Landscape and Visual Effects Assessment

PRIVATE PLAN CHANGE REQUEST

167 – 173 Pilkington Road, Glen Innes

Landscape and Visual Effects Assessment

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B&A

Urban & Environmental

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1.0 Section One

1.1 Introduction

Barker & Associates has been engaged by Wyborn Capital Investments Limited ('Wyborn Capital') to undertake a Landscape and Visual Effects Assessment (LVEA) for a private plan change application under the Auckland Unitary Plan ('Operative in Part 2016; AUP'). The private plan change is referred to as the 'Pilkington Plan Change' ('PPC') and seeks to rezone approximately 7.35ha of Business – Light Industry zone ('LIZ') land to Business – Mixed Use zone ('MUZ') and apply two Height Variation Controls ('HVC's) of 21m (Area B) and 27m (Area A).

This report assesses the landscape and visual effects with reference to the appropriateness of the proposed plan change from LIZ to MUZ along with the application of two HVCs within the context of the existing and future surrounding area. The existing Site and immediate surrounds are illustrated within Figure 1 below.

Figure 1: The plan change area ('PCA') and immediate surrounds.

1.2 Methodology

This assessment has been prepared in accordance with Te Tangi a te Manu Aotearoa New Zealand Landscape Assessment Guidelines (July 2022) and Auckland Council Information Requirements for the Assessment of Landscape and Visual Effects (September 2017).

'Landscape' is dynamic and changes over time in both subtle or more transformational ways. Change in a landscape does not necessarily constitute an adverse landscape or visual effect. Change can be human induced or occur naturally. It is the management of these changes that is important to ensure significant adverse effects are avoided or sufficiently ameliorated. The effects assessed in this report focus on the way in which the PPC will impact the character and values of the place.

Prior to conducting this assessment, a desktop study was undertaken which included a review of the relevant information relating to the PCA, landscape, character and visual aspects. This information included the following:

- The Auckland Unitary Plan – Operative in Part including relevant planning maps;
- Aerial photography (Auckland Council GIS Viewer) and Google Street view;
- Topographical information; and
- A Zone of Theoretical Visibility ('ZTV'), created to help understand the range of possible viewpoints of the Site and total extents.

Two site visits were subsequently undertaken, most recently on 16/05/2023. The site visits confirmed the site conditions such as landform, landcover, land-use, potential viewing audiences and the general landscape characteristics of the site's immediate and wider area.

A range of viewpoint photographs were then selected to provide representative views from a range of viewing audiences. These viewpoints have been taken from a variety of distances and locations that achieve visibility of the Site.

Within this report, the identified landscape and visual effects, based on my professional judgement, are rated from very high, high, moderate-high, moderate, moderate low, low, to very low. These ratings are shown within Appendix 1 which describes the defined scale of effects experienced by the viewing audience to the landscape.

2.0 Section Two

2.1 Site Context

Glen Innes is located approximately 12km from the Auckland City Centre and is near the suburbs of St Heliers, Meadowbank, Tāmaki, Stonefields and Panmure.

Tāmaki River is a prominent feature within the wider landscape, situated 1km east of the PCA. The Maungarei maunga (Mount Wellington volcanic cone) is another prominent landscape feature, approximately 800m southwest of the PCA (refer to Figure 2). Maungarei maunga was formerly the site of a Māori pā and is now public open space under the management of the Tūpuna Maunga o Tāmaki Makaurau Authority.

Glen Innes contains a wide range of land uses. Those within proximity of the Site include the town centre, medium density residential housing, open spaces of varying scale, use, and quality, a rail corridor, mixed use development and industrial development.

The Glen Innes town centre is a long-established retail and commercial hub approximately 100m from the Site. It includes several businesses, restaurants, cafes, and retail premises. The Glen Innes train station is located close to the heart of the Town Centre, enabling access to the 'Eastern Line' of the Auckland Commuter Rail Network.

Glen Innes has been undergoing significant transformation from an industrial hub to a more 'people focused' vibrant mixed-use neighbourhood. Much of this has been driven by the Tamaki Regeneration Company, a significant stakeholder in the area with substantial land holdings and plans for further regeneration and intensification. Further transformation is anticipated through

recent legislation changes and the National Policy Statement on Urban Development. These provide greater emphasis on well-functioning neighbourhoods located around centres and public transport connections.

Figure 2: Wider Site Context.

2.2 Site Description

The Site is triangular shaped, measures 7.35ha in area and Pilkington Road and Apirana Avenue represent its primary road frontages. Although these two roads extend for a length of approximately 800m, as they relate to the Site, 670m of this length comprises Open Space Zone (OSZ) land which is located between the Site and road reserve. This OSZ land contains well-established trees and vegetation likely intended to provide a buffer to the adjacent industrial activities. The PPC will not affect this area of OSZ land.

Noteworthy Site Conditions

There is a change in level of approximately 1.5m in the form of a planted batter within the OSZ land north of 'Gate B' on Apirana Avenue (refer to Figure 3). South of 'Gate B' on Apirana Avenue and Pilkington Road, the batter transitions back to a similar grade to what is currently within the Site.

Figure 3: View looking south west on Apirana Avenue toward the OSZ land directly east of the Site and the existing planted batter / change in level.

The Site also adjoins the 'Eastern Line' of the Auckland Commuter Network along its western boundary. This interface is approximately 680m in length and is treated with security fencing.

There is an approximate 2m bund from the Site boundary up toward the existing rail line (refer to Figure 4). This represents a constraint in terms of amenity outcomes for future development.

Figure 4: View looking south along the western boundary / interface with the adjoining rail corridor illustrating the 2m bund and interface treatment.

Pilkington Road has a legal width of approximately 24m and is lined with a combination of mature and semi-mature street trees (refer to Figure 5). Apirana Avenue has a legal width of approximately 23m and does not contain any significant street trees within the road reserve as it relates to the PCA (refer to Figure 6).

Figure 5: View looking north on Pilkington Road. Well established specimen trees located within the road reserve, the OSZ land to the west and recently constructed residential development to the east.

Figure 6: View looking north on Apirana Avenue. Well established specimen trees located within the OSZ land to the west and private property to the east.

