Sunfield

Fast-track Approvals Bill Application

Landscape and Visual Effects Assessment

Prepared for Sunfield Developments Limited

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(Cover photograph: Site Aerial)

Executive Summary

Sunfield Developments Limited is submitting an Application under the Fast-track Approvals Bill (**FAB**) proposing to rezone 244.5 hectares of land in Takanini and Papakura to allow a comprehensive master planned development referred to as ‘‘Sunfield’’.

The proposal will provide new residential dwellings, a 7.5 hectare town centre, five retail hubs throughout the community, healthcare, a school, aged-care, community transport, swimming facilities and 25.6 hectares of open spaces, green links, sports fields, playgrounds, and reserves.

This Landscape and Visual Effects Assessment (**LVA**) assesses the potential as a result of the Application. This LVA is prepared to accompany the Fast-track Approvals Bill application for the Site.

The surrounding landscape is both urban and rural in nature, with Ardmore Airport being located immediately adjacent the Site. The rural landscape to the north and east comprises large areas of pasture with smaller residential lots distributed across the landscape. The urban landscape to the south and west comprises recent medium density residential development.

The existing land area of the Site was used primarily for rural activities. Due to the historical and current agricultural and pastoral land use activities, the Site contains predominantly pasture, with very limited shrub or tree vegetation. The key terrestrial ecological values of the Site are associated with the shelter belts, riparian yards and isolated native tree stands. The Site contains artificially constructed farm drains or permanent streams which have been modified through straightening and deepening to form drainage channels. A natural inland wetland is located in the southern portion of the Site and is dominated by exotic plant species, including listed pest plants, and has been highly modified from its original vegetation. The Site boundaries are generally defined by extensive hedgerows and shelterbelt planting.

Viewing audiences are located to the north, south, east and west of the Site, at a range of elevations, orientations, and distances (from approximately 0.2km to 4km from the Site). Viewing audiences broadly comprise road users (people in vehicles, pedestrians and cyclists) and residences in the surrounding area. Twenty-Nine (29) viewpoints were selected and assessed as part of this report.

A range of mitigation and design control measures are proposed to manage adverse landscape and visual effects related to the FAB Application. These include an extensive open space, planting and restoration strategy comprising of a series of greenways; a central stormwater system; a revitalised stream park; a wetland park for stormwater management; a central park with sports and community facilities; local neighbourhood parks; and extensive boundary buffer treatments along key edge interfaces.

It is considered in this assessment that the FAB Application will result in:

- **Low adverse landscape effects**, due to the existing landscape values and the proposed long-term rehabilitation, revegetation and enhancement of the Site. Proposed planting measures will notably enhance the ecological value of the Site over time along with its contribution to local linked habitats. There would be a range of positive environmental outcomes associated with the proposal.
- **Low adverse visual effects,** due to the mitigation measures of the proposal being considered effective at reducing impacts, and the overall adverse effects of the proposal on the visual amenity is considered to be an acceptable change within the surrounding environment. The proposal successfully integrates into both the urban and rural context and provides a more suitable vegetated transition from these two zones.

The assessment concludes that the Site accommodate the proposal without significantly diminishing the landscape attributes, values and character of the Site and/or surrounding landscape, and the FAB Application is considered appropriate in terms of its landscape, natural character and visual amenity effects.

Contents

1. Introduction

1.1. Reset Urban Design Limited ('**Reset**') has been engaged by Sunfield Developments Limited ('**the Applicant'**) to undertake a Landscape and Visual Effects Assessment ('**LVA**') for a proposed Application, under the Fast-track Approvals Bill, of 244.5ha of land in Takanini and Papakura (otherwise referred to as 'the **Site**' in this report) called "Sunfield".

1.2. The southern portion of the Site is currently zoned Future Urban Zone (FUZ) and is within the current Rural Urban Boundary (RUB). The remainder of the Site is currently zoned Rural – Mixed Rural Zone (MRZ) within the Auckland Unitary District Plan (Operative in Part). The MRZ provides for rural lifestyle living in identified areas of rural land which are generally closer to urban Auckland. There is a diversity of topography, land quality and landscape character within the zone which results in a diversity of site sizes and characteristics. The remainder of the Site also currently sits just outside the RUB.

1.3. The FAB Application intends to rezone the majority of the Site to a 'Mixed Living Walkable' zone which has similar characteristics as the 'Mixed Housing Urban' zone, taking into consideration the proposed PC78 intensification outcomes and the new MHU zoning of the surrounding suburb, as well as the suitability of the land for urban development.

1.4. This LVA report assesses the landscape and visual effects of the proposal on the immediate and surrounding character of the environment, recognising that the potential for land use change from rural to urban is to be assessed on a site by site basis.

1.5. This assessment includes the following:

- Briefly describes the Site and its landscape setting;
- Analyses the FAB Application development outcomes;
- Describes the nature of the FAB Application and the ways in which landscape attributes and visual amenity are provided for;
- Sets out an assessment of the potential landscape and visual effects in respect of the FAB Application.

2. Methodology

2.1. The methodology follows the concepts and principles outlined in *Te Tangi a Te Manu – Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022*. For the preparation of this Assessment of Landscape and Visual Effects the following steps were undertaken:

- Background desktop research and documentation of Site location and context, including statutory context.
- Site investigations and photographic recording (21/11/2023).
- Identification and analysis of existing landscape and urban values including biophysical values, cultural values, and visual amenity values where appropriate.
- Identification of the visual catchment and viewing audience of the Site.
- Review of the proposal to assess the possible landscape and visual impacts.
- Analysis of representative viewpoints looking at visual changes that are likely to occur as a result of the proposal and assessing the overall sensitivity of viewpoints to visual change.
- Consideration of measures to avoid, remedy, and mitigate potential adverse effects, and to promote positive effects.

2.2. In assessing the extent of effects, this report uses the seven-point scale recommended by Tuia Pito Ora/NZILA. The scale of effects rating ranges from very low, low, low-moderate, moderate, moderate-high, high, and very high. The effects ratings and definitions are provided within **Appendix 1.**

2.3. Viewpoints were selected to represent a range of views where the Site is visible. These locations were firstly selected based on a desktop study, followed by location visits to confirm suitability. The viewpoints provide a range of distances, from immediate to mid-ground, and cover a range of viewing orientations. Viewpoint locations have been plotted as accurately as possible from aerial imagery, and GPS (Refer **Appendix 2**).

2.4. Prior to conducting the assessment, a desktop study was completed which included a review of the relevant information relating to the landscape and visual aspects of the proposal. This information included:

- Auckland Unitary Plan (Operative in Part) (AUP (OP).
- Auckland Council GIS information (aerial imagery, contours, zoning)
- Proposal Drawings – *Sunfield: Masterplanned community –concept masterplan* (prepared by Studio Pacific Architecture, 2024).
- Ecological Report (prepared by Bioresearchers, October 2023)
- Archaeological Assessment (prepared by Clough & Associates, Nov 2022)
- Mana Whenua Iwi CVAs Summary (prepared by Navigator)

2.5. The desktop study was also undertaken to determine likely viewing audiences, landscape character types, prominent ridge lines/landforms and the planning context of the Site and surrounding area. This information collected was used to inform site visits to the Site, and the surrounding area.

3. The Site and Surrounding Environment

Location

3.1. The Site is located on the edge of Auckland's southern growth corridor and lies approximately 30km south of central Auckland, 12km south of Manukau and 20km from Auckland Airport. The Site is approximately 2.5km to the east of State Highway 1 and 1.5km east of the main north-south rail line. The Site adjoins the urban growth areas of Takanini and Papakura to the west and south, and the predominantly rural area of Ardmore to the east.

3.2. The Site is located within the Franklin Local Board area of Auckland Council. The Franklin Local Board area is one of Auckland's least densely populated local board areas with a population of 82,800 that is forecast to nearly double by 2048[1], signalling intensive and sustained growth for the area. The area has experienced faster population growth than the wider Auckland region in recent years, with a population growth of 10 per cent compared to 5.6 per cent regionally between 2016 and 2021.

3.3. Significant development has been occurring in Takanini and Papakura since the early 2000's as a direct response to the Auckland Regional Growth Strategy that identified Takanini as a future growth centre because of its proximity to current and proposed public transport (road and rail) connections[2].

3.4. The 1999 Regional Growth Strategy identified the urbanised extent of Takanini as an intensification node centred on the Takanini Train Station, and also identified a larger greenfield area to the east edge for urbanisation. The Papakura District Council subsequently developed the Takanini Structure Plan (2000) for the greenfield area which anticipated staged urbanisation with a view to accommodating a population of 20,000 by 2050.

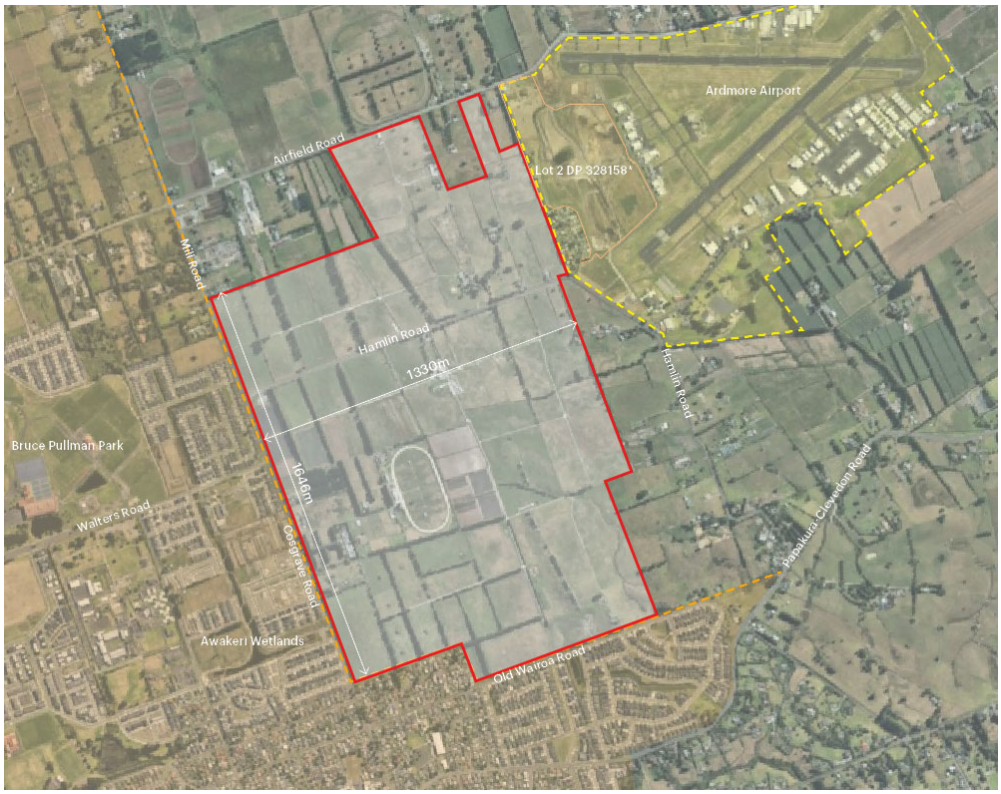

Figure 1 Site Location

[1] Franklin Local Economic Overview 2022

[2] MFE Urban Design Case Study: Addison Housing Development

The Site

3.5. The Site comprises a total of 244.5 hectares over 23 lots and is bounded by Airfield Road to the north, Cosgrave Road to the west, and Old Wairoa Road to the south.

3.6. The Site is generally rectangular in shape measuring approximately 1,600m x 1,300m. It is situated on mostly flat low-lying land around RL 25m. The southeast corner of the Site is slightly more elevated on sloping land with a highpoint of approx. RL 50m along the Old Wairoa Road interface.

3.7. Adjacent to the western boundary of the Site is a recently developed medium density residential neighbourhood. The built form character of this area is typified by a higher intensity residential suburban development comprising of smaller lots, typically 200m2, two storey dwellings, smaller yards, 'simplified' architectural forms, limited garages, and relatively narrower streets. Integrated stormwater management is controlled by way of the Awakeri Wetlands which run through the new development.

3.8. Adjacent to the southern boundary of the Site is an area of existing residential neighbourhood along Old Wairoa Road. All of the land to the south of the Site has been developed and is a mix of residential housing – generally single lot 1-2 storey dwellings.

3.9. To the north and east, the Site is bordered by existing rural properties in the mixed rural zone and Ardmore Airport.

Figure 2 Site Aerial

Landform + Features

3.10. The Site is situated on mostly flat low-lying land around RL 25m. The southeast corner of the Site is slightly more elevated on sloping land with a highpoint of approx. RL 50m along Old Wairoa Road interface. There is very little topographical change across the majority of the Site.

3.11. Pre-human the Site would have comprised of the 'bog/fen mosaic' ecosystem. These ecosystems are characteristic of the Manukau ecological district, which is characterised by low altitude topography near the Manukau Harbour with poorly drained soils and peats on river flats and swamps[3]. These geotechnical ground conditions (including peat soils) will generally restrict building heights to two storeys in certain locations[4].

[3] Bioresearches (2023). Sunfield Block Plan Change: Baseline Ecology.

[4] Sunfield Concept Masterplan, p68

3.12. Historically, the Site has been modified and used for agricultural farmland and as such has little existing vegetation of value. The Site has predominantly only had vegetation consisting of exotic and limited indigenous shelter belts and livestock shade trees.

3.13. Due to the historical and current agricultural and pastoral land use activities, the Site contains predominantly pasture, with very limited shrub or tree vegetation. The key terrestrial ecological values of the Site are associated with the shelter belts, riparian yards and isolated native tree stands. Vegetation within the Site is predominantly mixed exotic and some native vegetation, with no diversity in structure and is generally of small, isolated fragments providing no connectivity to the wider ecological area. Vegetation within the Site is not representative of the ecological district, or historic ecosystem extents. There is a locally important stand of Kahikatea trees in the north of the Site which is proposed to be protected. The overall ecological value of the Site is considered to be low[5].

3.14. The Site is characterised by farmland for stock grazing with existing shelterbelts, farm tracks, and farm drains in an orthogonal arrangement that follow the same orientation as the surrounding roading and lot pattern. The shelter belts act as distinctive site features, providing delineation of paddocks, and containing any expansive views.

3.15. Surface water systems within the Site consist of artificially constructed farm drains or permanent streams which have been modified through straightening and deepening to form drainage channels. Water within these channels is highly turbid and provide a very low degree of aquatic habitat. A natural inland wetland of approximately 3,930 m2 in size was identified in the southern portion of the Site. The wetland is dominated by exotic plant species, including listed pest plants, and has been highly modified from its original vegetation. Overall, the freshwater ecological value of the Site is considered to be low[6].

3.16. Across the 244.5ha Site there is a mix of scattered existing built form. Generally, this consists of single houses, outbuildings, barns/sheds, farm fencing, driveway/access tracks and greenhouses. Most of the buildings are associated with paddocks/productive land and are agricultural in character. No archaeological sites had previously been recorded on the Site prior to an inspection by a buildings archaeologist of the villa at 80 Hamlin Road, with one archaeological site being identified as a result[7].

[5] Bioresearches (2023). Sunfield Block Plan Change: Baseline Ecology.

[6] Bioresearches (2023). Sunfield Block Plan Change: Baseline Ecology.

