lighter upper glass curtainwall façades referencing the water aspect of the coastline. Variation between the façades creates distinctive individual building identities and addresses whilst relating to a ‘family of the whole’ and an identifiable neighbourhood within the wider Wynyard Precinct urban regeneration community.

One of the buildings, B2 is by the nature of its data centre use relatively blank in its façade and street / lane activation. However, this building has a short 36m frontage to Halsey Street located mid-block between B1 which forms the Gaunt Street corner and Travelodge. Both these flanking buildings have and / or are proposed to have good levels of finer grained street activation. The Halsey Street ground level frontage of the Travelodge building has three daytime F&B premises – Catch & Crisps, Hello Mister and Uncle Man’s as well as the corner Woolworths Metro entry and pedestrian access to the multilevel car park which provide high levels of daytime activation. Building B1 has proposed retail and lobby frontage to Halsey Street with the lobby located on the Halsey / Gaunt corner of the Site such that the frontage of B2 to Halsey Street will be flanked by active frontages causing a limited break to the visual qualities of the streetscape. This condition is not dissimilar to the ground floor condition of the Sofitel directly across Halsey Street which as its basement and service loading bays to the street with retail spaces that have curtained and decal screening to the Sofitel Spa and an untenanted corner space. Overall the careful positioning of retail, F&B, lobbies and end of trip facilities will give an appropriate level of life, activity and visual amenity to the public realm of the street.

Proposed planting will substantially enhance the quality of the public realm environment created with the central plaza space forming a further stepping stone pocket park on the Precinct laneway circuit. The overall quality of the public realm design is commensurate with the established character of the Precinct and will contribute a series of well positioned, fine grain of laneway routes alongside a central plaza space to support public access through and to the Precinct.

Proposed lighting of the lanes and central plaza is designed with the 100 Halsey commercial office community in mind many of whom will arrive early and depart late experiencing dark mornings and evenings particularly in winter. This design approach will also support the use of

the central plaza by the wider office and residential neighbourhoods creating a different urban space landscape offering in the Precinct for a wider community to occupy and enjoy, diversifying the offerings of the wider Precinct.

Overall the landscape character of the Precinct will be enhanced, with **positive** landscape effects generated, through the proposed progressive redevelopment of this key brownfield Site embedded into the Precinct. Public access via multiple routes will be enabled and buildings of an appropriate scale of footprint, defined by a fine grain of laneways in keeping with the established character of the Precinct, will be developed over time. Vegetation cover will be substantially increased linking the Site to the wider vegetation strategy of the Precinct, enhancing habitat values, providing shade and extending the presence of nature in the city.

10.2 Visual Effects

Visualisations have been prepared to illustrate the Project at the scale of the wider cityscape and more proximate visual catchment. These comprise 3d model 'white card' views from five viewpoints addressing wider cityscape viewpoints and visual simulations from three viewpoints, refer Graphic Supplement, Appendix 1, for both sets of visualisations. Visual effects in respect of these two scales of visual catchment are described below.

City Scale

Five viewpoint locations have been used to illustrate how the Project sits into the scale of wider city views. Three viewpoints illustrate views from the west where the Wynyard Precinct sits in the fore to middle ground, backdropped by the City Centre skyline with the other two illustrating views from the north and northeast.

The viewpoints are:

Model View 1: Westhaven Marina Breakwater

Model View 2: Jellicoe Harbour Breakwater (West)

Model View 3: Viaduct Harbour 'Te Mata Topaki' Lookout

Model View 4: St Marys Bay Beach

Model View 5: Westhaven Boardwalk

Figure 16 below illustrates these wider city scaled 3d model view, viewpoint locations.



Figure 16: 3d model view viewpoint locations (refer Graphic Supplement for full scale viewpoint plan and 3d model views)

These model views illustrate that the height profile of the Project sits comfortably within the already established varied height profile of the Precinct. In particular in views from the west (model views 1, 4 and 5) established development along with the consented, unbuilt, Winton Northbrook project provides substantial screening of the Project with the Central City's high-rise skyline prominent behind. In the view from the Jellicoe Harbour western breakwater pier (model view 2), built during works for the 36th America's Cup event in Auckland in 2021, the Project is almost fully screened by more proximate foreground development with the upper roofline just seen above the ASB building.

Model view 3, from the Viaduct Harbour, is also represented, as requested by Council's peer review landscape architect during the second pre-application meeting (05 October 2026), as a visual simulation, VS3.