The Site itself is essentially flat. In terms of geometry, the southern portion of the Site is reasonably regular, however, as it follows the alignment of the adjoining rail corridor it becomes progressively narrower and terminates at a sharp triangular point to the north. At the south eastern end of the Site is a small pocket of private open space comprising a grassed area with planting located at the street interface (refer to Figure 7). There is also a small pocket of planting and vegetation located within the northern tip of the Site. Except for these elements, the Site is largely void of soft landscaping and primarily comprises surface carparking and large industrial buildings, the largest of which has a length of approximately 300m.

Figure 7: View of the small pocket of private open space within the south eastern portion of the Site. This view is from within the Site looking south east toward Pilkington Road.

2.3 Relevant Statutory Planning Context

The statutory context associated with the PPC has been extensively covered within the accompanying Assessment of Environmental Effects ('AEE'). The key elements pertaining to landscape matters include:

- The entire site is zoned LIZ which has a maximum permitted building height of 20m.
- A Regionally Significant Volcanic Viewshaft (W12, Mount Wellington) passes over the site with an origin point located at Bucklands Beach (refer to Figure 8).
- A Locally Significant Volcanic Viewshaft (W13, Mount Wellington) passes over the site with an origin point located at West Tamaki Road and West Tamaki Reserve (refer to Figure 8). The Viewshafts have a height above the Site that range between 23m to 30.5m.
- The Site does not sit within an outstanding natural area, high natural character area or residentially zoned area.
- The Site is not considered to be of significant natural or historic character.
- No notable trees are recorded in or near the Site.

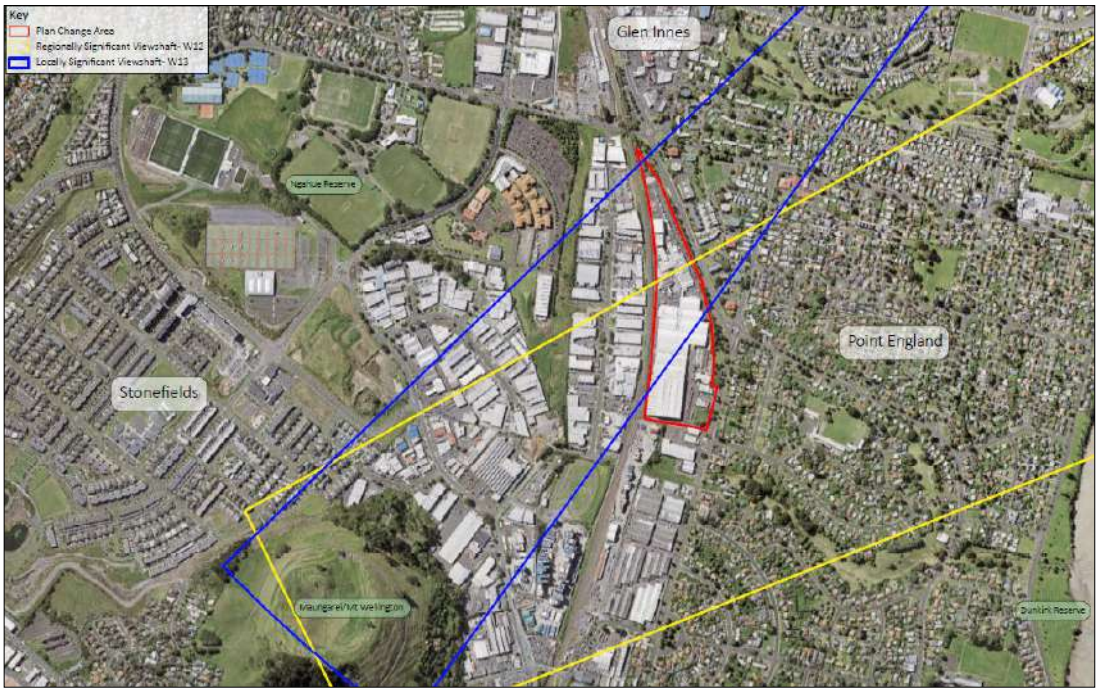


Figure 8: Regionally (W12) and Locally (W13) Significant Viewshaft Overlays.

2.4 The Proposal

The PPC seeks to amend the existing LIZ at 167 – 173 Pilkington Road, Glen Innes to MUZ and apply two Height Variation Controls ('HVC') within Areas A and B (refer to Figure 9 overleaf). The HVCs will enable building heights of up to 21m and 27m, or one to three storeys of additional height than what's enabled within the MUZ (i.e. 18m including 16m of occupiable height and 2m for roof form).

The following elements have helped to inform the proposed HVCs:

- The existing Volcanic Viewshaft overlays. The HVCs will not impede these elements.
- Additional height was considered more appropriate within Area A to enable greater intensification closer to the Glen Innes Town Centre and Glen Innes Station (refer to the Urban Design Assessment)
- Consideration as to how the AUP manages building height relative to storeys (i.e. 21m enables 6 storeys + 2m roof form and 27m enables 8 storeys + 2m roof form).
- Assessment pertaining to neighbouring properties and whether additional height would result in adverse effects.