[7] Clough (2022). Archaeological Assessment

Figure 3 Existing buildings, shelterbelts and farm drains (Google Earth)

Cultural Values

3.17. A separate Cultural Values Assessment (CVA) summary has been prepared by Navigator[8] which provides relevant details on the cultural values of the area.

3.18. The wider area is land that is connected to the ancestry / whakapapa of present members of iwi groups. Tribal landmarks such as maunga (hills/mountains), waterways, and ridgelines are important given the surrounding land has been modified and damaged by intensive farming, development and urban pollutants.

3.19. The Papakura/Drury area and surrounds were an important access point for travellers in pre-European times (and later in the early settler and military periods). With Manukau Harbour to the west and the Hunua Ranges to the southeast, it was an area highly utilised as a link between Tamaki Makaurau and the Waikato. The Manukau Harbour shores were the entrance to the inland route to Wairoa (Clevedon) and the Hauraki Gulf.

[8] Navigator Limited is a management consultancy which acts as an intermediary for social, economic, and cultural outcomes. One of its areas of expertise and experience is its relationship with Iwi authorities and Māori organisations across the country. Navigator is a trusted intermediary for some iwi across their programmes and projects. It has significant experience across the country in supporting developers with their authentic engagement with Mana Whenua.

3.20. The traditional name for the Papakura District is Wharekawa. It has been the home for a number of Maori iwi and hapu, including Ngati Tamaoho, Ngati Akitai, Ngai Tai and Ngati Pou. The people of Wharekawa derived mana from their association with the Manukau Harbour and also from Hunua which supplied all their needs and is a great taonga for them.

3.21. Pre-European Maori settlement patterns in Papakura district indicate the area was intensively settled by Maori. Maori settlement was generally focused along the coast and navigable waterways, on the good agricultural soils and major land route-ways. Within the Papakura district the main concentration of settlement was along the shores of the Manukau Harbour and on the higher ground on the western slopes of the Drury - Papakura Hills to the east and south.

3.22. In pre-European times the landscape would have been more varied with swamps and bush. Wetland/swamp areas in the lowlands to the west of Papakura are unlikely to have attracted settlement, but resources abundant in these areas would have been utilised. Historically there would have been numerous creeks originating from deep swamps dissecting the Manukau area and reducing the amount of firm and habitable land.

3.23. Pukekiwiriki Paa, located to the south of the Site, is a taonga of cultural, historical, archaeological, and geological significance. Mana whenua are kaitiaki of Pukekiwiriki Paa. Mana whenua can trace their use of and connection to the paa back through their whakapapa. Pukekiwiriki Paa was one of the most strategically important locations in South Auckland. It was part of a much wider network, connected by ara hiikoi (traditional pathways) to the Hunua Ranges, Wairoa River, the Bombay Hills (Pukerewa) and the Waikato. The paa was also connected directly by tracks to other nearby villages, the food sources of the bush on the Papakura flats, and the kaimoana of the Manukau Harbour.

3.24. There are currently no sites of significance within the Site that are formally recognised and protected through planning provisions under the AUP.

Land use, Zoning & Character

3.25. The 244.5ha Site consists of approximately 56.5ha of land identified as Future Urban Zone (FUZ) and 188ha as Mixed Rural Zone (MRZ) under the AUP(OP). To the north of the Site land is zoned MRZ, to the east of the Site land is zoned Special Purpose Zone (Ardmore Airport) and further MRZ, and to the south and west of the Site land is zoned Residential (Mixed Housing Suburban).

3.26. The Site is a highly modified rural landscape that sits in between a wider environment of recent residential development on the urban-rural fringe, and an operating airport immediately adjacent to it. It is highly modified, with extensive farm drains, shelter belts and farm tracks and is made up of a mixture of grazing land and higher intensity operations such as market gardens, horse riding stables, nurseries, and organic produce farming etc.

3.27. The immediate and surrounding landscape is extremely flat, sitting within a low flood plain that extends all the way to the coast in the west. The land rises to the southeast of the Site towards the Hunua Ranges and to the north of the Site towards the Redoubt Road ridgeline. The Site itself is mostly flat with a small rise at the eastern which has some views to the north and west.

3.28. On the southern and western edges of the Site, the adjacent land use is established residential areas and newer residential developments comprising of higher intensity medium density housing. On the northern and eastern edges of the Site, the adjacent land use is rural properties and agriculture usage and Ardmore Airport.

3.29. The recent housing developments (2017+) along the western side of Cosgrave Road consist of intensive medium density housing arranged in a generally orthogonal block pattern. The housing is a mix of typologies and is predominantly two storey terrace housing. The rear of the properties back on to Cosgrave Road with a poor streetscape interface due to the tall back fences, narrow street berm (void of street trees), and general ‘low cost’ visual aesthetic. Stage 1 of the Awakeri wetlands is located within this development and provides stormwater treatment for the developments as well as providing open space and walking and cycling connections to Bruce Pullman Park.

Figure 4 Existing housing along Cosgrave Road

3.30. Housing along Old Wairoa Road consists of a mix of 1-2 storey suburban housing. The form of development is reflective of a variety of housing typologies relative to age, and with an evolving contemporary aesthetic in areas of newer development.

Figure 5 Existing housing along Old Wairoa Rd

3.31. Overall these areas have, in general, a typical urban (suburban) landscape and character.

3.32. The land to the north and east of the Site is typified by larger lot rural and productive landscape characteristics as described in the AUP:

- *A predominantly working rural environment;*
- *Fewer buildings of an urban scale, nature and design, other than dwellings and their accessory buildings and buildings accessory to farming;*
- *A general absence of infrastructure which is of an urban type and scale;*
- *A sense of openness and spaciousness due to the lack of development and structures;*
- *Established and mature vegetation consisting of shelterbelts and stands of trees*[9].

[9] Auckland Unitary Plan H19. Rural zones

3.33. However, the nearby Ardmore Airport and its associated light industrial and industrial activity contributes to a more ‘urban’ character in this particular location due to the type and scale of buildings as well as the form of activity. The airport, considered as one of New Zealand's busiest general aviation airfields, does not embody the same ‘rural’ character as the wider landscape that it sits within. Buildings of up to 20.0m are permitted in the Ardmore Airport Precinct (Sub-precinct Airport) and there is minimal vegetation due to operational restrictions.

Figure 6 Ardmore Airport

4. Statutory Context

4.1. The following is a summary of the relevant provisions that have informed this assessment, in terms of landscape and visual effect considerations. Relevant Documents include:

- Resource Management Act 1991(RMA)
- Auckland Unitary Plan (Operative in Part)

Resource Management Act 1991 (RMA)

4.2. Part 2 of the RMA sets out the purpose and principles of the Act. Section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical resources.

4.3. Section 6 sets out the matters of importance that must be recognised and provided for in achieving the purpose of the RMA. The protection of outstanding natural features and outstanding natural landscapes from inappropriate subdivision, use and development is identified as a matter of national importance in section 6(b). There are no outstanding natural features or landscapes (ONF/L) within the Site, or in close proximity, with the closest being the Hunua Ranges. The ONL is not affected in any way by the proposal.

4.4. Another matter of national importance is the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins and the protection of them from inappropriate subdivision, use and development as identified in section 6(a). The Site is not located in the coastal environment and does not contain any lakes or rivers. The Site contains a natural inland wetland in the southern block.

4.5. Section 7 of the RMA outlines other matters such as cultural importance, use and development of resources, quality environments, and amenity values. Matters relating to quality environments and amenity values are relevant to this assessment and are to be taken into account. This is considered in this report in relation to potential effects on views and visual amenity.

Auckland Unitary Plan (Operative in Part)

4.6. The Site is zoned Future Urban Zone ("FUZ") and Rural – Mixed Rural Zone ("MRZ") under the Auckland Unitary Plan (Operative in Part) ("AUP OP"). The MRZ zoning also occurs to the immediate north and east of the Site. To the south and west of the Site, the zoning is Residential – Mixed Housing Suburban Zone (MHS). There is a large area of Special Purpose Zone immediately adjacent to the north eastern boundary of the Site, covering the Ardmore Airport land.

4.7. The 244.5ha Site currently consists of approximately 56.5ha of land identified as FUZ and 188ha as MRZ.

4.8. The FUZ is applied to greenfield land that has been identified as suitable for urbanisation. The FUZ is a transitional zone. Land may be used for a range of general rural activities but cannot be used for urban activities until the Site is rezoned for urban purposes. Within Council's Future Growth Strategy, the Cosgrave Road site is to be 'development ready' between 2023 and 2027[10].

H19.7 Rural – Mixed Rural Zone

H19.7.1. Zone description: *The purpose of the Rural – Mixed Rural Zone is to provide for rural production, generally on smaller rural sites and non-residential activities of a scale compatible with smaller site sizes. These areas often have a history of horticulture, viticulture, intensive farming and equine-related activities. These activities have in turn supported the establishment of produce sales or retail services such as cafés, restaurants, tourist and visitor-related facilities. Sites in this zone provide flexibility to accommodate a range of rural production activities and associated non-residential activities while still ensuring good amenity levels for residents who use their land for rural lifestyle purposes.*

H19.7.2 Objectives

[10] Auckland Council - Auckland Future Development Strategy 2023-2053

(1) The existing subdivision pattern is used by a range of rural production activities and non-residential activities that support them.

(2) The continuation of rural production and associated non-residential activities in the zone is not adversely affected by inappropriate rural lifestyle activity.

(3) Rural character and amenity values of the zone are maintained while anticipating a mix of rural production, non-residential and rural lifestyle activities.

Chapter B Regional policy statement

B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form

B2.2.2. Policies

(2) Ensure the location or any relocation of the Rural Urban Boundary identifies land suitable for urbanisation in locations that:

- *a) promote the achievement of a quality compact urban form - connecting to existing development and urban fabric;*
- *b) enable the efficient supply of land for residential, commercial and industrial activities and social facilities; existing infrastructure in place, capacity and connections*
- *c) integrate land use and transport supporting a range of transport modes;*
- *d) support the efficient provision of infrastructure;*
- *e) provide choices that meet the needs of people and communities for a range of housing types and working environments; and*
- *f) follow the structure plan guidelines as set out in Appendix 1; while:*
- *g) protecting natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character; no specific overlays, low existing natural value*
- *h) protecting the Waitākere Ranges Heritage Area and its heritage features;*
- *i) ensuring that significant adverse effects from urban development on receiving waters in relation to natural resource and Mana Whenua values are avoided, remedied or mitigated;*
- *j) avoiding elite soils and avoiding where practicable prime soils which are significant for their ability to sustain food production; poor soils*
- *k) avoiding mineral resources that are commercially viable;*
- *l) avoiding areas with significant natural hazard risks and where practicable avoiding areas prone to natural hazards including coastal hazards and flooding; and*
- *m) aligning the Rural Urban Boundary with:*
    - *a. strong natural boundaries such as the coastal edge, rivers, natural catchments or watersheds, and prominent ridgelines; or*
    - *b. where strong natural boundaries are not present, then other natural elements such as streams, wetlands, identified outstanding natural landscapes or features or significant ecological areas, or human elements such as property boundaries, open space, road or rail boundaries, electricity transmission corridors or airport flight paths.*

4.9. It is considered that the proposal is consistent with the direction of the RPS *B2.2. Urban growth and form / B2.2.2. Policies / (2) Ensure the location or any relocation of the Rural Urban Boundary identifies land suitable for urbanisation.* The FAB Application connects into the existing adjacent development and existing urban fabric of Takanini and Papakura.

Rural Urban Boundary

4.10. The existing Rural Urban Boundary (RUB) currently runs along the western boundary of the Site (along Cosgrave Road) before cutting across the southern portion of the Site around the FUZ area. The RUB acts to define the boundary of Auckland's urban area.

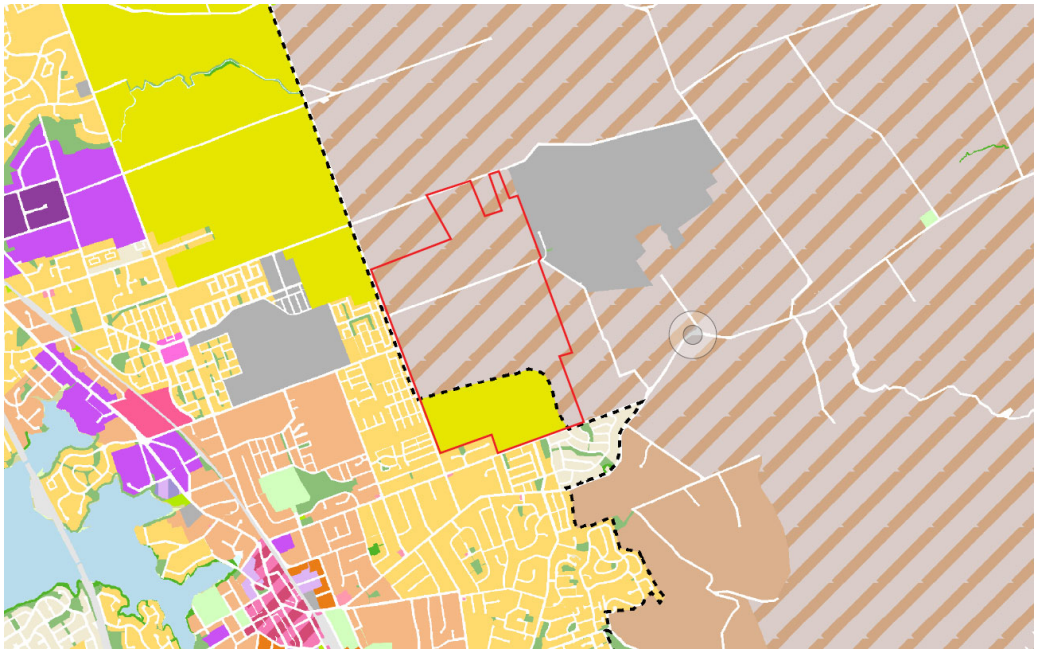

Figure 7 Existing Rural Urban Boundary

4.11. These limits were predominantly defined to minimise the adverse effects of urban development on regionally significant resources, including areas of high amenity value; natural heritage and cultural heritage features and areas; prime land; vulnerable ecosystems; areas where the quality of the environment is already degraded and requires improvement; areas prone to the impact of natural hazards such as flooding or land instability, and areas which if urbanised are likely to induce flooding or instability elsewhere.

4.12. The location of the RUB is somewhat arbitrary, from a landscape perspective, as it does not follow a strong natural boundary and currently results in the Mill Road arterial corridor having FUZ land on one side and MRZ on the other side. This would be inconsistent with providing a strong urban edge to an important arterial growth corridor.

4.13. In conjunction with the proposed changes to zoning, the RUB will be realigned to follow the new zoning. The change to the RUB enables the efficient provision of development capacity and land supply for residential, commercial and industrial growth. The change promotes the achievement of a quality compact urban form by way of the ''Sunfield'' master plan. The proposed realignment of the RUB follows property boundaries and the proposal creates a significant vegetation buffer/transition along the Site's eastern boundary. This edge treatment will provide a softer transition along the urban-rural interface.