Overall in respect of wider cityscape views the Project is assessed to sit comfortably into the established and anticipated scale of the Precinct generating **negligible** / **very low** and at a maximum **low** adverse visual effects. The Project will complement the built form of the Precinct and overall urban form of the cityscape.

Local Scale

As already noted, the site is largely encompassed by established and / or consented development ranging from five to seven and up to twelve (Winton Northbrook) storeys in height, giving it a low public profile from most locations within the Precinct and immediately adjacent such as on the Fanshawe Street arterial and key public transport (bus) route.

The small visual catchment within which the Project will be prominent is largely contained to the adjacent street network and Amey Daldy Park with a limited immediate wider visual catchment within and adjacent to the Precinct.

Where the tops of the taller buildings of the Project will form part of an urban context and backdrop they are not sufficiently tall or contrasting with the established surrounds to stand out in the Precinct or its immediate established urban context.

Three visual simulations, Viewpoints 1, 2, and 3 (refer Graphic Supplement) have been prepared to illustrate how the Project will be experienced as part of the more immediate urban fabric of the Precinct, Refer Figure 17 for viewpoint locations.



Figure 17: Visual simulation viewpoint locations (refer Graphic Supplement for full scale viewpoint plan and visual simulations)

VS1 illustrates the wide open view across Amey Daldy Park to the built urban backdrop of the Project, VS2 illustrates the view along Halsey Street entering the Precinct from Fanshawe Street, and VS3 illustrates the slightly more distant view looking southwest across the open water expanse of the Viaduct Harbour to the Project sitting in behind The Lighter Quay apartment complex.

VS1: View from corner of Pakenham and Daldy Streets:

At present (refer Existing View) Amey Daldy Park's temporarily hoarded eastern boundary adjoins the open expanse of the NZ Bus depot / layover site with the side elevation of the Travelodge /parking building fronting Pakenham Street and the Datacom building, across Gaunt Street to the south, defining the Park's built edges. In the open gap between these buildings the more distant city centre skyline includes Sky Tower along with the residential apartment buildings of upper Hobson Street and the taller Albert Street Auckland Council building in view. In the foreground the two storey Watercare wastewater pump station with ground level public

toilets defines the Pakenham / Daldy Streets corner of the park. The park is well vegetated with a predominance of pōhutukawa alongside other evergreen indigenous species specimen trees.

As illustrated in the Proposed View the Project defines a strong, multi-building backdrop to the park. Building B3A at 32.0m to parapet (35.4m to the top of plant which is well set back from the park and street frontages and not in view from street level as demonstrated in the simulation) is closely aligned to the Plan enabled maximum building height of 31m in this part of the Precinct. Building B3B, connected by its fully glazed atrium is three storeys taller in height at 44.6m to parapet (48.0m to top of plant which is well set back from the park frontage and not in view from street level as demonstrated in the simulation). Building B5 to the south steps down one storey in height, 40.4m to parapet (43.8m to top of plant which has a lesser set back) creating a well-modulated skyline backdrop to the Park with clear building separation. The varied façade treatment of the upper glass curtainwall levels is apparent giving each building its individual reading whilst appearing as part of a whole. Whilst substantially more enclosed the Park remains the prominent foreground element contributing significant green open space context to the view.

The precinct provisions, Precinct plan 5, set a maximum building height of 31m on this part of the 100 Halsey site with a 60m maximum height identified on the remaining development parcel in the block (55 Gaunt Street), which defines the southern edge of Amey Daldy Park.

VS2: View from the corner of Halsey and Fanshawe Street:

The view on entering the Wynyard Precinct at the Fanshawe / Halsey Streets intersection comprises a well-defined street wall of buildings at six and seven storeys either side of the street along with well-established street tree planting along the widened western footpath. The buildings have a strongly corporate headquarters / office quality with limited activation of the street frontages, and a vehicle dominated street environment fed by a busy intersection. The rear elevation of the Travelodge building with its mesh screened, multilevel parking building provides the backdrop to open views across the existing bus depot site, beyond which the street wall of buildings continues with a relatively consistent scale and height with some apparent architectural variation.

In the Proposed View the scale of Buildings B1 and B2 has a comfortable fit with the established nature of the built environment of the street. The solid one and two storey base of the buildings and canopies (absent from the buildings in the first block of Halsey Street) establish a human scaled street edge and contrasting materiality between the base and mid / upper levels the latter of which step back from the street. The Project continues the corporate headquarters / prime office character of this part of the Precinct completing the built edge to the western side of Halsey Street.