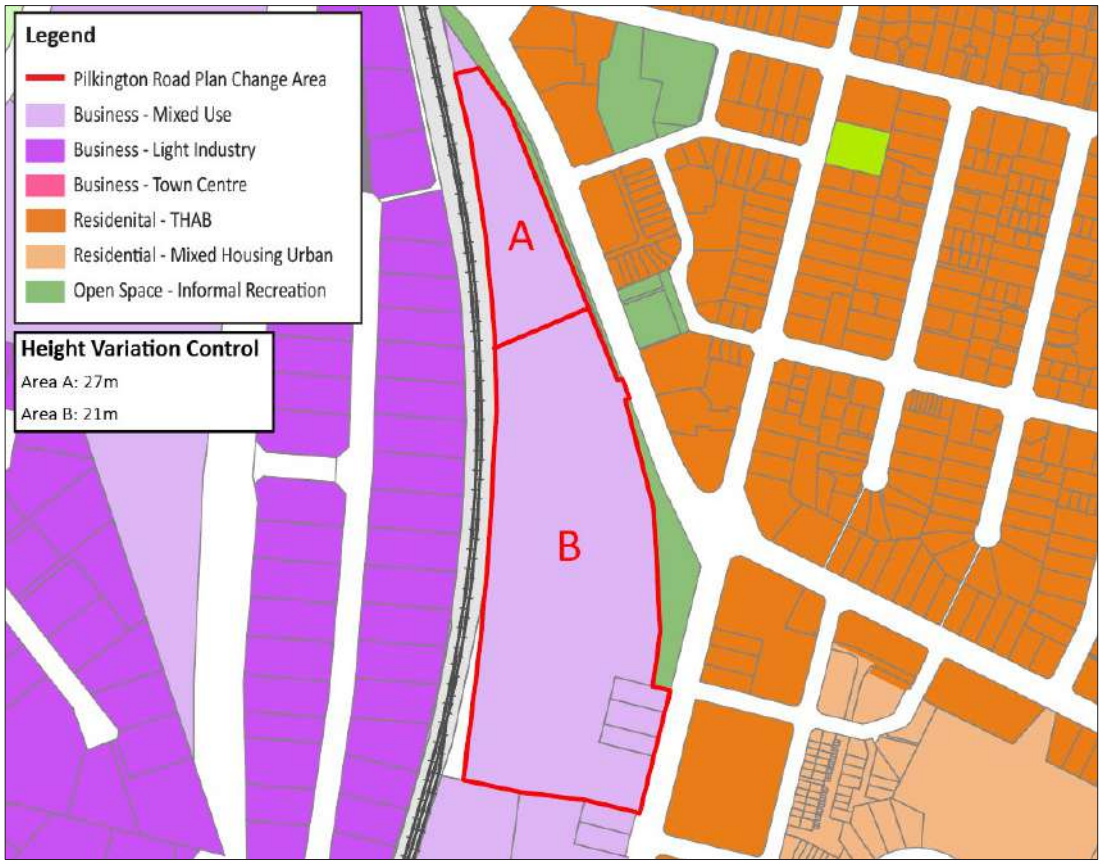


Figure 9: The PCA and proposed MUZ and HVCs.

3.0 Section Three

3.1 Landscape Character Values and Effects Assessment

Existing landscape character values

The majority of the site is dominated by large format warehouses surrounded by at-grade car parking. There are two small pockets of green / open space with planting (as referenced within Section 2.2) which do contribute to the biophysical and sensory attributes, however, these are either partially or fully screened from the public realm by existing specimen trees within the adjoining road reserve or Open Space zoned land to the east.

An overland flow path has also been identified on the Auckland Council GIS Viewer which crosses the site from Apirana Avenue in an east to west direction. This then follows the railway line southward down the western boundary. No vegetation or other natural features are associated with this overland flow path on-site, limiting any biophysical values associated with this element.

On-site sensory attributes are typical of a highly modified light industrial site that adjoins a rail corridor. These include noise from machinery, vehicles and nearby trains along with visuals related to large format warehousing industrial developments and hard surface for vehicle manoeuvring.

I understand that 15 Mana Whenua Authorities were contacted for engagement purposes as referenced within Appendix 5 dated November 2022 – May 2023.

Overall, the existing site conditions and attributes offer little to the adjoining streetscape, public realm, or wider landscape due to the car dominated and internalised light industrial character of the Site. As such, I assess the existing character and landscape values of the Site to be low.

Effects on landscape character values

In my opinion, the PPC will have positive effects on landscape character values from a local and wider landscape perspective. This is for the following reasons:

- The existing LIZ typically results in an internal facing built character whereas, the proposed MUZ typically results in an external facing built character contributing positively to streetscape and public realm qualities.
- The MUZ has rigorous assessment criteria for new buildings, which in combination with the proposed precinct provisions [1] (which primarily relate to quality public realm outcomes including open space) will likely result in future development which is of a higher quality, more active and more attractive than typical industrial development.
- The MUZ assessment criteria and proposed precinct provisions will also likely result in other positive perceptual outcomes such as a greater sense of safety, activity and vibrancy within the public realm which will contribute positively to the local and wider landscape character.
- Proposed assessment criteria IX.8.2.1(a) has been included to ensure any future built form will result in positive frontages (and not turn their 'backs') to the adjoining 'open space' zoned land between the Site and road corridors. This will help to ensure any future development contributes positively to the existing landscape character and values associated with these adjoining open space areas.
- The PPC enables buildings up to 27m within Area A which equates to an additional two to three storeys of additional height above and beyond the standard MUZ provisions. The PPC enables buildings up to 21m within Area B which equates to an additional one storey of additional height above and beyond the standard MUZ provisions. In my opinion, the additional height will positively reinforce the legibility of Apirana Avenue and Pilkington Road and the Glen Innes Town Centre as a node within the wider landscape. Further, the site has good separation from the more sensitive residential static viewing audiences due to the existing wide road corridors and existing vegetation located within the adjoining open space zoned strips of land.

Any negative effects on landscape character values will be limited to the potential removal associated with the two green / open space areas identified within Section 2.2 of this report. In my view, should these two elements be removed in the future, the effects would still be low due to their full or partial screening by way of existing vegetation located within the OSZ land and road reserve to the east.

Overall, the change in land use and the additional height proposed will result in positive effects to the local and wider landscape character and will likely contribute to a more vibrant and people focused environment that could support the vitality of the Glen Innes town centre. Based on the above, I conclude that any effects pertaining to the landscape character values of the Site from both the local and wider landscape perspective to be low.

[1] Specifically: IX.8.2.1(a – g).

3.2 Landscape and Visual Effects Assessment

Assessment of visual catchment and viewing audiences

To assist with determining the visual catchment and potential viewing audiences of the proposal, a computer-generated analysis (using ArcGIS) known as a zone of theoretical visibility ('ZTV') was undertaken along with a subsequent site visit to verify this information. (Refer to Appendix 1).

The analysis utilises LIDAR16 data to determine the areas within which potential future built form would theoretically be visible (considering existing vegetation and structures that may obscure views), and therefore may influence the visual amenity experience by people and the sensory qualities of the urban landscape.

Importantly, theoretical visibility does not equate to visual effect, and to this extent the ZTV analysis is used as a guide only to aid identification of the potential visual catchment and viewing audiences, and to assist with identifying locations from which to take representative photographs that were subsequently confirmed during a site walkover.

It is key to note that each viewer or viewing audience will have differing degrees of sensitivity to change. For instance, a neighbouring resident to a development will have higher sensitivity to an office worker whose workplace is opposite the development.