Plan Change 78: Intensification

4.14. Plan Change 78 (PC78) responds to the government's National Policy Statement on Urban Development 2020 (amended in 2022) and requirements of the Resource Management Act. This means that Council must:

- Enable more development in the city centre and at least six-storey buildings within walkable catchments from the edge of the City Centre, Metropolitan Centres and Rapid Transit Stops.
- Enable development in and around neighbourhood, local and town centres.
- Incorporate Medium Density Residential Standards (MDRS) that enable three storey housing in relevant residential zones in urban Auckland.
- Implement qualifying matters to reduce the height and density of development required by the RMA to the extent necessary to accommodate a feature or value that means full intensification is not appropriate.

4.15. Through the use of MDRS, the Government requires Council to enable medium density housing across most of Auckland's residential suburbs. Three dwellings of up to three storeys, including terrace housing and low-rise apartments, are to be permitted on most residential properties unless a 'Qualifying Matter' applies.

4.16. Council is required to incorporate the MDRS into all relevant urban residential zones, which includes the Mixed Housing Urban (MHU) zone. The MHU zone already enables development of up to 3 dwellings without resource consent and already includes standards that are similar to MDRS. Council has proposed to apply the MHU zone more widely across Auckland, and in many locations the existing Mixed Housing Suburban (MHS) zone will be 'up-zoned' to MHU.

4.17. Over time, the appearance of neighbourhoods and the urban form within this zone will change, with development typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments. PC78 sets a new baseline for a more intensive and higher urban & suburban environment across the city. It is therefore anticipated that the visibility of buildings of up to three storeys and on smaller sites, imbedded within a larger urban context, will be consistent with the outcomes anticipated by the PC78 intensification.

4.18. The majority of the residential areas to the south and west surrounding the Site have been identified as MHU. This includes existing residential areas along Cosgrave Road and Old Wairoa Road.

4.19. 56.5 hectares (23%) of the Site is currently within the RUB and is zoned Future Urban. For the remainder of the Site, outside the RUB, there is no change to its underlying zoning as part of PC78. However, as the FAB Application involves changing the zoning from rural to residential, the implications and potential effects of the MHU zoning, will form the basis for analysis.

5. The Proposal

5.1. The Applicant intends to develop the Site as a comprehensive masterplanned proposal named ‘‘Sunfield’’. This involves rezoning a portion of the Site and the realignment of the RUB.

5.2. The FAB Application states that *“The concept masterplan for Sunfield presents a bold new vision for compact living in a car-less environment that prioritises people and community. New models for energy supply, transport, employment, and a connection with nature are all embedded in the plan which promotes a significant step change in the development of new housing for Auckland”*[11]

5.3. Sunfield is planned as a sustainable neighbourhood across 244.5 hectares of contiguous land which upon completion will comprise of the following:

- 4,000 healthy homes, consisting of 3,400 individual homes and 3 retirement villages of approximately 600 independent living units and care beds.
- 460,000m2 of employment, retail, healthcare and education buildings.
- A 7.5 hectare town centre.
- A school.
- 5 retail hubs located throughout the community.
- Permanent jobs for over 11,000 people.
- 25.6 hectares of open spaces, green links, recreation parks, reserves and ecological offsets.
- Extensive restoration and native planting of the core stream and wetland network..

5.4. The following plan provides an overview of the distribution of proposed zones across the Site (refer also to Appendix 2). The plan highlights the strong focus on the stormwater and stream corridors, and green links through the Site. The western half of the Site is proposed as residential with pockets of local hubs, aged care and a school site. The northeastern portion of the site is proposed as an employment zone taking into consideration the AUP Noise Contours overlay. In the centre of the plan is a town centre and health care activities. Along the northern and eastern boundary, the Site is defined by a wide stormwater corridor that will feature native revegetation planting and habitat creation. The proposed residential areas will integrate into the existing residential neighbourhoods along Cosgrave Road and Old Wairoa Road, essentially extending the urban fabric of these areas into the Site.

[11] Sunfield Design Report

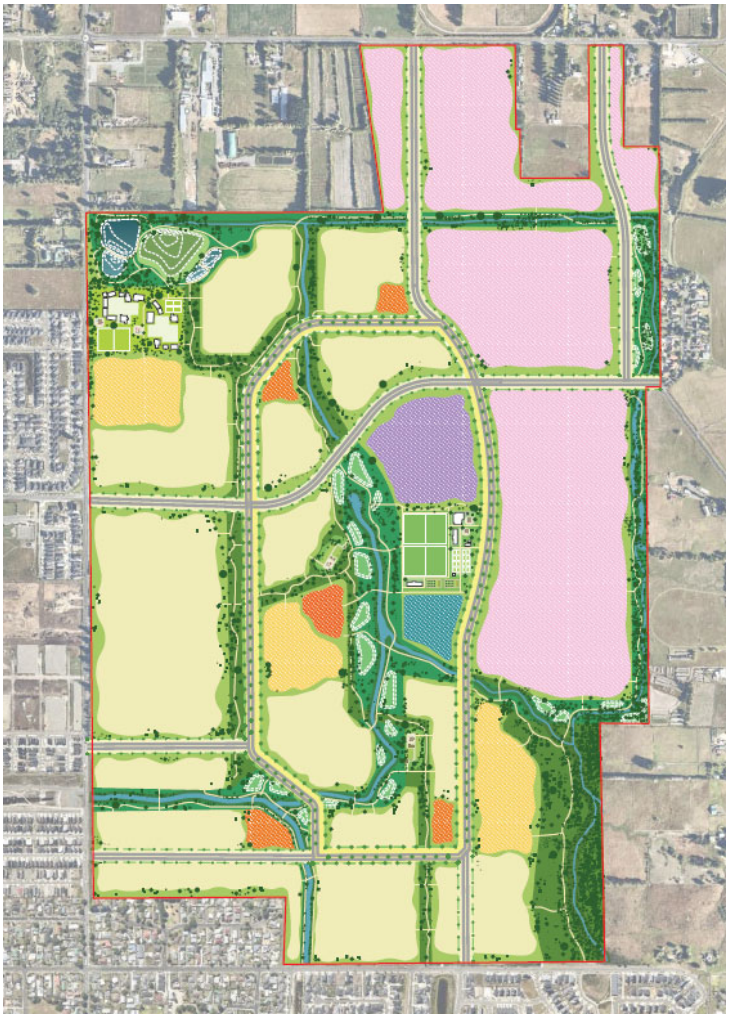

Figure 8 Masterplan

5.5. The primary stormwater solution for the Site takes the form of a stormwater conveyance channel. This will be an extension of the Takanini Stormwater Conveyance Channel (TSWCC) and Awakeri Wetland system. Stormwater discharge from the Site will be limited by providing attenuation for, and up to, the 100- year ARI flows for the development in publicly owned communal stormwater devices. Attenuation will be provided via a proposed extension to the TSWCC-Stage 4, a stormwater wetland pond, and secondary stormwater swales. The proposed stormwater management systems will filter and clean stormwater, improving water quality in the nearby Manukau Harbour and creating a habitat for native bird, lizard and fish species.

5.6. Identified as the 'Centralised Stormwater Park' in the Sunfield Design Report, this key landscape feature will carry out an important stormwater attenuation and treatment function. The wide corridor will enable the park to be a space for recreation and amenity, whilst also having significant flood mitigation and ecological function and value. In addition to the stormwater park, the existing stream corridor will be widened and revegetated with the indigenous species that once grew on the Site. There will be recreational opportunities for residents in the open spaces across the Site, linked through a network of walking and cycling paths.

5.7. A wetland park located on the Site's north western boundary is the catchment for the stormwater system that borders the northern and eastern boundaries of Sunfield. The wetland park has important ecological and stormwater functions whilst also providing a large recreational space for local residents and a destination open space for the community. It is envisioned that a link with the school could be created for outdoor learning opportunities.

5.8. The primary open space network is made up of:

- A series of greenways.
- A central stormwater system.
- A revitalised stream park.
- Wetland park for stormwater management.
- Sunfield park – a central park with sports and community facilities.
- Local neighbourhood parks - for play, respite and to gather.
- Pocket parks.

5.9. The open spaces have been designed to function as an interconnected network enabling a holistic approach to managing and treating stormwater, providing biodiversity remediation, and linking greenways which allow residents to walk and cycle throughout the development. The various open spaces allow for a significant opportunity for the introduction of different vegetation types and biodiversity initiatives that will greatly improve the ecological value of the Site. With an overarching strategy to increase biodiversity and restore native vegetation throughout the Site, a comprehensive vegetation strategy will be developed with Mana Whenua to provide for a range of habitats and ecological connections.

Figure 9 Open space network

6. Effects Assessment

6.1. Landscape and visual impacts result from natural or induced change in the components, character or quality of landscape. When rezoning applications are proposed the inevitable consequence is a transition of the landscape to a new form of land use with its associated change in character and amenity values.

6.2. When assessing the potential effects arising from a rezoning application the assessment needs to consider the nature of the maximised potential future development enabled by the provisions of the rezoning.

6.3. A landscape effect is a consequence of changes in a landscape's physical attributes on that landscape's values. Change in itself is not an effect as landscapes change constantly. It is the implications of change on landscape values that is relevant. While an effect arises from changes to physical attributes, the consequences on landscape values relate to all a landscape's physical, associative, and perceptual dimensions. Landscape effects can be both adverse and positive.

6.4. Effects on landscape attributes take into consideration physical effects to the land resource and considers the susceptibility of the landscape to change. Landscape values relate to people's aesthetic perception of the biophysical environment, including considerations such as naturalness, vividness, coherence, memorability, and rarity. Landscape character is derived from a combination of landform, land cover and land use (including cultural elements) which gives an area its identity.

6.5. Visual effects relate to the amenity values of a landscape. Visual amenity is one component of what contributes to the amenity values of a place. Amenity value is defined as *'those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes*[12]*'*. Visual amenity effects are influenced by a number of factors including the nature of the proposal, the landscape absorption capability and the character of the Site and the surrounding area. Visual amenity effects are also dependent on distance between the viewer and the proposal, the complexity of the intervening landscape and the nature of the view.

6.6. Effects are considered against the existing and potential landscape values, and the outcomes sought in the statutory provisions. Such provisions often anticipate change and on achieving certain landscape values. Whether effects on landscape values are appropriate will therefore depend both on the nature and magnitude of effect on the existing landscape values and what the provisions anticipate.

6.7. The principal elements of the proposal that will give rise to landscape and visual effects are:

- A change in landscape character from a 'rural' zone to a higher intensity residential development;
- Potential loss in visual amenity;
- Potential visual dominance effects.

Landscape Effects

6.8. The Site is largely open pastureland with shelterbelts and farm drains defining paddocks and land parcels. The existing landscape has been highly modified through farming uses, which has filled, shifted, degraded and denuded the Site of endemic plant species.

6.9. As the Site is extremely flat, earthworks to establish the street network and land suitable for urban development will be relatively minor in nature. Existing boundary interfaces (roads and housing) will generally set levels that will be connected into by proposed roads and development platforms. The existing rolling topography across the Site will ultimately undergo a level of modification as a result of preparing the land for suitable development. It is anticipated that the earthworks required to achieve the

[12] RMA: Part 1 Interpretation and application

roads and housing platforms will work with the existing contours and topography in order to minimise cut/fill requirements.

6.10. Existing watercourses within the Site consist of artificially constructed farm drains or permanent streams, which have been modified through straightening and deepening to form drainage channels. All are of low quality and ecological value. The two permanent streams which are present and bisect much of the eastern and south-eastern part of the Site, will be retained and restored becoming a key aspect of the blue-green network throughout the development. The large central stormwater channel will create a new distinctive green spine through the Site, connecting to the wider open spaces and stormwater networks of adjacent developments. The proposed stormwater network provides an arranging structure to the overall layout of the masterplan and guides the connectivity of the proposed open spaces.

6.11. The existing vegetation within the Site, associated with its rural pastoral land use (shelter belts, clusters of shade trees etc), is not considered of sufficient value or quality to justify retention or protection and does not relate to the intended future urban use. Where appropriate, the Applicant proposes to retain some of the mature trees within the green connections and reserves, providing scale and history for the new development. There is no vegetation identified to be significant in terms of ecological value (SEA) or notable trees having specific amenity values.

6.12. The implementation of the proposed Sunfield masterplan will ultimately provide an enhanced level of soft landscape to the Site by way of street trees; trees and planting in the parks and open spaces; riparian planting in wetlands, swales and streams associated with stormwater management; and vegetation (trees and shrubs) in private gardens. An estimated 25.6 hectares of open spaces, green links, recreation parks and reserves and ecological offsets will be provided through the masterplan.

6.13. The reconfiguration of the streams and stormwater network and the associated riparian and terrestrial planting is expected to improve the overall ecological values (both terrestrial and aquatic) within the Site's footprint, as well as providing ecological connectivity to wider habitats. Revegetation of the riparian areas will improve habitat for terrestrial indigenous species in the medium to long term and improve ecological resilience and integrity as well as connectivity.

6.14. With an overarching strategy to increase biodiversity and restore native vegetation throughout, a comprehensive vegetation strategy will provide for a range of habitats and ecological connections. The large land areas designated for recreation, restoration and water management will contribute holistically to improved environmental outcomes for native flora and fauna. The Proposal will create healthy and connected waterways and open green spaces to support restored natural habitats.

6.15. Landscape character is the distinct and recognisable pattern of elements that occurs consistently in a particular landscape. It reflects combinations of landform, vegetation, land use and features of human settlement. It creates the unique sense of place defining different areas of the landscape. Character encompasses everything about a landscape—its physical, associative, and perceptual dimensions.

6.16. The conversion of the FUZ 56.5ha of the Site from a rural land use to an urban form of development will lead to a significant change in the character of the landscape. A change from a rural landscape to an urbanised landscape is however signalled and largely anticipated within the FUZ. The AUP's expectation is that this portion of the Site will be developed for urban activity. The proposed development in this location will change the existing rural character of the Site from rural farmland to residential development with a framework of roading, an open space network, and local community hub. As such the magnitude of the change is considered high. However, when considered in the wider landscape context, the development is in keeping with the scale and intensity of development in the rapidly expanding neighbourhoods directly adjacent the site to the west and south. This pattern of residential development is consistent with the FUZ zoning of the land and represents the intended outcome of the AUP. While the transformation from 'pasture' to 'housing' would initially result in a high degree of change, in the long term the proposed development would be viewed as a logical continuation of the urban fabric and would integrate well into the surrounding residential character of Takanini and Papakura.

6.17. The conversion of the remainder of the 188ha of the Site from a rural land use to an urban form of development would also lead to a significant change in the existing character of the landscape. The

Site is largely pastoral and can be typified by expansive grass fields, with large exotic shelterbelts dividing the gentle rolling landform. The Site has been used for agricultural use for over 100 years *"In general, the plans show that the land containing the Plan Change area was granted to European settlers from the mid-19th century, although the earliest evidence of European habitation (i.e. plans showing the presence of houses) on the properties is from the first two decades of the 20th century (located on Lot 2 DP 21397 and DP10383). It is, however, possible that these properties were occupied prior to 1900 and quite likely that farming and other activities, such as gum digging and swamp kauri logging, occurred on parts of the land as well"*[13].

6.18. However, much of the urban-rural fringe of Takanini and Papakura is changing in character. Development along Cosgrave Rd was initially on land very similar to the Site - "*The current landscape qualities of the subject area are generally made up of the rural character of the project site and its surrounds, and the urban fringe to the south. Existing buildings in the area are predominately rural, including paddocks and farm related buildings or single dwellings….The site is characterised by open grassed paddocks intersected by a number of farm drainage channels*"[14], and is now an integrated medium density residential neighbourhood. Over the last 10 years the site was developed, and the character associated with it has evolved and formed a new baseline.