VS3: Viaduct Harbour 'Te Mata Topaki' Lookout:

Moving around the eastern pedestrian promenade of the Viaduct Harbour there are views across the permanent water of the harbour basin to the western edge of the Viaduct Harbour defined by the Lighter Quay apartments, the Wynyard Central commercial precinct including Beca House and the residential apartment building at 132 Halsey Street on the western side of Halsey Street and the Park Hyatt framing the water edge, with their associated harbourside pedestrian promenades. The existing buildings provide a varied height built skyline with varied architectural form and character.

In the Proposed View the upper levels of Buildings B2, and B3B comprise the main building elements in view with the lesser height B1 and B3A flanking to either side and a component of B4 behind, they are seen above the Lighter Quay and Travelodge with a stepped height profile and varied façades providing differentiation. The upper level forms of roof plant, set back from

the parapet are visible but not prominent. The proposed buildings sit comfortably into the layered height profile of established foreground and adjacent buildings and are not out of context or dominant in the view.

Adjacent Residents:

The Site has a limited interface with established residential development. Those existing residential apartment buildings with an interface to the Project comprise the southern end of the five storey Lighter Quay apartments fronting onto Halsey Street, the majority of which interfaces with the Travelodge, and the southeastern corner of the eleven storey Wynyard Central development, 143 Pakenham Street, diagonally across from B3B. The majority of the across street interfaces to the Site comprise commercial development, the Sofitel (temporary accommodation), and Amey Daldy Park.

At 32m to parapet B3B is of similar height to the anticipated / enabled height of development in this part of the Precinct with the taller B3A set back behind, as illustrated in Figure 18 below. Given the relationship between these buildings and the overall building heights and orientation of apartments in Wynyard Central adverse visual effects in respect of these residents are assessed to be **very low**.



Figure 18: Elevation showing the relationship of B3B and B3A to Wynyard Central apartments (source Peddlethorp)

On Halsey Street the Lighter Quay has open views to water to the east, comprising the inner water basin and Viaduct Harbour, refer Figure 19 below. B2, south of Travelodge and Lane 2, which exceeds the height control in this part of the Precinct interfaces with the southwestern corner of the Lighter Quay apartments with the primary, across street, interface being to the Sofitel. Given the angle of view, the across street separation and general building configuration of this part of the Lighter Quay adverse visual effects for residents of these apartments is assessed as **low**.



Figure 19: Elevation showing the relationship of B2 to the Lighter Quay apartments (source Peddlethorp)

Assessment Local Scale Views:

In terms of proximate / local scale views within the Precinct the Project is assessed to generate **low** to **very-low** levels of adverse visual effects. A currently visually open site used for bus depot servicing and layover will be developed for primarily commercial office use with the Project comprising a high quality comprehensively designed precinct of buildings and associated public realm. The change from the site's expansive open character to one comprising a series of buildings will make a significant change to the site but one that is consistent with the ongoing urban regeneration of the Wynyard Precinct and not unexpected.

In many locations within the Precinct the Project will be largely unseen, set in behind established development of varied height and scale. In those locations where the Project is apparent it is of a form, scale, character, and quality that will enable it to sit comfortably alongside the established urban environment of the Precinct. The accessible ground plane and high quality urban public realm of the Project will complement the now well established high quality amenity of the Wynyard Precinct and contribute a seamless, attractive, extension to the Precinct's urban realm.

10.3 Effects in Respect of Infringement of the E10 Maunga Viewshaft

Cumulative temporary effects associated with the infringement of the E10 maunga viewshaft will be generated due to the presence of construction cranes as set out above at Section 8.0 Staging and in the CMP. At any one time a maximum of two cranes will be present on site with a duration ranging between 18 to 24 months for each crane. The maximum mast height varies relative to each building / crane as set out in the CMP (refer also relevant technical information from LT McGuinness included in the Graphic Supplement, Appendix 1), the range in maximum mast height is from 62.649m (B1) to 114.943m (B4). The height to the 'floor' of the viewshaft

varies across the Site, refer Figure 4 above (A3 version provided in the Graphic Supplement, Figure B), ranging from 57m – 58m in the northwest corner to 60m – 61m in the southeast corner.

To minimise the potential for adverse effects on views to Maungawhau from within the extent of the E10 viewshaft all cranes will have an open lattice structure and yellow colour with no signage and lighting limited to that required for operational, health and safety, and aviation requirements.