The following viewing audiences have been identified and are considered to comprise the following:

- Users of the surrounding streetscapes which are transient viewing audiences.
- Users of Apirana Reserve which are temporary viewing audiences.
- Users of the adjoining 'Eastern Line' of the Auckland Commuter Rail Network which are transient viewing audiences.
- Residents located within the THAB zoned land on the eastern sides of Apirana Avenue and Pilkington Roads which are permanent viewing audiences.
- Users of the recreational track / Maungarei Memorial Drive atop Maungarei which are temporary viewing audiences.
- Users of the Glen Innes Park 'n Ride and the Town Centre which are temporary viewing audiences.
- Users of the foreshore along Bucklands Beach and Half Moon Bay which are temporary viewing audiences.
- Residents located along the foreshore of Bucklands Beach and Half Moon Bay which are permanent viewing audiences.

Landscape visual effects

Change in a landscape does not of itself, constitute an adverse landscape or visual effect. The PCA represents a typical industrial site with low landscape value. As noted earlier, Glen Innes is

transitioning into a more people focused vibrant mixed-use neighbourhood. The PCA represents a legible extension to this evolving landscape and land use[2].

3.3 Neighbourhood Perspective – VP1, VP2, VP3 and VP7

From a neighbourhood perspective, the Site will be visible (either partially or fully) from viewpoints 1, 2, 3 and 7 all of which are from within public open spaces where the presence of people varies significantly from day to day. The distance between these viewpoints to the Site range between 800m (Viewpoint 2) to 4,400m (Viewpoint 3).

The Site is also only 'partially' visible from viewpoints 1, 3 and 7 and is visually well contained within the existing landscape foreground which features; well-established vegetation / specimen trees located within surrounding road reserves and the OSZ land adjoining the Site along with existing buildings of varying quality and scale.

For these reasons, I consider the visual effects associated with these viewpoints to be low.

The Site has 'full' visibility from viewpoint 2, Maungarei Memorial Drive which is a publicly accessible pedestrian / cycle connection that provides access from Mountain Road to the summit. The foreground of this viewpoint is industrial and contains large format warehouses, surface car parking and storage yards. The change in land use would result in a more legible built form outcome, particularly in the context of its proximity to the Town Centre, that would likely be a visual improvement to what's currently on-site. This is based on the more rigorous assessment criteria associated with the MUZ provisions which focuses on design quality and the contribution development should make to streets and public open space. The proposed additional height of 1m – 7m (above and beyond the existing LIZ provisions) within Areas A and B (HVCs) will be visible from this viewpoint, however, any increase in building height would still be visually contained by the surrounding landscape elements. These include existing well-established vegetation within the adjoining OSZ land and the mature specimen trees located within surrounding road corridors which help to form a visual backdrop to the Site.

I consider that any visual effects associated with this viewpoint would be low.

Overall, the magnitude of change proposed is very limited from a wider neighbourhood perspective. The landscape capacity associated with the Site is high in terms of its ability to comfortably accommodate visual change over time due to its size, industrial nature, proximity and connection to the Town Centre, surrounding land uses and surrounding landscape elements.

For these reasons and those identified above, I consider potential visual effects from a neighbourhood perspective to be low.

I also consider the proposed MUZ would likely result in positive effects pertaining to a more legible built form outcome that could support the transformation of the area from an industrial hub to a more people focused vibrant mixed-use community.

3.4 Site Interfaces – VP4, VP5 and VP6

From an interface perspective, the PCA will be visible (either partially or fully) from viewpoints 4, 5 and 6 all of which are from within public open spaces where the presence of people varies

[2] Those sites located directly south of the PCA are currently zoned MU which would result in a contiguous MUZ development block should the PPC be granted.

significantly from day to day. The distance between these viewpoints to the Site range between 30m (Viewpoint 4) to 100m (Viewpoint 6).

Western Interface: 'Eastern Line' of the Auckland Commuter Rail Network and LIZ Interface

Viewpoint 4 represents the only publicly accessible location with visibility of the western boundary of the Site. This Viewpoint has been taken from a public pedestrian connection located between the 'Eastern Line' of the Auckland Commuter Rail Network and existing LIZ land west of the Site.

The LIZ land and rail corridor are considered to be less sensitive to neighbouring development due to the limited time of which the LIZ sites are typically operational and the transient nature of the rail corridor. These existing land uses could, however, result in nuisance effects and detract from the amenity values associated with future development within the Site. However, I note that requirements for noise attenuation have been proposed within the precinct provisions to manage future development along this interface.

The existing 2m high grassed bund, the width and physical separation created by the adjoining rail corridor and the existing planting located within Apirana Corner Reserve all help to visually screen, soften and contain much of the Site from Viewpoint 4 (refer to Figure 10).

Both the existing LIZ and proposed MUZ provisions (including the HVCs) enable built form that could be visible from this location should the Site be developed to its full potential. One of the key differences relates to the more rigorous assessment criteria associated with the MUZ which aims to create a more people focused and vibrant built form outcome that could provide other benefits, such as passive surveillance over public spaces which would include this pedestrian connection.

For the reasons identified above, I consider any potential visual and landscape effects as viewed from this interface to be low. I also consider that the proposed MU zoning could result in positive visual (and safety) effects compared with what is enabled within the LIZ provisions.

Figure 10: Viewpoint 4 – View from the public pedestrian connection west of the Site.

Eastern and North Eastern Interface: Residential and Town Centre Interface

The viewing audiences associated with the eastern and north-eastern edges of the Site include the static residential dwellings directly to the East (refer to Figures 11 and 12) and the more transient and temporary audience associated with Glen Innes Town Centre to the north (refer to Figure 13 / Viewpoint 6).

Figure 11: View looking north on Pilkington Road illustrating the relationship between the existing residential dwellings to the east and the OSZ land adjoining the Site to the west.

Figure 12: Viewpoint 5 as viewed from the intersection between Tripoli Road, Pilkington Road and Apirana Avenue looking west towards the Site.

Figure 13: Viewpoint 6 as viewed from the southern edge of the Glen Innes town centre looking south towards the Site.

The HVCs of Areas A and B will result in some visibility of future built form above the existing tree canopies within the adjoining OSZ land as viewed from the eastern and north-eastern interfaces. In my view, the OSZ land provides a visually attractive foreground, helps to screen, soften and visually contain the Site and provides a positive physical and visual buffer between opposing land uses. The adjoining arterial road corridors also provide a minimum 23m separation between the existing dwellings to the east and the Town Centre to the north-east. These roads have generous berms with specimen trees which further contributes to the sense of visual and physical separation (refer to Figures 12 and 13).