6.19. In total the MRZ zone encompasses an area of approximately 10,182 hectares and includes the areas of Alfriston, Papakura, Red Hills, Ardmore and out to Clevedon and Maraetai on the coast. Rezoning of the Site would result in a 2% reduction of the total 'rural' area. Another consideration as to the changing character of the immediate area and Site is the presence of the adjacent Ardmore Airport. The airport, considered as one of New Zealand's busiest general aviation airfields, does not embody the same 'rural' character as the wider landscape that it sits within.

6.20. Despite the changing character of the wider area, the proposal does introduce a large-scale urban development that contrasts the current rural character of the Site. The existing character of the Site is a generic pastoral landscape – rolling landform, farm drains, shelter belts with houses and agricultural buildings dotted throughout. It is not a unique, special or particularly revered rural landscape, however it does provide viewers with a sense of openness (albeit with views that are somewhat contained by shelterbelts). Views across the existing paddocks are dominated by their gently rolling terrain and a sward of open pasture. The loss of open space and its visual counterpoint with the current urban edge, will lead to some erosion of the area's perceived natural qualities, aesthetic appeal, legibility, distinctiveness and sense of place. However, such effects would likely have more of an influence on the appreciation of the local landscape and its amenity values by adjacent residential properties (i.e views from dwellings), as opposed to any real loss of 'rural character' in the area.

6.21. As part of the proposal, the eastern and a portion of the northern boundary of the Site will include a wide planting buffer (stormwater corridor) to provide a substantial transition from urban to rural land use along the RUB. The planted buffer will provide a softer transition from urban to rural land uses, providing a visible and distinctive delineation between the land use zones. It will also provide vegetated screening to the proposal when being viewed from the north and east. This buffer will maintain a 'green' backdrop to the adjacent rural properties and minimise potential visual effects.

6.22. The existing southern and western boundaries currently have an abrupt interface and transition from rural character to an intensive medium density residential character. This results in a disjointed streetscape along Cosgrave Rd and Old Wairoa Rd with 'rural' and 'urban' on opposite sides of the road.

6.23. Cosgrave Road is an arterial route, providing linkage to SH1 via Mill Road. Mill Road is a strategic north-south corridor that will provide resilience and connectivity for the southern network by improving access to future residential and employment opportunities.

6.24. Land on the western side of the Mill Road corridor (approx. 575ha from Airfield Rd north to Totara Park) is also zoned as FUZ, signalling the substantial change to urbanisation in the area. This would point to an anticipated significant changing of the character along Cosgrave and Mill Roads.

[13] Clough (2022). Archaeological Assessment

[14] Auckland Council – AEE for Takanini Stormwater Conveyance Channel July 2014

6.25. The transformation from ‘pasture’ to ‘urban’ would be dramatic – the buildings, infrastructure and activity on the Site would represent a very significant change to the existing environment. However, a changing character is not necessarily ‘negative’ - the proposal is innovative in its layout and approach to accommodate the nature and type of development sought for the Site. The proposal displays a carefully considered response to the Site. It seeks to highlight and enhance the ‘natural’ features by celebrating the streams, wetlands, and green corridors that have been filled in or degraded by the rural land uses and proposes significant planting buffers along its rural edges. The Site will have a strong identity founded on the interwoven green-blue network and vegetated edges. This vegetation framework will help to, both physically and visually, contain and soften the overall extent of the proposal.

6.26. While the masterplan features noted above would result in significant positive effects on the Site, it would not obviate the loss of views over open paddocks or the perceived encroachment on the ‘’countryside’’. The effect on the character of the proposal in the short term is considered to be High.

6.27. However, the Site is also considered a logical extension of the residential growth in this part of Takanini based on its proximity to existing urban development, infrastructure, road network, topography, and the efficient use of land. Over time, the proposed development would integrate into the existing urban and open space fabric (and urban character) of wider Takanini and be read as a continuation of the urban area. The effect on the character of the Site in the long term, as the development grows and matures, is considered to be Low-Moderate.

6.28. The proposal would fundamentally change the composition of the Site, but this transformation would be greatly softened by the extensive landscape treatments proposed. The holistic open space and vegetation strategy that integrates stormwater management, recreation, movement networks, natural features, public and private outdoor spaces, increased biodiversity and environmental outcomes, waterway restoration, and habitat creation would create a landscape that is significantly altered, but that would be highly valued when implemented.

6.29. Overall, when considering the adverse and positive effects of the proposal, the landscape effects are considered to be **Low-Moderate.**

Visual Effects

6.30. Visual impacts result from natural or induced change in the components, character or quality of landscape. The visual effects generated as a result can 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.

6.31. The degree to which visual effects are generated depend on a number of factors, including:

- The degree to which the outcome of the FAB Application contrasts, or is consistent, with the qualities of the surrounding landscape.
- The way in which the FAB Application area is observed and experienced, determined by the observer’s position relative to the area and its extent.
- The distance and context within which the proposal is viewed / experienced.
- The area or extent of visual catchment.
- The number of viewers, their location and situation - static, or moving.
- The backdrop and context within which the area is viewed.

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

6.32. A change in view/visibility of a proposal does not in and of itself constitute an adverse effect.

6.33. Visual presence is a quantitative measure relating to how noticeable or visually dominant the proposal is within a particular view. This is based on a number of aspects beyond simply scale in relation to distance. Some of these include the extent of the view, as well as its complexity and the degree of movement experienced i.e. within a busy street scene. The backdrop against which the development is presented and its relationship with other focal points or prominent features within the view is also considered. Visual presence is a measure of the relative visual dominance of the proposal within the available vista and can be expressed as the following:

- Discernible
- Noticeable
- Prominent
- Dominant

6.34. When assessing the potential effects arising from a FAB Application, the assessment needs to consider the nature of maximised potential future development enabled by the provisions of the FAB Application and proposed zoning.

Viewing Catchment

6.35. The visual catchment is the physical area that would be exposed to the visual changes associated with the FAB Application.

6.36. The 244.5ha Site enjoys a low position in the wider Ardmore/Wairoa valley, comfortably nestled between ridgelines to the north and south. The catchment surrounding the Site is urbanised to the south and west, and rural to the north and east.

6.37. The urban form of development to the south and east of the Site is reflective of a variety of housing typologies relative to age, and with an evolving contemporary aesthetic in areas of newer residential development (i.e medium density along Cosgrave Rd).

6.38. Close views of the proposal will come from the existing residential properties and streets that border the Site including Airfield Rd, Mill Rd, Cosgrave Rd, Old Wairoa Rd and Hamlin Rd.

6.39. Mid to Distant views of the proposal will generally come from the surrounding streets, open spaces and residential properties to the north, east and south, with predominantly partial or obstructed views due to topography and existing vegetation.

6.40. The Site is located in a low valley and is surrounded by comparatively low-lying agricultural land allowing for open views towards The Site from all directions, however intervening vegetation, such as shelterbelts, will obscure many views of the development for surrounding viewing audiences

6.41. An initial desktop study of the Site and its surrounding area was undertaken to identify relevant key viewpoints, and a physical site visit was undertaken to confirm or alter viewpoints where necessary.

6.42. Twenty Nine (29) viewpoint locations were selected, to fairly represent available views of the proposal. Photographic viewpoints are included in **Appendix 2.**

Viewing Audience

6.43. The viewpoints were selected as locations that capture and fairly represent the range of views towards the proposal. All viewpoints are taken from public locations and fall into two categories representing the visual catchment:

- Distant Views (between 0.5km and 4km from the Site)
- Immediate Views (up to 0.5km from the Site)

6.44. The primary viewing audiences of the Site and potential future development enabled by the FAB Application have been identified as the following:

Viewing audiences in the wider context (Distant Views)

- Users of distant areas of public open space at Pukekiwiriki Paa (limited visibility);
- Users of distant elevated local roads such as Hill Road, Mill Road, Kaipara Road;
- Residents located on Hill Road, Mill Road, Alfriston Road, Phillip Road, Mullins Road, and Kaipara Road;
- Users of Ardmore Airport.

Viewing Audiences in the immediate vicinity (Immediate Views)

- Users of surrounding local roads such as Airfield Road, Hamlin Road, Mill Road, Cosgrave Road, Old Wairoa Road and Walters Road;
- Visitors to and workers of surrounding local businesses located on the above roads;
- Residents located on the above and surrounding roads.

Views from the Wider Context / Distant Views

6.45. Views from the wider context generally originate from the northern, eastern and southern areas of Ardmore and Papakura in relation to the Site. In many viewing locations in this wider catchment, the Site will not be able to be seen fully due to the intervening landform, angle of view, and or houses and vegetation that screen the Site from view.

6.46. **VP1 | 261 Hill Road, Manurewa** illustrates the viewing perspective looking in a south-easterly direction from Hill Road to the Site. It is a representative viewpoint of private residences located along the eastern end of Hill Road that are located on an elevated contour with views across South Auckland.

6.47. The views from this location are expansive, encompassing much of the elevated ridgelines around Papakura, Red Hills and distant Hunua Ranges. The foreground context consists of predominantly open paddocks and organised shelterbelt planting, with buildings and agricultural structures dotted throughout, visible between vegetation. The Site sits below the existing residential area on the southern side of Old Wairoa Road, and significantly lower than the surrounding hills and ridgelines, which define the horizon. The surrounding vegetated hills form the horizon line for this expansive view, defining the rural-urban extent, with the ‘urban’ component generally kept to the lower levels of topography.

6.48. From this perspective, the proposal would form a logical extension of the existing urban fabric surrounding the Site. The extensive planting proposed will provide a strong ‘green spine’ through the centre of the Site and help to visually connect the proposal with the surrounding landscape. Viewed in this context, the FAB Application would appear well integrated with the current urban fabric of Papakura and ‘fit’ into the wider visual context well. The proposal would not significantly diminish the existing rural outlook or wider Ardmore ‘rural character’. The adverse visual effects from VP1 are assessed as **Low**.

6.49. **VP2 | 174 Mill Road, Manurewa** illustrates the viewing perspective looking in a south-easterly direction from Mill Road to the Site. It is a representative viewpoint of private residences located along Mill Road and motorists travelling along Mill Road (Mill Road is an important arterial route, which will provide an alternative route to SH1 between Manukau and Drury). The Site is not visible along Mill Road due to

the combination of existing large mature vegetation (primarily shelterbelts), the surrounding contour, and road orientation. The adverse visual effects from VP2 are assessed as **Very Low.**

6.50. **VP3 | 1468 Alfriston Road, Alfriston** illustrates the viewing perspective looking in a southerly direction from Alfriston Road to the Site. It is a representative viewpoint of private rural residences located along Alfriston Road and motorists travelling along Alfriston Road. The Site is not visible from the location due to the combination of existing large mature vegetation (primarily shelterbelts) and the relatively flat contour of viewing location. There would be no discernible change to the view from the proposal. The adverse visual effects from VP3 are assessed as **Very Low.**

6.51. **VP4| Pukekiwiriki Paa, Red Hill** illustrates the viewing perspective looking in a northerly direction from the Paa to the Site. It is a representative viewpoint of visitors to the Paa. The Paa is on an elevated topography at an approx. height of RL 130m. Views from the Paa are expansive and encompass the Manukau Harbour in the west around to the Redoubt Road ridgeline in the north. The Site is partially visible through the existing trees sitting 'above' the existing dwellings in the Crestview Rise development and Keri Vista Rise neighbourhood. It is likely that the proposal would be visible from this location (at a distance of approximately 2.5km), however given the vastness of the view and existing composition (suburban Papakura, Takanini, and Karaka), development on the Site will likely be seamlessly integrated into the existing surrounding built form.

6.52. The FAB Application Site sits within a low valley, well below the surrounding vegetated ridgelines to the North, and would visually be connected with the suburban residential character (medium density housing) in the midground of views from this location. The lower lying proposed development spreading across the valley floor would visually display a similar intensity and scale to that already evident of residential neighbourhoods surrounding the Site (including areas of Takanini, Papakura, and Crestview Rise/Keri Vista Rise etc). There would be very low change to this view and no effect on the key features that make up the view. Adverse effects on visual amenity will be of a **Very Low** degree.

6.53. **VP5 | Walters Road/Grove Road, Papakura** illustrates the viewing perspective looking in an easterly direction from Walters Road to the Site. It is a representative viewpoint of private residences located along Walters Road, motorists/pedestrians travelling along Walters Road, and visitors to Bruce Pullman Park. The view is urban in context, with the recently built two level medium density residential buildings framing the view. The Site is visible at the terminus of Walters Road and the Site extent follows the existing shelterbelt along Cosgrave Road. The FAB Application will extend Walters Road into the Site as one of the main access points.

6.54. As part of the proposal, the existing shelterbelt trees along Cosgrave Rd will be removed. This will result in some small visual change to the view as a 'green' backdrop above the residential buildings will no longer be provided. However, new buffer planting is proposed along this edge interface. The FAB Application introduces a new 'urban edge' along the eastern side of the Cosgrave/Mill Road corridor, with residential buildings of a similar size and scale to the existing houses along Walters Road. This proposed urban edge will be in keeping with the urban context and character of the area and would not be considered out of place, but rather a continuation of the current urban form. From this viewpoint the proposal would largely be screened by the existing and future residential development along Walters Road in the foreground. The adverse visual effects from VP5 are assessed as **Low**.

6.55. **VP6 | 72 Phillip Road, Takanini** illustrates the viewing perspective looking in a southerly direction from Phillips Road to the Site. It is a representative viewpoint of private rural residences and agricultural activities/businesses located along Phillip Road, and motorists/pedestrians travelling along Phillip Road.

6.56. The view is rural in context, with flat paddocks, shelterbelt planting and farm fencing being prominent. The hills and ridgelines above Papakura and Red Hills form the horizon, with pockets of residential buildings located on the lower foothills. The view is typical of the rural character experienced in the area – open swathes of paddocks, few buildings, structured shelterbelt planting and agricultural structures.

6.57. The Site is viewed directly south across several rural properties to the Airfield Road boundary interface. The visible portion of the Site is relatively small from this viewpoint due to the existing surrounding vegetation. The Proposed employment zone, as well as the entry road off Airfield Road, will be visible. While there will be a noticeable change to a small portion of the view, however the main components and rural character features of the view will be retained. A landscape buffer along Airfield Rd is

proposed comprising of tall hedgerow planting and amenity planting. This 5m wide strip will provide screening of the built form located a further 15m back.

6.58. Initially, the employment zone would be reasonably visible and constitute a moderate degree of change from the current environment. The light industrial buildings, while visible, will be setback from the boundary and likely be screened by the existing surrounding tree framework and further by the proposed planting along the Airfield Rd frontage. As the proposed planting along the Airfield Rd frontage matures, the proposal would be well integrated into the surrounding context. That planting would over time integrate with the hedgerows, shelterbelts and other mature planting that presently delineates property and paddock boundaries.