The Wynyard Quarter is the city's most significant urban regeneration area with substantial urban redevelopment occurring since the introduction of the Precinct in 2007. Construction of medium-rise commercial and residential buildings within the Precinct over this period has involved the temporary presence of construction cranes similar to those that will be required for the Project, including the presence of multiple cranes at any one time. The presence of construction cranes, for the duration of the construction period within the E10 (and E8) Maungawhau viewshafts has therefore been a regular occurrence since the commencement of the Precinct's urban regeneration.

The introduction a single and up to two cranes within the 100 Halsey Street site at any one time infringing the viewshaft for duration period ranging from 18 to 24 months will be consistent with historical development associated with the urban regeneration of the Precinct. Cumulatively, the size of the Site, and phased development in three stages means that there is a potential ten year period over which one or two construction cranes will be present. There is also the potential that the crane associated with B1 will only marginally – in the order of 1m – infringe the viewshaft height plane or in the case of B5 have the crane's tower structure located outside of the viewshaft with the boom moving across the viewshaft dependent on its operation and when at rest the wind direction.

Whilst occurring cumulatively over a long, up to ten year duration, the presence of one or at a more limited time two cranes infringing the viewshaft will have a minimal impact on the continued presence of the skyline profile of Maungawhau juxtaposed against the urban form of the central city. Any adverse landscape or visual effects associated with the temporary presence of construction cranes within the E10 viewshaft are therefore, assessed to be **low** to **very low**.

11.0 Conclusion

The Project will transform a currently open, vehicle (bus) dominated site into an extension of the established high quality built and public realm environment of the Wynyard Precinct. The large 1.7ha Site is strategically located at a key entry point into the Precinct such that its urban redevelopment will substantially enhance the quality of arrival and comprehensively deliver a further high quality urban neighbourhood within the Precinct.

The staged development will commence with two buildings that define the Hasley Street frontage of the site B1 and B2, progressing to the northwest corner – B3A / B3A defining the eastern edge of Amey Daldy Park and finally to the completion of the development with Buildings B4 and B5 defining Gaunt Street. The progressive enhancement of the Site has a logic to its delivery prioritising key frontages and progressively delivering enhanced amenity to the Site and its Wynyard Precinct Context.

The five proposed buildings have modestly scaled footprints establishing a fine grain of development with associated quality public realm consistent with the established and anticipated quality of the Precinct's public realm and urban form. The varied building heights, which are appreciated at their parapet height in closer urban views, establish a varied skyline profile which provides diversity and interest contributing to the individual identity of each building. The architectural façade strategy with a varied height solid base and lighter middle / tops creates an overall unified precinct of buildings each with their individual qualities and identity.

The Project will extend and enhance the established public realm of the Precinct with a fine grain of lanes and central plaza space complementing the established lane and open space framework of the Precinct. Proposed hard landscape materiality and soft landscape planting with associated raingardens for SW management will complement and diversify the well-established, high quality urban realm of the Precinct. The proposed concept lighting strategy will support evening use and safety for office workers and the start and end of the day.

Overall the Project will contribute a well scaled, fine grained, highly publicly accessible further commercial development to the part of the Precinct which has become recognised for its corporate headquarters, high grade office space and high quality, destinational public realm. The Project will contribute positively to the further urban regeneration of the Wynyard Precinct as experienced from within the Precinct with low to very low levels of adverse landscape or visual effects generated.

At a wider cityscape scale the Project fits well into the established height profile of the Precinct and, acknowledging exceedance of the relevant Precinct height standards, is not sufficiently tall to stand out or generate adverse dominance effects. The stepped height profile of the development reinforces the varied skyline of the Precinct avoiding a 'flat topped' multi-building addition.

Construction crane effects in respect of infringements to the E10 maunga viewshaft will be staged, limiting the number of cranes present at any one time (between one and two cranes present), and holding the timeframe of any one crane to 24 months maximum. Given the viewing distances involved, the lattice tower nature of the structures and their lack of illuminated signage the presence of the maunga in the Onewa Road maunga viewshaft will result in low to very low adverse landscape or visual effects.

The 100 Halsey Street Project will contribute to the further valuable activation of the Precinct with its office workers and retail and F&B venues adding to the urban regeneration and fine-grained urban amenity of the Wynyard Precinct. Overall the Project will positively contribute to the ongoing urban regeneration of this significant western precinct of the central city and enhance a large, prime landholding with a comprehensively designed commercial precinct befitting the established and still evolving urban form and amenity of the Precinct.

Appendix 1: Graphic Supplement

Provided under separate cover.

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 Hīhiri (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.



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