In my view, the most sensitive static viewing audience relates to the existing residential dwellings on the eastern sides of Apirana Avenue and Pilkington Road where there is no OSZ buffer and the LIZ directly interfaces with the THAB zone to the east. These areas include:

- An existing vehicle accessway 'Gate A' within Pilkington Park, a private open space area and existing Lots 169, 171 and 173 Pilkington Road (refer Figure 14); and
- An existing vehicle accessway 'Gate B' within Pilkington Park (refer to Figure 14).

Figure 14: Two locations where the LIZ directly interfaces with the THAB zone (black dash).

Figure 15: View illustrating 'Gate A' and the relationship between the recently constructed residential dwellings to the east and the southernmost LIZ portion of the Site which directly abuts the road reserve.

Figure 16: 'Gate B' of Pilkington Park interfacing with the adjoining THAB zoned land to the east.

Figures 14 and 15 illustrate several well-established specimen trees within the road reserve directly in front of the southern portion of the Site (just north of 'Gate A'). These trees help to filter and soften views of 171 and 173 Pilkington Road from the THAB zone to the east and will continue to make a positive visual contribution to the streetscape as the Site develops in the future.

Due to the more rigorous assessment criteria for new buildings within the MUZ[3], I would anticipate future built form to have a greater visual quality and result in other positive perceptual outcomes such as a greater sense of safety, activity and vibrancy within the public realm where the Site directly adjoins the THAB zoned land to the east.

[3] H13.8.1(3).

The overall magnitude of change associated with the PPC is minimal. For the reasons identified above, I consider any potential visual and landscape effects from a Site interface perspective to be low. I also consider that the proposed MU zoning would likely result in positive and legible built form outcomes and higher density living opportunities within close proximity to the Town Centre.

4.0 Section Four

4.1 Mitigation Incorporated into the Proposal

The change in zoning from LIZ to MUZ comes with a number of provisions pertaining to design quality, visual interest and pedestrian safety and amenity.

The proposed precinct provisions include a number of objectives and policies above and beyond those within the MUZ and the LIZ in relation to amenity and built form outcomes. These include the following:

- Objective 1: The Pilkington Park Precinct is comprehensively developed as a high-quality, mixed-use centre which is well-designed and integrated with the surrounding area.
- Objective 2: New buildings respond to and positively contribute to the amenity values of the public space network including open spaces and streets.
- Objective 4: Activities sensitive to noise located adjacent to the rail corridor are designed to protect people's health and amenity values, and in a way which does not unduly constrain the operation of the North Island Main Trunk Line.
- Policy 3: Promote the comprehensive development and redevelopment of the Pilkington Park Precinct.
- Policy 4: Ensure that activities sensitive to noise adjacent to the North Island Main Trunk Line do not unduly constrain the operation of the rail corridor by providing for buildings and outdoor play areas to be designed with acoustic attenuation measures.
- Matters of Discretion 1: New buildings:
  - (a) (a) The provision of active frontages to the public space network including open spaces and streets.
  - (b) Whether the location and design of buildings will contribute to comprehensive and integrated development.
  - (c) The positive effects of landscaping, including required landscaping, on on-site amenity.
  - (d) The effects of new roads and/or service lanes on pedestrians and cyclists.
- Assessment Criteria 1: New buildings:
  - (a) Whether the building provides a quality and attractive frontage as viewed from the street or public open spaces, including through the relationship and orientation of buildings.
  - (b) The extent to which the effects of fences and walls, along frontages and adjoining public spaces are appropriately managed.
  - (c) The extent to which the layout, orientation, bulk and scale of existing and future buildings, and connections to the public space network including open spaces and

streets will contribute to the comprehensive development of the Pilkington Park Precinct.

(d) The extent to which landscaping contributes to on-site amenity values.

(e) The provision of convenient, safe, and legible access for pedestrians and cyclists.

4.2 Suggested Further Mitigation

This OSZ land directly east of the site presents an opportunity to provide borrowed amenity for future development. It could also present consenting constraints should additional permeability / connections be required from within the Site to adjoining streets. Although this could be considered a constraint, in my view, additional permeability would be positive and contribute to a more vibrant streetscape outcome. The PPC will not affect this OSZ land as it stands.

4.3 Conclusion

The existing Site has a low level of visual amenity and does not contribute much to the adjoining streetscape or wider landscape due to its car dominated and internalised light industrial character. There are a number of existing landscape features located within adjoining OSZ land which will not be affected by the PPC that help to visually contain, screen and soften the Site from the surrounding area.

Overall, the proposed change in land use and building heights associated with the HVC (Areas A and B) are assessed to generate low adverse visual effects. This is due to the limited sensitivity of the existing industrial Site, the limited magnitude of change proposed, the 'partial' visibility typically achieved from both interfaces with adjoining land uses and the wider environment, the existing landscape elements which help to screen and visually contain the Site and the adjoining transport corridors which provide physical and visual separation between the more sensitive residential dwellings to the east.

In my opinion, the change in land use will result in positive effects and likely contribute to a more vibrant and people focused environment that could also result in a more visually appealing built form that could support the vitality of the Glen Innes town centre.

The landscape character and values effects associated with the proposal are assessed to be low.

The landscape visual effects associated with the proposal are assessed to be low.

Overall, the LVEA is assessed as low.

Appendix 1 – Assessment Methodology

Landscape and visual impacts result from natural or induced change in the components, character or quality of landscape. Usually these 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, that is the construction process and/or activities associated with the development, also carry with them their own visual impacts as distinct from those generated by a completed development.

The landscape and visual 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.

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

- The degree to which the proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
- The proportion of the proposal that is visible, determined by the observer's position relative to the objects viewed.
- The distance and foreground context within which the proposal is viewed.
- The area or extent of visual catchment from which the proposal is visible.
- The number of viewers, their location and situation (static, or moving) in relation to the view.
- The backdrop and context within which the proposal is viewed.
- 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.