6.59. Light industrial buildings are not out of character within the Rural-mixed zone, with the nearby large Auckland Pack & Cool warehouses located at 151 Phillip Road and the Zealandia Horticulture buildings and structures at 99 Phillip Rd. The underlying zoning anticipates a mix of rural production and non-residential activities. Therefore, it is considered that any loss of 'rural' character near this viewpoint would be quite modest, and the proposal would not adversely affect the rural character and amenity values of the immediate area. The adverse visual effects from VP6 are assessed as **Low.**

6.60. **VP7 | 20 Mullins Road, Ardmore** illustrates the viewing perspective looking in an easterly direction from Mullins Road to the Site. It is a representative viewpoint of private rural residences in the vicinity, visitors and users of Ardmore Airport and motorists/pedestrians travelling along Mullins Road.

6.61. The view encompasses much of Ardmore Airport, with the runway, hangars, tower and ancillary buildings visible. A small portion of the Site is visible at a distance across the Airport, in the centre of the image. Existing shelterbelt planting along the Site boundary is visible. The visible edge of the proposal will consist of an approx. 38.5m wide riparian corridor comprising of extensive native revegetation planting. This 'green' edge will provide a landscape buffer between the neighbouring properties and the Site, providing screening and softening of the employment zone land use proposed for the eastern portion of the Site. The presence and visibility of light industrial buildings is considered in keeping with the context and character of the adjacent Airport. The height limited for buildings in the Ardmore Airport Precinct (Sub-precinct Airport) is 20.0m, which is the same as Business – Light Industry Zone. Therefore, it is anticipated that any proposed building on the Site would be of a similar size and scale to that of the Airport buildings.

6.62. As the planting next to the Site boundary matures, the extent of development on the Site would soften and the level of perceived integration would be enhanced, as the planting forms a distinct 'green' edge connecting into the surrounding planted property boundaries. The proposal would not be highly visible and would integrate into the wider visual context of the surrounding landscape. The adverse visual effects from VP7 are assessed as **Low.**

6.63. **VP8 | 66 Mullins Road, Ardmore** illustrates the viewing perspective looking in an easterly direction from Mullins Road to the Site. It is a representative viewpoint of private rural residences in the vicinity and motorists/pedestrians travelling along Mullins Road. From this location the Site is not visible due to the extensive existing framework of shelterbelt planting along property and paddock boundaries between the viewing location and the Site. This framework of vegetation constraining and limiting views is typical of the surrounding low-lying rural area. Most properties have limited views, only extending as far as the next shelterbelt. The adverse visual effects from VP8 are assessed as **Very Low.**

6.64. **VP9 | 287 Kaipara Road, Papakura** illustrates the viewing perspective looking in a north westerly direction from an elevated position (RL 122m) on Kaipara Road to the Site. It is a representative viewpoint of private residences along the ridgeline of Kaipara Rd and motorists/pedestrians travelling along Kaipara Road.

6.65. Most views of the wider landscape, and the Site itself, are limited due to the extensive existing vegetation (hedgerows, shelterbelts and mature trees). Views that are available of the Site are typically only partial. Due to the elevated position of the viewpoint, views from this location incorporate wide vistas from Papakura/Takanini to the norther ridgeline along Redoubt Rd. Bruce Pulman Park and the surrounding medium density residential neighbourhoods are visible to the centre of the image, with the Site sitting just below this in the frame. The existing residential neighbourhoods located along Old Wairoa Rd and Twin Parks Rise are also visible above the foreground hedgerow in the centre-right of frame.

6.66. The FAB Application Site sits low in the valley extending the urban fabric to the west of Cosgrave Rd. The Site sits well below the surrounding ridgelines and vegetated horizon and any sense of rural 'openness' is constricted by the extensive shelterbelt planting on the Site and surrounding properties. It is considered that the 'greenness' provided by the mature vegetation and shelterbelts is of a high value. While the proposal does result in the removal of the majority of the existing exotic tree framework, extensive revegetation planting is proposed across the Site. This will include tree planting across large open spaces and reserve, street trees, and riparian/stream corridor planting. It is therefore considered that over time the 'greenness' experienced from this view will be maintained, albeit in a different more 'naturalised' manner than the current exotic pastureland planting.

6.67. The interaction between the proposed residential zones, employment zones, revegetated stream systems, open space and reserve planting, street planting and central stormwater 'greenway' would create a landscape that, while changed from the existing, connects into the wider landscape and integrates both the existing urban and rural areas providing an improved transition between the two. In the short term, a portion of the landscape from this viewpoint would lose its rural character, as well as some of its landscape appeal (mature vegetation and open paddocks etc). However, as noted above, as the extensive proposed planting framework and landscape areas (parks, reserves, open spaces, green links, and stormwater reserves) begin to grow and mature, the built form of the FAB Application Site, and ongoing effects of the proposal would soften and reduce significantly. The adverse visual effects from VP9 would be considered **Moderate** in the short-term, before reducing over the long term to **Low**.

6.68. **VP10 | 396 Airfield Road, Ardmore** illustrates the viewing perspective looking in a south westerly direction from Airfield Road to the Site. It is a representative viewpoint of private rural residences in the vicinity, motorists/pedestrians travelling along Airfield Road, and visitors/users of Ardmore Airport. This viewpoint is orientated towards the northeastern edge of the FAB Application Site. Ardmore Airport runway land is in the foreground with airport development works visible in the midground in front of the shelterbelt. The FAB Application road entry and employment zone area is located behind the shelterbelt and is not visible from this location. A small edge of employment zone would be visible to the left of the image, however proposed boundary planting would likely buffer and screen buildings in this location. The proposed planting treatment would likely blend into the existing shelterbelt planting running north-south and across the centre of the image.

6.69. Similar to VP7, a wide contiguous 'green' edge along the eastern boundary of the Site will provide a landscape buffer between the neighbouring properties and the Site, providing screening and softening of the employment zone proposed for the eastern portion of the Site. The presence and visibility of light industrial buildings is considered in keeping with the context and character of the adjacent Airport and would not affect the existing character of the surrounding area. The adverse visual effects from VP10 are assessed as **Low.**

6.70. **Summary - Views from the Wider Context / Distant Views Summary:**

- Distant views of the Site are largely screened or limited due to the topography and extensive shelterbelt planting of the area.
- The Site is located adjacent to the rapidly growing and developing residential areas of Papakura and Takanini. Along the western portion of the Site (adjacent Cosgrave Rd) development would read as a continuation of the current urban form.
- The proposed development is considered visible, but not prominent or unexpected, given the surrounding urban residential context and limited visibility. The proposed landscape treatments will also help the soften views of the proposal to integrate the development into the wider context.
- The extensive planting proposed on the Site would compartmentalise potential views, reducing the overall bulk and extent of the proposal when viewed from a distance.
- The relocation of RUB and zoning change would not diminish, from distant views, the values and objectives of the RUB from a visual perspective. It would also provide a more defensible and suitable transition from urban to rural by way of extensively planting landscape buffer.

- The majority of visual effects assessed from the various distant viewpoints ranged from **Very Low** (a 'no change' situation or a negligible change in views) to **Low** (modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape)

6.71. Based on the above summary, the adverse visual effect from distant views is assessed as **Low.**

Views from the Immediate Vicinity

6.72. **VP11a, 11b, 11c | 280 Airfield Road, Ardmore** illustrates the viewing perspective looking in a south westerly (VP11a), southerly (VP 11b), and south easterly (VP11c) direction from Airfield Road to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Airfield Road. The existing view is typically rural in characteristics – rolling pastural fields, shelterbelts defining property boundaries and paddock areas, post and wire fencing, auxiliary structures (sheds, barns etc), and single residential properties.

6.73. VP11a, b and c are taken from the same point with differing orientations around a 180° field of view. The viewpoint is located at the primary Airfield Road entry point providing a north-south road axis through the Site connecting to Old Wairoa Rd on the southern boundary. The frontage of the Site along Airfield Rd is approximately 370m long. Proposed zoning for the immediate area is Employment (light industrial). While light industrial is not uncommon in a rural context, the intensity proposed will likely be greater than that typically seen in the existing area.

6.74. The FAB Application would fundamentally change this outlook and landscape, with the employment zone spread across most of the paddocks in the immediate foreground and middle distance. The transformation from rural 'pasture' to light industrial built form and roading infrastructure would be substantial.

6.75. A landscape buffer is proposed along the northern Airfield Rd edge of the Site (Figure 10). The 5m wide landscape buffer will consist of a mixture of native trees and shrubs (hedgerow planting and amenity planting) that will provide a high degree of screening/filtering and visual continuity with the existing planting along Airfield Rd. Once the buffer strip of vegetation has matured, the road frontage would be similar to that currently experienced when passing properties along Airfield Road, and in particular opposite the Site, which consists of high hedgerows and shelterbelt planting. The proposed employment zone would sit within a framework of shelterbelt planting, buffer planting and street tree planting providing a continuation of key rural features.

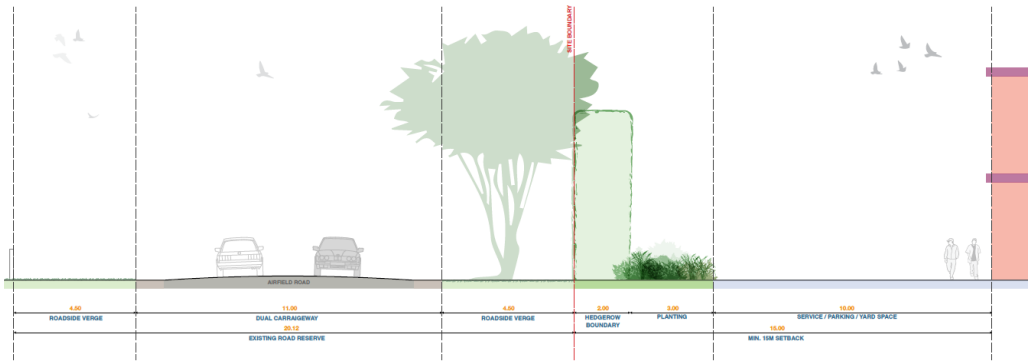

Figure 10: Airfield Road Section

6.76. It is considered that the initial visual impact would be of a **Moderate-High** level, due to the loss of views over open paddocks, perceived loss of 'countryside', and an increase in built form. However, successful boundary buffer planting will help to mitigate this impact and help to soften the visual relationship between the proposed development and the surrounding rural landscape.

6.77. It is considered that once the buffer vegetation matures to a height similar to that of the surrounding roadside hedgerows and shelterbelts, the Airfield Rd interface will successfully integrate the proposal

into the wider rural context. Adverse effects on visual amenity over the long term will be of a **Low-Moderate** degree.

6.78. **VP12| 321 Airfield Road, Ardmore** illustrates the viewing perspective looking in a south westerly direction from Airfield Road to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Airfield Road.

6.79. The existing view is typically rural in characteristics – hedgerows and shelterbelts defining property boundaries and paddock areas, post and wire fencing, single residential properties, and a rural road. The viewpoint is located east of the primary Airfield Road entry point to the Site. The frontage of the Site along Airfield Rd is approximately 370m long. Proposed zoning for the immediate area is Employment. While light industrial is not uncommon in a rural context, the intensity proposed will likely be greater than that typically seen in the existing area.

6.80. As described in VP11, the FAB Application would fundamentally change this outlook and landscape, with the employment zone replacing the existing rural residential fronting on to the road. The transformation from rural to light industrial built form and roading infrastructure would be substantial.

6.81. A landscape buffer is proposed along the northern Airfield Rd edge of the Site. The 5m wide landscape buffer will consist of a mixture of native trees and shrubs (hedgerow planting and amenity planting) that will provide a degree of screening and visual continuity with the existing planting along Airfield Rd. Once the buffer strip of vegetation has matured, the road frontage would be similar to that currently experienced when passing properties along Airfield Road, and in particular opposite the Site, which consists of high hedgerows and shelterbelt planting. The proposed employment zone would sit within a framework of shelterbelt planting, buffer planting and street tree planting providing a continuation of key rural features.

6.82. A planted buffer is also proposed along the boundary interface with the existing residential property at 321 Airfield Rd, providing separation and screening to the future development. It is considered that the initial visual impact from this location would be of a **Moderate** level as most of the change would be behind the vegetated road boundary. Successful boundary buffer planting will help to mitigate potential visual impacts and help to soften the visual relationship between the proposed development and the surrounding rural landscape. Once the buffer vegetation matures to a height similar to that of the surrounding roadside hedgerows and shelterbelts, the Airfield Rd interface will successfully integrate into the wider rural context. Adverse effects on visual amenity over the long term will be of a **Low-Moderate** degree.

6.83. **VP13| 360 Airfield Road, Ardmore** illustrates the viewing perspective looking in a south westerly direction from Airfield Road to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Airfield Road.

6.84. The existing view is typically rural in characteristics – hedgerows and shelterbelts defining property boundaries and paddock areas, post and wire fencing, single residential properties, and auxiliary buildings. This viewpoint is directed toward the northeastern corner of the FAB Application Site. The property in the centre of the frame (347 Airfield Road) is not within the Site boundary and will be retained, as well as the large shelterbelt planting around the property's boundary. Entry to the Site is proposed on the western side of this property with a road frontage of 80m.

6.85. From this view the proposed entry road and small strip of employment zone will be largely screened by the existing vegetation framework. Proposed planting along the Airfield Rd frontage, the residential edge interface and along the proposed road will also help to screen and integrate the proposal into the existing landscape. The adverse visual effects from VP13 are assessed as **Low.**

6.86. **VP14| Hamlin Road/Village Way, Ardmore** illustrates the viewing perspective looking in a westerly direction from the Hamlin Road/Village Way intersection towards the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along both Hamlin Road and Village Way.

6.87. The existing view is typically rural in characteristics – hedgerows and shelterbelts (to varying degrees of quality) defining property boundaries and paddock areas, post and wire fencing, and a wide rural road. Located along Village Way is a small enclave of 24 residential properties on a cul-de-sac lying immediately to the west of Ardmore Airport. The Ardmore Airport Precinct overlay prevents the

establishment of additional dwellings in Village Way. These residential properties, established pre-1959, sit between Ardmore Airport and the Site. Currently properties located on the eastern side of Village Way would experience some views across the open paddocks of the adjacent Site, although the extent of views are contained due to the existing shelterbelt planting.

6.88. The proposal would introduce a large degree of built form not currently located on the Site. The proposal will be seen directly in the foreground as a new urban corridor altering the existing rural character. The viewpoint is taken looking along a key east-west axis road through the Site connecting to Walters Rd on the western boundary. On both sides of the road, employment zone uses are proposed as well as streetscape planting and planted buffer setbacks.

6.89. Along the eastern edge of the Site, an extensive 38.5m wide riparian stream corridor is proposed, providing a distinctive buffer edge to the Site (Figure 11). This edge will act as a 'gateway', transitioning from the wider rural Ardmore area into the more urban Papakura/Takanini. This wide stream corridor will also provide a softer 'green' backdrop to the properties in Village Way, screening the future employment zone. The extensively planted eastern edge of the Site provides a strong line of demarcation and both a physical and visual buffer between the adjacent rural lifestyle area and the FAB Application Site. It is proposed to realign the RUB along this eastern edge interface to reflect a more appropriate transition from urban to rural land use.

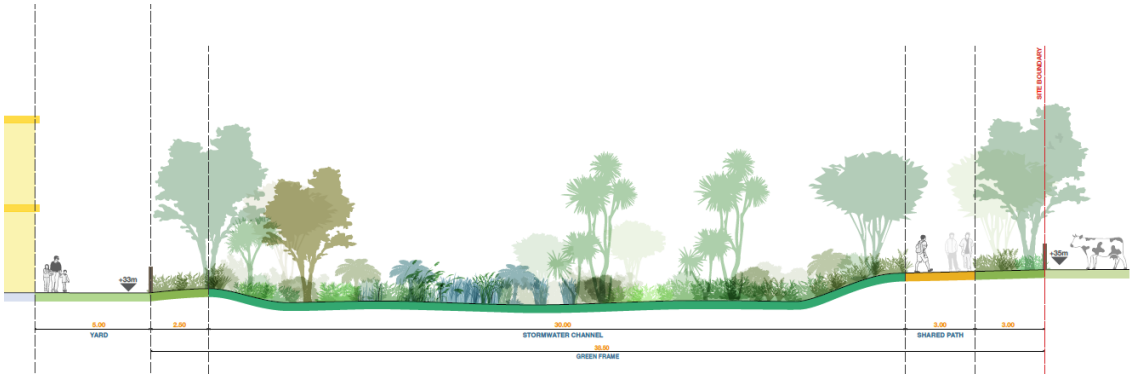

Figure 11: Stormwater Edge Section

6.90. While the character along this portion of Hamlin Rd will change significantly, the proposed landscape treatment (including stream corridor revegetation, road buffer and streetscape planting) will provide a strong, wide and contiguous planting network that will anchor the proposal into the surrounding context. The adverse visual effects from VP14 are assessed as **Moderate.**

6.91. **VP15| 95 Hamlin Road, Ardmore** illustrates the viewing perspective looking in a westerly direction from further along Hamlin Road towards the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Hamlin Road.

6.92. The existing view is typically rural in characteristics – rolling paddocks, hedgerows and shelterbelts defining property boundaries and paddock areas, post and wire fencing, and associated agricultural structures. The eastern edge of the proposal runs along the property boundary defined by the existing shelterbelt. The proposal would introduce an extensive 38.5m wide riparian stream corridor along this boundary with the proposed employment zone setback further from the boundary.

6.93. While there would be a moderate initial degree of change due to the removal of the existing shelterbelt, once the riparian planting is established it would provide a more substantial vegetated backdrop to this view. Due to the topography and planting buffer, buildings in the employment zone would largely be screened, with potentially only rooflines visible (as are the upper portions of the existing tall shelterbelt trees located further within the Site). It is considered that there is limited impact on the rural character and amenity values of this view and there would be no visual degradation of the receiving environments aesthetic coherence, character, or sense of place. The adverse visual effects from VP15 are assessed as **Low.**

6.94. **VP16 | 130 Hamlin Road, Ardmore** illustrates the viewing perspective looking in a westerly direction from Hamlin Road to the Site. It is a representative viewpoint of private rural residences in the vicinity and motorists/pedestrians travelling along Hamlin Road.

6.95. The existing view is typically rural in characteristics – rolling paddocks, hedgerows and shelterbelts defining property boundaries and paddock areas, post and wire fencing, and associated agricultural structures. The eastern edge of the proposal runs along the property boundary defined by the existing shelterbelts. The proposal would introduce an extensive 38.5m wide riparian stream corridor along this boundary with the proposed employment zone setback further from the boundary.

6.96. Similar to VP15, there would be an initial moderate degree of change in landscape backdrop from rolling open pasture to a planted buffer. Once the riparian planting is established it would provide a substantial vegetated backdrop to this view. Due to the topography and planting buffer, buildings in the employment zone would largely be screened. The extensive planting proposed across the Site will effectively dissipate the extent and mass of proposed built form. The proposed landscape buffer would delineate the RUB and provide a suitable transition from urban to rural land use. The adverse visual effects from VP16 are assessed as **Low**.

6.97. **VP17 | 882 Papakura-Clevedon Road, Papakura** illustrates the viewing perspective looking in a north westerly direction from Papakura-Clevedon Road to the Site. It is a representative viewpoint of private rural residences in the vicinity and motorists/pedestrians travelling along Papakura-Clevedon Road.

6.98. The existing view is typically rural in characteristics – rolling paddocks, hedgerows and shelterbelts defining property boundaries and paddock areas, post and wire fencing, and single residential dwellings dotted within the landscape. The FAB Application Site is located in the centre of the frame as the topography slopes down from the surrounding elevated contour. Expansive views across the Site are constrained by the overlapping shelterbelts.

6.99. Views of the proposal will primarily consist of the extensive revitalised stream park (a wide corridor the revitalisation of the existing stream and wetland) with residential located behind (Figure 12 & 13). This corridor will strongly define the RUB and provide a significant area of new native revegetation planting. Proposed residential and aged care areas are setback approx. 180m from the eastern Site boundary. Due to the generally flat topography of the Site, large portions could be visible however the extensive planting proposed across the Site will effectively dissipate the extent and mass of proposed built form. This 'green' network will assist in softening the proposal and integrating it into the wider landscape and planting framework surrounding the Site.

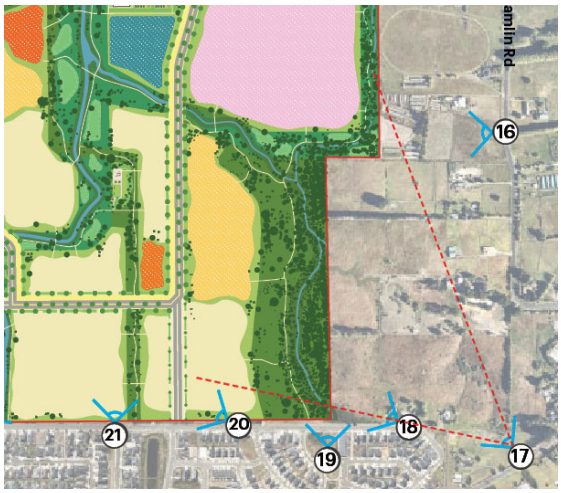

Figure 12 Viewpoint 17 context

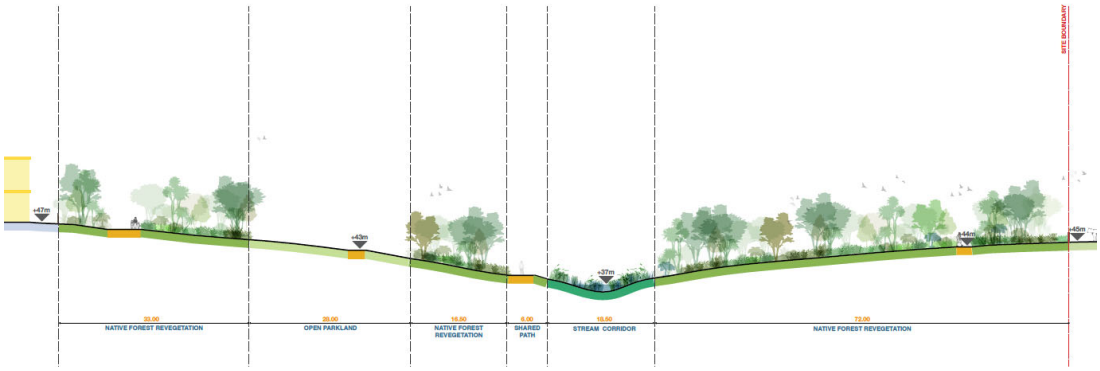

Figure 13 Stream Park (existing stream and wetland)

6.100. The FAB Application introduces a higher intensity urban form into this rolling landscape. The loss of open space (pasture land) and existing shelterbelt planting would undoubtedly have an adverse impact on the perceived 'naturalness' and rural character of the landscape from this viewpoint. This impact would be mitigated, to a certain amount, by the revegetation and enhancement of the stream corridor along the Site boundary, which provides a setback and transition buffer of the FAB Application development to the adjacent rural properties. However, the current landscape would lose some of its rural character and amenity value overall. The adverse visual effects from VP17 are assessed as **Moderate.**

6.101. **VP18 | 541 Old Wairoa Road, Papakura** illustrates the viewing perspective looking in a north westerly direction from the eastern elevated end of Old Wairoa Road to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Old Wairoa Road.

6.102. The viewpoint is from a relatively elevated position (RL 56m) and looks out across the adjacent rural property in the immediate foreground, across the Site and over to Bruce Pullman Park. The existing view is typically rural in characteristics – rolling paddocks, hedgerows and shelterbelts defining property boundaries, post and wire fencing, and single residential dwellings dotted within the landscape. Expansive views across the Site are constrained by the overlapping shelterbelts.

6.103. Views of the proposal will be fairly extensive due to the elevated position of the viewpoint, close proximity to the Site and generally flat topography of the Site. Extensive planting proposed across the Site will help to break up the overall extent and mass of proposed built form, however it will still be highly visible. The FAB Application introduces a higher intensity urban form into this rolling landscape. The loss of open space (pasture land) and existing shelterbelt planting would undoubtedly have an adverse impact on the perceived 'naturalness' and rural character of the landscape from this viewpoint. This impact would be mitigated, to a certain amount, by the revegetation and enhancement of the stream corridor along the Site's boundary, which provides a setback and transition buffer of the FAB Application development to the adjacent rural properties. The proposal would read as a logical extension of existing Papakura/Takanini urban form to the west of Cosgrave Road and would generally be in keeping with the intensification happening in this high growth area. However, it is evident that the current landscape would lose some of its rural character and amenity value overall during this transition to a more urban character. The adverse visual effects from VP18 are assessed as **Moderate.**

6.104. **VP19 | Charles Henry Way, Papakura** illustrates the viewing perspective looking in a northerly direction from the stormwater reserve/public space located between Charles Henry Way and Te Aramanu Cres. It is a representative viewpoint of private residences in the vicinity and pedestrians using the reserve. The viewpoint is from public seating at a relatively elevated position (RL 50m) and looks out across the stormwater reserve to towards the Site. This view is generally representative of the view from the eastern end of the existing residential neighbourhood.

6.105. The existing mid ground view is typically rural in characteristics with rolling paddocks, hedgerows and shelterbelts defining property boundaries. Expansive views across the Site are constrained by the overlapping shelterbelts. Vegetated ridgelines to the north form the horizon. Views of the

proposal will be fairly extensive due to the elevated position of the viewpoint, close proximity to the Site and generally flat topography of the Site.

6.106. In the centre of the frame, the proposed wide revegetated stream corridor extends north bisecting the Site as it travels from the southeast corner to the north west corner of the Site. To the left of the frame (an existing shed is visible on a ridgeline) the proposed residential area extends into the Site. The proposed development would extend the existing built environment from the neighbouring residential area along the ridgeline, urbanising the existing rural land. The Site area in the immediate foreground is zoned as FUZ, meaning that the area has been identified as suitable for urbanisation. There will undoubtably be a high level of visual change resulting from the transition from a generally open, rural landscape to an urbanised landscape, however this is largely anticipated by the FUZ.

6.107. Across the Rural zoned remainder of the Site, extensive planting proposed will help to break up the overall extent and mass of proposed built form. The loss of open space (pasture land) and existing shelterbelt planting would undoubtedly have an adverse impact on the perceived 'naturalness', visual amenity and rural character of the landscape from this viewpoint. This impact would be mitigated, to a certain amount, by the revegetation and enhancement of the stream corridor along the Site's boundary, which provides a setback and transition buffer of the FAB Application development. The proposal would generally by read as an extension of the existing Papakura/Takanini urban form to the west of Cosgrave Road and would generally be in keeping with the intensification happening in this high growth area. However, it is evident that the current landscape would lose some of its rural character and amenity value overall during this transition to a more urban character. The adverse visual effects from VP19 are assessed as **Low-Moderate.**

6.108. **VP20 | 503 Old Wairoa Road, Papakura** illustrates the viewing perspective looking in a north westerly direction from Old Wairoa Road to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Old Wairoa Road. The FUZ zoned area of the FAB Application is located in the centre of the frame. To the left, along the southern side of Old Wairoa Road, and surrounding the Site, are established residential dwellings.

6.109. Views of the proposal would comprise of primarily new residential buildings, roading and green links. The proposed residential use in this location of the Site is considered a logical extension for residential growth in this part of Papakura, based on its proximity to existing urban development, infrastructure, road network, topography, and the efficient use of land. The proposed development would integrate well into the existing urban fabric and be read as an extension of the urban area.

6.110. It is acknowledged that this change in land use from rural to urban will ultimately result in a high level of visual change. Residential viewing audiences in the immediate context of the Site will have a higher sensitivity to change and there will ultimately be a change in visual character for these residents. However, viewing audiences in the immediate vicinity are anticipated to view such urbanisation within their outlooks as a result of the FUZ.

6.111. Providing a residential interface along Old Wairoa Road is considered to be an appropriate response as this will relate to the adjacent and surrounding suburban character. The proposed streetscape interface will provide a more suitable edge condition comprising of berm and tree planting, footpaths and a 2.5m wide planted buffer strip (Figure 14).

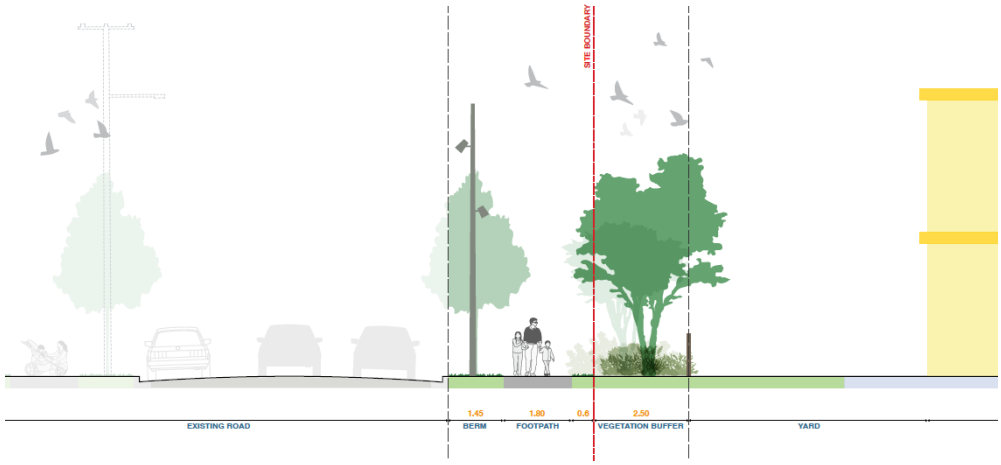

Figure 14 Old Wairoa Rd Indicative Section

6.112. It is therefore considered that the potential adverse effects on established residential viewing audiences in the immediate vicinity of the Site from VP20 are assessed as **Low-Moderate.**

6.113. **VP21 | 67 Okawa Avenue, Papakura** illustrates the viewing perspective looking in a northerly direction from Okawa Avenue to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Okawa Avenue. The FUZ zoned area of the FAB Application is located in the centre of the frame.

6.114. Views of the proposal would comprise of primarily new residential buildings, roading and a green link connecting through to the existing stormwater reserve. The proposed residential use in this location of the Site is considered a logical extension for residential growth and would be in keeping with the existing suburban character of the area. The proposed development would integrate well into the existing urban fabric and be read as an extension of the urban area.

6.115. As per the previous viewpoints along Old Wairoa Rd, it is acknowledged that this change in land use from rural to urban will ultimately result in a high level of visual change, going from open pasture and shelterbelts to residential dwellings. Residential viewing audiences in the immediate context of the Site will have a higher sensitivity to change and there will ultimately be a change in visual character for these residents. However, viewing audiences in the immediate vicinity are anticipated to view such urbanisation within their outlooks as a result of the FUZ.