Contributing Factors		Higher	Lower
Sensitivity	Susceptibility to change	The landscape is strongly distinctive withimportant biophysical, sensory and associative aspects. There is an absence of landscape detractors which make it highly vulnerable to the type of change which would result from the proposed development.	The landscape lacks any distinctive biophysical, sensory or associative aspects. It has many detractors and has the ability to accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape requires protection as a matter of national importance (ONF/L).	The landscape is of low or local importance.
Magnitude of Change	Size or scale	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements areretained. Key characteristics of the landscape remain intact with limited aesthetics or perceptual change apparent.
	Geographical extent	Landscape character area scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the significance of landscape effects.

Contributing Factors		Higher	Lower
Sensitivity	Susceptibility to change	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context.
	Value attached to views	Viewpoint is recognised by the community such as identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.
Magnitude of Change	Size or scale	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Most key features of view retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture. Glimpse / no view of the proposed development.
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient. Short Term (0-5 years).

Table 2: Determining the significance of visual effects.

Nature of effect	Use and Definition
Adverse (negative):	The proposed development would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and visual values
Neutral (benign):	The proposed development would complement (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and visual values
Beneficial (positive):	The proposed development would enhance the scale, landform and pattern of the landscape, improving the landscape and visual quality through removal of damage caused by existing land uses or addition of positive features

Table 3: Determining the nature of effects.

Effect Rating	Use and Definition
Very High:	Total loss to the characteristics or key attributes of the receiving environment and /or visual context amounting to a complete change of landscape character.
High:	Major change to the characteristics or key attributes of the receiving environment and /or the visual context within which it is seen; and/or a major effect on the perceived amenity derived from it.
Moderate-High:	A moderate - high level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate - high level of effect on the perceived amenity derived from it.
Moderate:	A moderate level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a moderate level of effect on the perceived amenity derived from it.
Moderate -Low:	A moderate - low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have moderate - low level of effect on the perceived amenity derived from it.
Low:	A low level of effect on the character or key attributes of the receiving environment and/or the visual context within which it is seen; and/or have a low effect on the perceived amenity derived from it.
Very Low:	Very low or no modification to key elements/ features/ characteristics of the baseline or available views, i.e. approximating a 'no change' situation.

Table 4: Determining the overall significance of landscape and visual effects.

Zone of Theoretical Visibility (Viewshed Mapping)

The term 'Zone of Theoretical Visibility' (ZTV) is used to describe the area over which a infrastructure or structure can theoretically be seen and is generated from a Digital Terrain Model (DTM). It is also known as a Zone of Visual Influence (ZVI), Visual Envelope Map (VEM) or Viewshed Map.

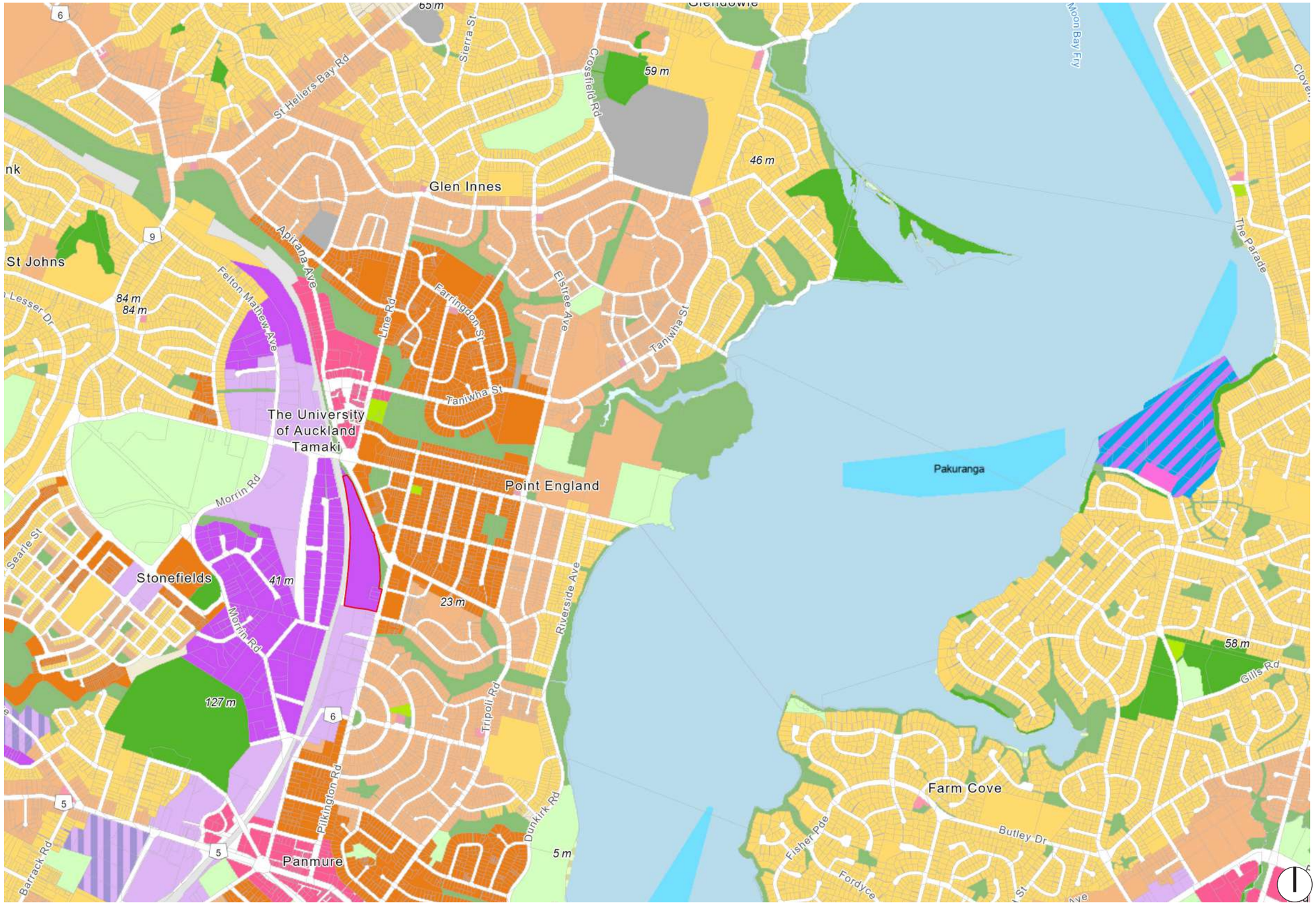
There are a number of software packages that will generate a ZTV Analysis – Barker and Associates uses ArcGIS for this. A DTM is generated from either LIDAR data, contours, or break-lines (or a combination of all of these). Observer points are added to the DTM and the resulting ZTV is then produced as an overlay over a topographic base, typically as a transparent colour. The coloured areas represent where a infrastructure or structure is 'theoretically visible'. Traditionally, ZTV mapping is based on 'bare ground' LIDAR or contour data, and therefore does not take into account the screening effects of intervening vegetation or structures in the landscape. Neither does the ZTV take account of the effects of distance. A ZTV analysis also takes into account factors relating to the curvature of the earth and light refraction, which increases over distance.