6.116. Providing a residential interface along Old Wairoa Rd is considered to be an appropriate response as this will relate to the adjacent and surrounding suburban character. The proposed streetscape interface will provide a more suitable edge condition comprising of berm and tree planting, footpaths and a 2.5m wide planted buffer strip – refer to Fig.14. It is therefore considered that the potential adverse effects on established residential viewing audiences in the immediate vicinity of the Site from VP21 are assessed as **Low-Moderate.**

6.117. **VP22 | 30 Old Wairoa Road, Papakura** illustrates the viewing perspective looking in a north easterly direction from Old Wairoa Rd to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along from Old Wairoa Road. The FUZ zoned area of the FAB Application is located in the centre of the frame.

6.118. Views of the proposal would comprise of primarily residential buildings, roading and green links. The proposed residential use in this location of the Site is considered a logical extension for residential growth and would be in keeping with the existing suburban character of the area, located along the southern side of Old Wairoa Road. The proposed residential development will create low adverse landscape effects and over time, the proposed development will integrate into the existing urban fabric and be read as a legible extension of the local area.

6.119. As per the previous viewpoints along Old Wairoa Road, it is acknowledged that this change in land use from rural to urban will ultimately result in a high level of visual change, going from open pasture

and shelterbelts to residential dwellings. Residential viewing audiences in the immediate context of the Site will have a higher sensitivity to change and there will ultimately be a change in visual character for these residents. However, viewing audiences in the immediate vicinity are anticipated to view such urbanisation within their outlooks as a result of the FUZ.

6.120. Providing a residential interface along Old Wairoa Road is considered to be an appropriate response as this will relate to the adjacent and surrounding suburban character. The proposed streetscape interface will provide a more suitable edge condition comprising of berm and tree planting, footpaths and a 2.5m wide planted buffer strip – refer to Fig.14. It is therefore considered that the potential adverse effects on established residential viewing audiences in the immediate vicinity of the Site from VP22 are assessed as **Low-Moderate.**

6.121. **VP23 | Cosgrave Road/Old Wairoa Road, Papakura** illustrates the viewing perspective looking in a westerly direction from the intersection of Cosgrave Road and Old Wairoa Road to the Site. It is a representative viewpoint of private residences in the vicinity, people visiting the corner shops and motorists/pedestrians travelling along Cosgrave and Old Wairoa Roads. The FUZ zoned area of the FAB Application is located in the centre of the frame. The green farm buildings within the Site and on the ridgeline are visible in the centre of the image.

6.122. Views of the proposal would comprise of primarily residential buildings. The proposed development would be visible in the background and at the high point in the distance, however it would appear as a continuation of the existing housing along Old Wairoa Road. The high level of visual clutter in the form of power poles and power lines in the foreground also diminishes the value of the view.

6.123. The proposed residential use in this location of the Site is considered a logical extension for residential growth and would be in keeping with the existing suburban character of the area, located along the southern side of Old Wairoa Road. The proposed residential development will integrate into the existing urban fabric and be read as a legible extension of the local area. Due to the distance to the Site, view orientation and existing suburban context, the adverse visual effects from VP23 are assessed as **Low.**

6.124. **VP24 | Cosgrave Road/Fernaig Street, Papakura** illustrates the viewing perspective looking in a northerly direction from the intersection of Cosgrave Road and Fernaig Street to the Site. It is a representative viewpoint of private residences in the vicinity and motorists/pedestrians travelling along Cosgrave Road.

6.125. The Site is visible in the centre of the frame. The viewpoint is located within the context of residential Papakura, and is of a typical suburban character – residential houses, street trees, footpaths, and boundary fencing etc. The FUZ zoned southwestern corner of the Site and the western edge would be visible extending down Cosgrave Road. The proposal would see the removal of hedgerows and shelterbelts that provide the current green, albeit somewhat scrappy, street interface. Due to the flat topography views of the development would be restricted to the first line of housing.

6.126. From this viewpoint, the Site is viewed as a ‘gap’ in the urban fabric and not a representation of rural countryside. The change in character would therefore not be from a predominately open rural landscape to an urban landscape, but to a completion of the existing urban character. The proposal would essentially be read as a continuation of suburban Papakura and Takanini. The proposal for the Site indicates an upgrade to the Cosgrave Road edge including new footpath, planted berm, and 2.5m vegetation buffer planting. Proposed buildings are also set back a further 10m from the planting buffer (Figure 15).

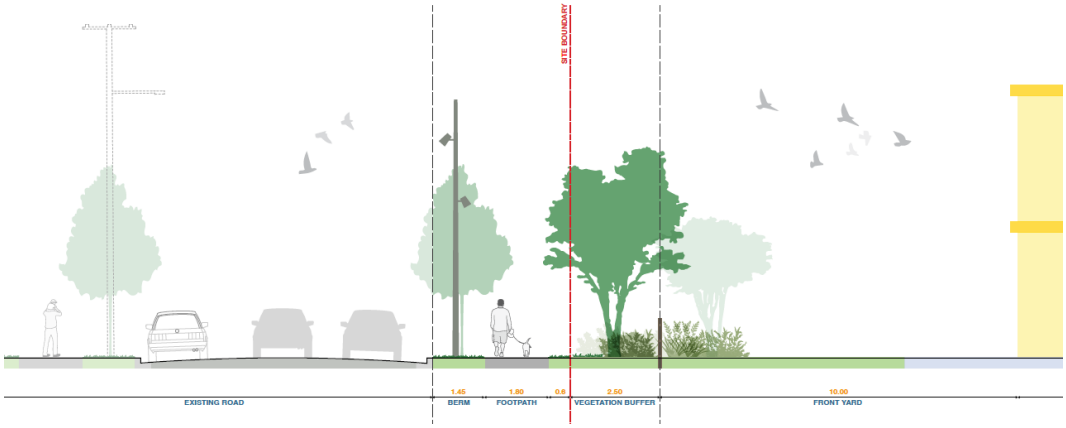

Figure 15 Cosgrave Road Indicative Section

6.127. Residential viewing audiences in the immediate context of the Site will have a higher sensitivity to change and there will ultimately be a change in visual character for these residents, however viewing audiences in the immediate vicinity are also anticipated to view such urbanisation within their outlooks given the context of the land and arterial corridor.

6.128. Providing a residential interface along Cosgrave Road is considered to be an appropriate response as this will relate to the adjacent and surrounding suburban character, and the 'urban' nature of this key arterial road. It is therefore considered that the potential adverse effects on established residential viewing audiences in the immediate vicinity of the Site from VP24 are assessed as **Low-Moderate.**

6.129. **VP25 | Awakeri Wetlands/Minhas Road, Papakura** illustrates the viewing perspective looking in a easterly direction from the Awakeri Wetlands/Minhas Road to the Site. It is a representative viewpoint of private residences in the vicinity, motorists/pedestrians travelling along Minhas Road and users of the Awakeri Wetland reserve open space and paths.

6.130. Views from this location originate from the recently completed medium density residential development along the western side of Cosgrave Road. The edge of the Awakeri Wetland reserve is visible as are views of the boundary vegetation and shelterbelts within the Site. The proposed extension to the Awakeri Wetlands and FUZ zoned area of the FAB Application is located in the centre of the frame. The proposed stormwater corridor is approx. 40m wide and will extend into the Site, connecting through to Old Wairoa Road. The proposal would see the removal of hedgerows and shelterbelts that provide the current green (low quality) edge to the eastern side of Cosgrave Road. The proposal for the Site indicates an upgrade to the road edge including footpath, berm, and 2.5m vegetation buffer and 10m set back with residential located behind this (refer Fig15). The Proposed pattern and type of residential development would be consistent with development on the western side of Cosgrave Road and in keeping with the expansion of residential neighbourhoods in this area. Due to the flat topography views of the development would be restricted to the first line of housing.

6.131. As urbanisation is anticipated for land with FUZ zoning, the change in character from an open vegetated edge to a more urban streetscape interface would not be unexpected or jarring. It would likely be read as a logical continuation of the existing urban character and the Cosgrave Road arterial corridor treatment. Providing a residential interface along Cosgrave Road is considered to be an appropriate response as this will relate to the adjacent and surrounding suburban character, and the 'urban' nature of the arterial road. It is considered that while there may be a high degree of visual change, that change has been anticipated with the FUZ zoning. It is also considered that this will reduce to a very low effect as the future development 'grows in' and becomes a familiar, undiscernible component of the urban environment. Therefore, the potential adverse effects on established residential viewing audiences in the immediate vicinity of the Site from VP25 are assessed as **Low-Moderate.**

6.132. **VP26 | Cosgrave Road/Whare Kauri Road Intersection, Papakura** illustrates the viewing perspective looking in a northerly direction from the Cosgrave Road to the Site. It is a representative

viewpoint of private residences in the vicinity, and motorists/pedestrians travelling along Cosgrave Road.

6.133. Views from this location comprise of the recently completed medium density residential development along the western side of Cosgrave Road. It shows a typical streetscape character comprised of berms, footpath, lighting, signage, and boundary fencing along the development side. Views of the Site are comprised of boundary hedgerows and trees, single residential dwellings, and vehicle crossings.

6.134. Views of the proposal would comprise of the residential zone /Cosgrave Road interface on a portion of the Site currently zoned Rural. The proposal would see the removal of hedgerows and shelterbelts that provide the current green (low quality) edge to the eastern side of Cosgrave Road. The proposal for the Site indicates an upgrade to the road edge including footpath, berm, and 2.5m vegetation buffer and 10m set back with residential located behind this (refer Fig15). The Proposed pattern and type of residential development would be consistent with development on the western side of Cosgrave Road and in keeping with the expansion of residential neighbourhoods in this area. Due to the flat topography views of the development would be restricted to the first line of housing.

6.135. This viewpoint aptly represents the current abrupt transition from urban to rural zoning. On the left (western) side of Cosgrave Road, land is zoned Mixed Housing Suburban (to be Mixed Housing Urban under Plan Change 78), while on the right (eastern) side of Cosgrave Road, land is zoned Mixed Rural with the RUB running along Cosgrave Road. This creates an uncomfortable juxtaposition of land uses with high intensity residential vs open rural – along a key arterial route and future growth corridor.

6.136. Residential viewing audiences in the immediate context of the Site will have the highest sensitivity to change and there will ultimately be a change in visual character for these residents. However, viewing audiences in the immediate vicinity are viewing the Site from within the existing context of medium density residential housing (i.e 2 storey terrace housing) not as rural properties. The majority of houses have no entry off Cosgrave Road, are orientated with ‘fronts’ to the internal street, and have ‘turned their back’ onto Cosgrave Road with high boundary fences for privacy. Actual views of the Site are therefore generally constrained to the upper levels of dwellings. In addition, the rural nature of the Site is only manifested through hedgerows lining the road edge, as more expansive views are effectively screened by the vegetation.

6.137. Providing a residential (urban) interface along Cosgrave Road is considered to be an appropriate response as this will better relate to the adjacent and surrounding suburban character, and the ‘urban’ nature of this key arterial road. The actual loss of amenity to adjacent residents would be low and development along this edge would likely be read as a logical continuation of the existing urban character. The proposal will introduce a better conceived streetscape interface than the current poor-quality environment (high fences, narrow berms, no street trees, limited amenity planting etc). It is considered that the proposal will significantly improve the visual amenity and experience for users.

6.138. It is considered that while there may be a noticeable visual change, from ‘green’ edge to ‘urban’ edge, this type of change is not uncommon or unexpected in the area, especially along a key arterial and growth corridor. It is also considered that the effects will reduce over time as the future development ‘grows in’ and becomes a familiar, undiscernible component of the urban environment and streetscape. Therefore, the potential adverse effects on viewing audiences in the immediate vicinity of the Site from VP26 are assessed as **Low.**

6.139. **VP27 | Cosgrave Road/Walters Road Intersection, Takanini** illustrates the viewing perspective looking in an easterly direction from the Walters Road to the Site. It is a representative viewpoint of private residences in the vicinity, and motorists/pedestrians travelling along Walters Road. Walters Road is classified as an Arterial Road and as such is a major link in the areas road network and carries large volumes of traffic. It is one the main roads east-west in Takanini running from Great South Road past the Southgate Shopping Centre, Papakura Normal Primary School, Bruce Pullman Park and connecting to Cosgrave Road.

6.140. The existing view takes in the intersection, existing medium density residential along Cosgrave Road and the Site. Views of the Site comprise of boundary planting, an open field and shelterbelt planting. The viewpoint is taken looking along a proposed east-west axis road through the Site - a new urban corridor extending Walters Road into the Site and connection through to Hamlin Road on the eastern

side of the Site. The proposal would introduce a large degree of built form not currently located on the Site.

6.141. Views of the proposal would comprise of the residential zone /Cosgrave Road interface on a portion of the Site currently zoned Rural. The proposal would see the removal of hedgerows and shelterbelts that provide the current green (low quality) backdrop to the view. The proposal for the Site indicates an upgrade to the road edge including footpath, berm, and 2.5m vegetation buffer and 10m set back with residential located behind this (refer Fig 15). The Proposed pattern and type of residential development would be consistent with development on the western side of Cosgrave Road and in keeping with the expansion of residential neighbourhoods in this area along Walters Road. Due to the flat topography views into the centre of the Site would be possible.

6.142. As with VP26, this viewpoint aptly represents the current abrupt transition from urban to rural zoning. On the left and right of the frame, land is zoned Mixed Housing Suburban (to be Mixed Housing Urban under Plan Change 78), while in the centre of the frame, land is zoned Mixed Rural with the RUB running along Cosgrave Road. This creates an uncomfortable juxtaposition of land uses with high intensity residential vs open rural – along a key arterial route and future growth corridor.

6.143. Motorists and pedestrian travelling along Walters Road will also be sensitive to the change to the green backdrop at the end of Walters Road. The proposal would see the removal of hedgerows and shelterbelts that provide the current green interface and would introduce significantly more built form. Providing a residential (urban) interface along Cosgrave Road is considered to be an appropriate response as this will better relate to the adjacent and surrounding suburban character, and the 'urban' nature of this key arterial road. The actual loss of amenity to adjacent residents and motorists/pedestrian would be low and development along this edge would likely be read as a logical continuation of the existing urban fabric and the urban character of the Cosgrave Road and Walters Road arterial corridors. The proposal will introduce a better conceived streetscape interface than the current poor-quality environment (high fences, narrow berms, no street trees, limited amenity planting etc). It is considered that the proposal will significantly improve the visual amenity and experience for users.

6.144. It is considered that while there may be a noticeable visual change, from 'green' edge to 'urban' edge, this type of change is not uncommon or unexpected in the area – especially along key arterial and growth corridors. It is also considered that the effects will further reduce over time as the future development 'grows in' and becomes a familiar, undiscernible component of the urban environment and streetscape, much like the rapid growth in adjoining areas of Takanini. Therefore, the potential adverse effects are assessed as **Low.**

6.145. **VP28 | 519 Mill Road, Takanini** illustrates the viewing perspective looking in a south easterly direction from Mill Road to the Site. It is a representative viewpoint of private residences in the vicinity, and motorists/pedestrians travelling along Mill Road. Mill Road is classified as an Arterial Road and as such is a major link in the areas road network and carries large volumes of traffic. The Mill Road corridor offers an alternative route to SH1, particularly for trips between Papakura, Flatbush and Manukau Centre. The road corridor currently has no provision for walking or cycling but may be subject to future upgrades.

6.146. Views of the Site are comprised of boundary hedgerows and trees, open fields and shelterbelts. The hills behind Papakura are visible in the distance and form the horizon. Land on the right of frame is currently large single lots zoned as FUZ with extensive boundary vegetation.

6.147. Views of the proposal would comprise of primarily the Wetland Park, extending from the corner of the site 220m along Mill Road. The wetland park is nestled on the site's north western boundary and is the catchment for the stormwater system that borders the northern and eastern boundaries of Sunfield. The Wetland Park has important ecological and stormwater functions whilst also providing a large recreational space for local residents and as a destination open space for the community. The park edge will front onto Mill Road providing an open and permeable (both visually and physically) interface with the arterial corridor. The proposal would see the removal of hedgerows and shelterbelts that provide some current amenity to the view; however, the Wetland Park will provide a significantly tidier and higher amenity corner treatment to the Site. Further along Mill Road, residential use is proposed. This will be in keeping with the residential uses proposed along the length of the Mill Road and Cosgrave Road corridor and reflects the existing medium density residential dwellings on the western side of Mill Road.

6.148. It is considered that the initial visual impact from this location would be of a moderate level due to the removal of the hedgerows and shelterbelt planting. Successful boundary planting and the Wetland Park planting will help to mitigate potential visual impacts and help to improve the visual outlook between the proposed development and the immediate landscape. Providing a residential (urban) interface further along Mill Road is considered to be an appropriate response as this will better relate to the adjacent suburban character, FUZ land opposite the Site, and the 'urban' nature of the Mill Road arterial road. Adverse effects on visual amenity over the long term will be of a **Low** degree.

6.149. **VP29 | 519 Mill Road/Airfield Road Intersection,** Takanini illustrates the viewing perspective looking in a southerly direction from Mill Road to the Site. It is a representative viewpoint of private residences in the vicinity, visitors to the adjacent businesses and motorists/pedestrians travelling along Mill Road. Mill Road is classified as an Arterial Road and as such is a major link in the areas road network and carries large volumes of traffic. The Mill Road corridor offers an alternative route to SH1, particularly for trips between Papakura, Flatbush and Manukau Centre. The road corridor currently has no provision for walking or cycling but may be subject to future upgrades.

6.150. Views from this location primarily consist of large scale boundary planting (in the form of shelterbelt, single mature trees or hedgerows), roading structures, boundary fences and vehicle crossings. The Site is visible in the distance along Mill Road. From this viewpoint it would be difficult to discern any significant change to the view due to the fore and mid ground vegetation. The proposal would see the removal of hedgerows and shelterbelts along the Site boundary, and this would be replaced with an upgraded road edge including footpath, berm, and 2.5m vegetation set back/buffer. Due to the distance to the Site, visual composition of the view and proposal edge treatment, the adverse visual effects from VP29 are assessed as **Low.**

6.151. **Summary - Views from the Immediate Vicinity:**

- The majority of the viewpoint locations have limited views of the Site (i.e are not expansive and are contained to localised portions of the Site) due to the flat topography and intervening features (such as shelterbelts and hedgerows).
- Views from the immediate vicinity to the south and west would read the proposal as a continuation of the existing urban form expanding from Takanini/Papakura. It is a logical continuation of the urban fabric given the Site's location, attributes and surrounding suburban context.
- Residential development on the Site would not appear out of place or unexpected and would be in keeping with 'urban' character of the surrounding context – medium density residential on two sides and the airport on the other side.
- Boundary planting treatments along key interfaces provide important setbacks, buffers and visual screening to the proposed development.
- Extensive planting to the northern and eastern edge of the Site would also provide a wide 'vegetated' buffer between the Site (urban) and adjacent rural land use.
- The relocation of RUB and zoning change would not diminish the values and objectives of the RUB from a visual perspective. The RUB would be visually defined by the extensive native planting belt around the Site.
- These factors have combined with other considerations to result in effects ratings that 'peak' at a Moderate level for close viewpoints on Airfield Road and Village Way, primarily in relation to the initial change in rural character and 'openness' of the Site when experienced from these locations. These effects would likely reduce as proposed boundary treatment planting grows, matures and screens the Site.
- All of the other ratings range between Low and a Low-Moderate level of effect. The visual amenity of many of the views will be improved by the proposal, and many of the views also reflect a high degree of integration between the existing urban form and the FAB Application area.

6.152. Based on the above summary, the adverse visual effects from immediate views is assessed as **Low-Moderate.**

7. Conclusion

7.1. This report and assessment of effects was carried out with reference to the Auckland Unitary Plan (Operative in Part) to both guide and assess the FAB Application. The effects of the FAB Application were assessed in relation to two interrelated assessment categories; Landscape Effects (attributes, value, and character); and Visual Amenity.

7.2. A key consideration for amending the zoning of the Site and relocating the RUB is whether the proposed zoning is the most appropriate way to achieve the purpose of the RMA. A key component of that consideration is assessing whether the form of land use makes best practicable use of the land, whilst avoiding adverse landscape and visual effects on land beyond the Site, minimising visual dominance effects and whether the proposal would deliver on the opportunity for quality compact urban form and optimisation of growth within the RUB.

7.3. The Site currently sits between medium density residential and an airport in a wider rural setting. The proposal introduces a significant increase in residential and light industrial density, and associated road network to the Site. However, this intensified development is expected on the FUZ portion of the Site and is considered appropriate on the balance of the Site as well.

7.4. The proposal considers the specific Site constraints and sensitivities by providing extensive landscape treatments around the Site boundary; providing high quality urban design interfaces with the existing urban fabric; providing a comprehensive network of open spaces; improving stormwater management and habitat creation. The proposal has been designed to a high standard and ensures that the development addresses its sensitive edges and can successfully be integrated into the varying surrounding character areas within which it sits (urban, rural, and airport). There is no significant vegetation on the Site and no key ‘rural’ features that are protected or special.

7.5. The current RUB is reflective of historical subdivision patterns in the area and is not aligned with strong natural boundaries or other elements The proposed RUB follows the proposed extensively planted riparian corridor along the eastern and northern edge in a logical manner. This comprises a feature that makes a rational, defensible, boundary for the location of the RUB boundary and provides a suitable transition/buffer between urban and rural.

7.6. The northern and eastern boundaries are considered important and sensitive interfaces between the proposed urban and existing rural land uses. Planted buffers along urban/rural interfaces are a common technique employed for providing ‘softer’ transitions from urban to rural land uses. The proposed landscape buffer, comprising a mix of indigenous trees and riparian plants, will act as a planted transition zone. It will be a minimum of 30m in width to enable successful establishment and self-sufficiency of the native planting in the long term, as well as enough space for successional larger canopy trees to establish in areas. The native planting within the landscape buffer would, over time, help to soften the visual relationship between development within the Site and the rural landscape adjacent to it, providing a distinct separation between the differing zones. The landscape buffer will also notably enhance the Site’s ecological value over time, along with its contribution to local linked habitats (by way of creating ecological corridors or ecological ‘stepping stones’).

7.7. The proposed RUB is in alignment with the policies of the Regional policy statement (*B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form)*

- *promote the achievement of a quality compact urban form;*
- *enable the efficient supply of land for residential, commercial and industrial activities and social facilities;*
- *support the efficient provision of infrastructure;*
- *avoiding elite soils and avoiding where practicable prime soils which are significant for their ability to sustain food production;*
- *providing a strong natural and logical boundary.*

7.8. Rezoning this Site from Rural is considered appropriate in this location as it will fit into the existing urban context of the area, is adjacent to similar type and intensity of development, and will have limited adverse landscape and visual effects on the surrounding area.

7.9. Due to the Site's proximity, and orientation, to existing residential development and infrastructure it is considered optimal for urbanisation and appropriate for re-zoning. Any residential development on the Site would be physically and visually connected with the neighbouring Takanini and Papakura residential areas. These areas, and the majority of Papakura is zoned for MHU, which signals that over time, the appearance of neighbourhoods within this zone will change, with development typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments.

7.10. The Site does not currently possess high landscape values or qualities as it has been subject to significant modification through rural activities that have substantially altered the quality of the natural landscape. Over 25.6 hectares of open spaces, green links, recreation parks, reserves and ecological offsets are linked by a series of recreational paths connecting people with nature across the Site. Extensive restoration and native planting of the stream and wetland network rehabilitates the land and provides new and connected habitats. The long-term rehabilitation, revegetation and enhancement of native vegetation on the Site, and the creation of a new wetland, stream and riparian planting areas, will help to establish and support a key landscape feature on the Site - providing improved habitat, ecology, a rural-urban buffer and visual amenity for residents. Proposed planting measures will notably enhance the ecological value of the Site over time along with its contribution to local linked habitats. As such landscape effects are considered to be **Low.**

7.11. The generally flat topography and extensive shelterbelt planting in the area reduces the viewing audience to the Site to primarily intermediate/close views from roads bordering the Site. There are not many distant views afforded of the Site. Distant views also generally view the Site as a component of a larger, expansive view. The proposed development is considered visible, but not prominent or unexpected, given the surrounding urban residential context and limited visibility. The proposed landscape treatments will also help the soften views of the proposal to integrate the development into the wider context, while extensive planting proposed on the Site would compartmentalise potential views, reducing the overall bulk and extent of the proposal when viewed from a distance. Adverse visual effects from distant views are assessed as **Low.**

7.12. Views from the immediate vicinity will observe an inherently new urban environment, that in the short term will introduce new elements and forms into the visual landscape. The increased intensity provided in the FAB Application and associated landscape features (wetlands and greenways) will introduce a diverse visual mosaic. Many close views originating from existing residential areas will view the proposal as a continuation of the existing urban form expanding from Takanini/Papakura. In many instances the visual amenity will be improved by the proposal. For locations adjoining the FUZ land, the change from rural to residential is entirely anticipated by the current future zoning. The type of development enabled would be consistent with the surrounding pattern of housing directly adjacent to the Site and would be seen as a natural extension of the existing urban fabric of the area.

7.13. From close rural viewpoints, boundary planting treatments along key interfaces provide important setbacks, buffers and visual screening to the proposed development. Potential effects would be mitigated and will reduce as the proposed boundary treatment planting grows, matures and screens the Site. Adverse visual effects from immediate views are assessed as **Low-Moderate**.

7.14. Given the nature of the Site, particularly its location, context, visibility, ability to integrate development associated vegetation, and mitigation measures, the proposal is considered to generate no more than **Low** adverse visual effects overall. It is also considered that these effects will be further reduced as future development 'grows in' and becomes a familiar and undiscernible component of the urban Takanini/Papakura environment.

7.15. When considered collectively it is concluded that even though the FAB Application will create a noticeable level of change, the Site can accommodate the proposal without significantly diminishing the landscape attributes, values and character of the Site and/or surrounding landscape.

7.16. It is considered that as the level of sensitivity of the Site to visual change is generally low, the mitigation measures of the proposal are effective at reducing impacts and the overall adverse effects of the proposal on the landscape and visual amenity are considered to be an acceptable change within the surrounding environment.

7.17. Combining both the landscape and visual effects of the development it is concluded that the overall effects will be **Low.**

7.18. It is therefore considered that the FAB Application is appropriate in terms of its landscape and visual amenity effects.

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APPENDIX 1: ASSESSMENT METHODOLOGY

The landscape and visual effects assessment is used to identify and assess the likely significance of potential effects a development has on the landscape, as well as assesses the impact on visual amenity for the affected neighbours and general public. While adverse effects are generally the focus of these reports, positive effects are also worth considering. The RMA notes that particular regard is required for the maintenance and enhancement of amenity values and quality of the environment[15].

This assessment considers the effects in terms of two interrelated assessment categories:

- Landscape Effects – The assessment of landscape effects is concerned with the change to the physical landscape that may alter its value or character.
- Visual Amenity - The assessment of visual effects is concerned with the effects of change and development on the views available to people and their visual amenity[16].

In addition, the proposal has been assessed in terms of cumulative effects of the proposal combined with existing developments, in accordance with the Resource Management Act 1991. Consideration of the future development within the site has been considered when assessing the impacts of the proposal.

Landscape Effects (Attributes, Values + Character)

Landscape effects are based on potential effects to the physical landscape, which may change its value or character.

Effects on landscape attributes take into consideration physical effects to the land resource and considers the susceptibility of the landscape to change. Landscape values relate to people's aesthetic perception of the biophysical environment, including considerations such as naturalness, vividness, coherence, memorability, and rarity. Landscape character is derived from a combination of landform, land cover and land use (including cultural elements) which gives an area its identity.

The susceptibility to change takes into account the attributes of the receiving environment and the characteristics of the proposed development, while considering the ability of the landscape to accommodate the change without adverse effects.

The assessment of effects on the landscape attributes, value and character of the Site has considered the likely nature and scale of change to the landscape, waterways and vegetation and any landscape features, as well as the zoning of the land and its associated anticipated level of development.

Visual Amenity Effects

Visual effects are changes to specific views which may change the visual amenity experienced by people. Definition of amenity values, as noted within the RMA: *"means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes"*.[17]

The assessment of effects on visual amenity considers the magnitude of change which will result from views of a proposed development, taking into account the size or scale of the effects, the geographical extent of views and the duration of the visual change. Other contributing factors include existing value of the view, sensitivity of the view to change, size of the viewing audience, proximity to Site, and type of view or outlook. This may distinguish between temporary and permanent effects where relevant.

[15] Section 7(c) and 7(f) - Resource Management Act 1991

[16] Information requirements for the assessment of Landscape and Visual Effects (Auckland Council, Sept 2017)

[17] Section 2(1) - Resource Management Act 1991

Determining the Overall Level of Effects

In assessing the extent of effects, this report uses the seven-point scale recommended by the NZILA Te Tangi a te Manu Aotearoa New Zealand Landscape Assessment Guidelines 2022. The scale of effects is: Very Low; Low; Low-moderate; Moderate; Moderate-High; High; Very High

Very Low Effect	No appreciable change to the visual character of the landscape, its landscape values and/or amenity values. Little or no loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation.
Low Effect	Limited change to the visual character of the landscape, with a low level of effect in relation to landscape values and/or amenity values. No material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic and absorbed within the receiving landscape.
Low-Moderate Effect	Evident visual change to the visual character of the landscape with a low to moderate level of effect in relation to landscape values and/or amenity values. Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent or uncharacteristic within the receiving landscape.
Moderate Effect	Appreciable change to the visual character of the landscape with a moderate level of effect in relation to landscape values and/or amenity values. Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent but not necessarily uncharacteristic within the receiving landscape.
Moderate-High Effect	Marked change to the visual character of the landscape with a moderate to high level of effect in relation to landscape values and/or amenity values. Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed.
High Effect	Significant change to the visual character of the landscape with a high level of effect in relation to landscape values and/or amenity values. Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains.
Very High Effect	Fundamental change to the visual character of the landscape with a very high level of effect in relation to landscape values and/or amenity values. The proposal causes significant adverse effects that cannot be avoided, remedied or mitigated. Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character

APPENDIX 2: GRAPHIC SUPPLEMENT