It should be remembered that while ZTV is a useful assessment tool, is important to recognise its limitations.

For this project, the following parameters were used:

- Nature of target points: Dwellings
- No of target points: 2
- Location of target points: The subject site
- Height of target points: 5m taken from the north-west corner of proposed dwelling. Proposed earthworks were taken into account as well as the proposed height of the dwelling at this location
- Observer Eye Height: 1.7m
- Coefficient of Earth Curvature and Refraction: 0.13

Appendix 2 – Maps and Viewpoints



Legend

Subject Site / Plan Change Area

Residential

- Large Lot Zone
- Rural and Coastal Settlement Zone
- Single House Zone
- Mixed Housing Suburban Zone
- Mixed Housing Urban Zone
- Terrace Housing and Apartment Building Zone

Business

- City Centre Zone
- Metropolitan Centre Zone
- Town Centre Zone
- Local Centre Zone
- Neighbourhood Centre Zone
- Mixed Use Zone
- General Business Zone
- Business Park Zone
- Heavy Industry Zone
- Light Industry Zone

Open Space

- Conservation Zone
- Informal Recreation Zone
- Sport and Active Recreation Zone
- Civic Spaces Zone
- Community Zone

For Resource Consent - Rev B

Notes.

1. This map was formulated by Barker & Associates using ArcGIS
2. Data sourced from LINZ includes "NZ Primary Parcels" and contours derived from "Auckland North LiDAR 1m DEM (2016-2018)" using ArcGIS

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Auckland Unitary Plan Context

Scale. 1:20,000 at A3
Date. 18/04/2024
Status. For Resource Consent
Sheet. NA

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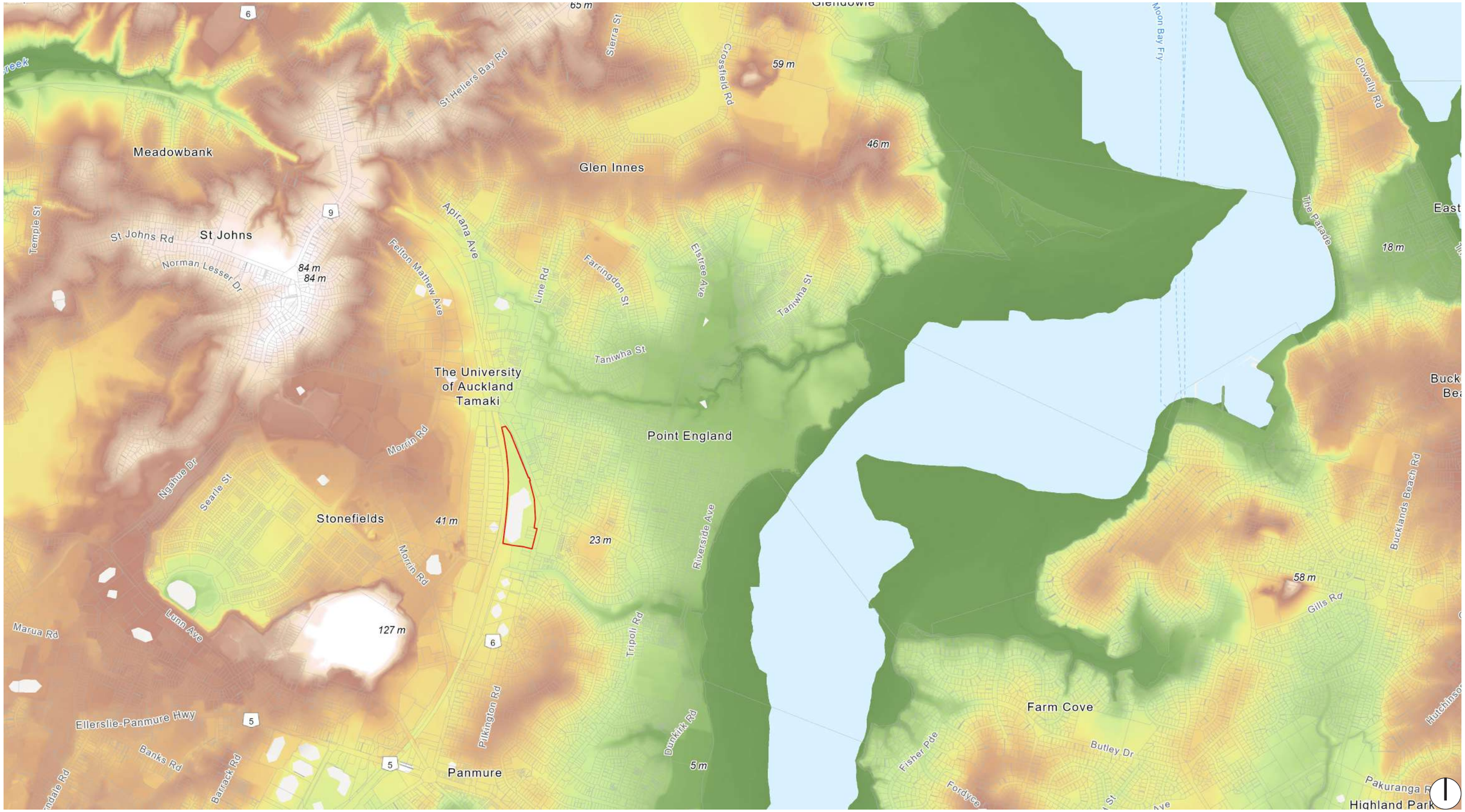

For Resource Consent - Rev B

Notes.
1. This map was formulated by Barker & Associates using ArcGIS
2. Data sourced from LINZ includes "NZ Primary Parcels" and contours derived from "Auckland North LiDAR 1m DEM (2016-2018)" using ArcGIS

Legend
- Subject Site / Plan Change Area
- High point
- Low point

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Elevation

Scale. 1:20,000 at A3
Date. 18/04/2024
Status. For Resource Consent
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Notes.

1. This map was formulated by Barker & Associates using ArcGIS
2. Data sourced from LINZ includes "NZ Primary Parcels" and contours derived from "Auckland North LiDAR 1m DEM (2016-2018)" using ArcGIS
3. Data sourced from https://services1.arcgisonline.co.nz/arcgis/rest/services/Imagery/newzealand/MapServer includes Aerial (25/03/2020)
4. Refer Appendix 1 for ZTV methodology and limitations

Legend

- Subject Site / Plan Change Area
- Potential high visibility
- Potential low / partial visibility

Pilkington Road Plan Change

Landscape and Visual Effects Assessment

Zone of Theoretical Visibility ('ZTV')

Scale. 1:20,000 at A3 Status. For Resource Consent

Date. 18/04/2024 Sheet. NA

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Notes.
1. This map was formulated by Barker & Associates using ArcGIS
2. Data sourced from LINZ includes "NZ Primary Parcels" and contours derived from "Auckland North LiDAR 1m DEM (2016-2018)" using ArcGIS
3. Data sourced from https://services1.arcgisonline.co.nz/arcgis/rest/services/Imagery/newzealand/MapServer includes Aerial (25/03/2020)

Legend
- Subject Site / Plan Change Area
- Parcels
- Contours (1m intervals)

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Subject Site / Plan Change Area
Scale. 1:5,000 at A3
Date. 18/04/2024
Status. For Resource Consent
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Notes.
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3. Data sourced from https://services1.arcgisonline.co.nz/arcgis/rest/services/Imagery/newzealand/MapServer includes Aerial (25/03/2020)

Legend

Subject Site / Plan Change Area

Viewpoints

Viewpoints selected to illustrate maximum build out under the relevant planning controls

Pilkington Road Plan Change

Landscape and Visual Effects Assessment

Viewpoints

Scale. 1:25,000 at A3
Date. 18/04/2024

Status. For Resource Consent
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Viewpoint 1. View from Kiano Place (public pedestrian walkway) within Point England Reserve looking west towards the site.

For Resource Consent - Rev B

Notes.
1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 32mm
3. Image to be viewed at: 550mm distance
4. NZTM X Coordinate: 1767114.33
5. NZTM Y Coordinate: 5916723.23

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 01 - Photograph

Scale. NTS
Date. 18/04/2024
Status. For Resource Consent
Sheet. NA

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Viewpoint 2. View from Maungarei Memorial Drive, Mt Wellington.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1764686.55
5. NZTM Y Coordinate: 5915604.92
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 02 - Photograph

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 2. View from Maungarei Memorial Drive, Mt Wellington.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1764686.55
5. NZTM Y Coordinate: 5915604.92
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 02 - Business - Lighting Industry Zone Building Envelope

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 2. View from Maungarei Memorial Drive, Mt Wellington.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1764686.55
5. NZTM Y Coordinate: 5915604.92
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 02 - Plan Change 78 Building Envelope

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 2. View from Maungarei Memorial Drive, Mt Wellington.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1764686.55
5. NZTM Y Coordinate: 5915604.92
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 02 - Proposed Height Variation Controls Building Envelope

Scale. NTS
Date. 18/04/2024
Status. For Resource Consent
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Viewpoint 3. View from Grangers Point / Former Brickworks car park and boat ramp looking west towards the site.

Viewpoint 4. View from the public pedestrian accessway located between the 'Eastern Line' of the Auckland Commuter Rail Network and Storage King, Remuera looking south east toward the site.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 32mm
3. Image to be viewed at: 550mm distance
4. Viewpoint 3: NZTM X Coordinate: 1769664.05
5. Viewpoint 3: NZTM Y Coordinate: 5917764.37
6. Viewpoint 4: NZTM X Coordinate: 1765295.8
7. Viewpoint 4: NZTM Y Coordinate: 5916661.55

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoints 03 and 04 - Photographs

Scale. NTS
Date. 18/04/2024
Status. For Resource Consent
Sheet. NA

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Viewpoint 5. View from the intersection between Tripoli Road, Pilkington Road and Apirana Avenue looking west towards the site.

For Resource Consent - Rev B

Notes.
1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 32mm
3. Image to be viewed at: 550mm distance
4. NZTM X Coordinate: 1765593.68
5. NZTM Y Coordinate: 5916228.96

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 05 - Photograph

Scale. NTS
Date. 18/04/2024
Status. For Resource Consent
Sheet. NA

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Viewpoint 6. View from the southern corner of Glen Innes Town Centre.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1765359.46
5. NZTM Y Coordinate: 5916756.55
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 06 - Photograph

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 6. View from the southern corner of Glen Innes Town Centre.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1765359.46
5. NZTM Y Coordinate: 5916756.55
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 06 - Business - Light Industry Zone Building Envelope

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 6. View from the southern corner of Glen Innes Town Centre.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1765359.46
5. NZTM Y Coordinate: 5916756.55
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 06 - Plan Change 78 Building Envelope

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 6. View from the southern corner of Glen Innes Town Centre.

For Resource Consent - Rev B

Notes.

1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 28mm
3. Image to be viewed at: 280mm distance
4. NZTM X Coordinate: 1765359.46
5. NZTM Y Coordinate: 5916756.55
6. Horizontal Field of View: 65°
7. **The viewpoints illustrate a maximum build out under the relevant planning controls rather than a realistic portrayal of potential future built form outcomes.**
8. The 3D terrain model / mesh is based on contours sourced from Auckland Council GIS.

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 06 - Proposed Height Variation Controls Building Envelope

Scale. NTS Status. For Resource Consent
Date. 18/04/2024 Sheet. NA

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Viewpoint 7. View from Apirana Reserve from the unformed pedestrian path and timber bench seat looking south east towards the site.

For Resource Consent - Rev B

Notes.
1. Camera: Canon EOS 1500D
2. Lens: 18 - 55mm locked at 32mm
3. Image to be viewed at: 550mm distance
4. NZTM X Coordinate: 1764699.46
5. NZTM Y Coordinate: 5918000.23

Pilkington Road Plan Change
Landscape and Visual Effects Assessment
Viewpoint 07 - Photograph

Scale. NTS
Date. 18/04/2024
Status. For Resource Consent
Sheet. NA

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