



# Integrating nature and culture

## Landscape Assessment Report

Delmore  
53A, 53B & 55 Russell Road (Stage 1)  
88, 130 & 132 Upper Ōrewa Road (Stage 2)  
Wainui  
Auckland  
0992

## Document Quality Assurance

Delmore – 53A, 53B & 55 Russell Road (Stage 1) / 88, 130 & 132 Upper Ōrewa Road  
(Stage 2), Wainui, Auckland – Landscape Assessment Report  
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# 1. Introduction

## *The proposal*

- 1.1. Vineway Ltd (**the Applicant**) is seeking to establish approximately 1250 residential lots across approximately 109.2 hectares spread across six existing lots; 88, 130 and 132 Upper Ōrewa Road and 53A, 53B and 55 Russell Road.

## *The subject site and planning context*

- 1.2. The project is separated into two (2) stages; Stage one is approximately 30.75 hectares in area and sits across 53A, 53B and 55 Russell Road. Stage two is approximately 78.45 hectares in area and sits across 88, 130 and 132 Upper Ōrewa Road. At present the masterplan contains a total of 1218 residential lots, split between 469 residential lots in stage one 749 residential lots in stage two. However, there are super lots within the site, which will allow for the establishment approximately 1250 lots in total. This assessment has been conducted under the assumption that approximately 1250 lots will be established across the site.
- 1.3. The legal description of the six (6) aforementioned existing lots is as follows;
  - 53A Russell Road – LOT 1 DP 497022
  - 53B Russell Road – LOT 2 DP 497022
  - 55 Russell Road – LOT 1 DP 336616
  - 88 Upper Ōrewa Road – LOT 2 DP 418770
  - 130 Upper Ōrewa Road – LOT 2 DP 153477
  - 132 Upper Ōrewa Road – LOT 1 DP 153477
- 1.4. The site sits within the 'Future Urban Zone' (FUZ) of the AUP. A terrestrial Significant Ecological Area (SEA-T) overlay sits over the northern reaches of 130 Upper Ōrewa Road. There are also SEA-T's identified abutting the site to the west of the site and at the south-eastern corner.
- 1.5. A notice of requirement (NoR 6) sits across the site and consists of a connection between Grand Drive and Milldale to the south.

## *Scope of assessment*

- 1.6. This report will provide an overview of the existing environment, a description of the change proposed, and identify how such change will affect the physical landscape, landscape character and/or visual amenity values of the site and surrounding area. This assessment is based on the current receiving environment..
- 1.7. This report should be read in conjunction with all other project documentation, inclusive of but not limited to, the project architectural, engineering and landscape architectural drawings and the traffic impact study and ecological report.

# 2. Methodology

- 2.1. This assessment of landscape and visual amenity effects has been undertaken with reference to the Te Tangi A Te Manu Aotearoa New Zealand Landscape Assessment Guidelines<sup>1</sup> ('The Guidelines').
- 2.2. The significance of effects identified within this assessment are based upon a seven-point scale ranging from very low; low; low-moderate; moderate; moderate-high; high; very high; ratings.
- 2.3. As per section 6.21 of the Guidelines the following ranking scale will be used for the assessment of landscape effects (both physical and visual).

**Table 1: Seven-Point Rating Scale**

VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH
LOW			MODERATE		HIGH	

- 2.4. As per section 6.22 of the Guidelines no descriptor of these ratings (i.e. of what low means) is given in this report based on the summation of the following Environment Court's "Matakana Island" decision (*Western Bay of Plenty District Council v Bay of Plenty Regional Council* [2019] NZEnvC 110) at [25] (note **emphasis** added):

*"We think that [people] are likely to be able to understand qualitative assessment of low, medium and high, and combinations or qualifications of those terms without the need for explanation. We do not consider ratings of that kind to constitute a fully systematic evaluation system in a field as complex as landscape: in this context, the system **depends far more on the substantive content of the assessment**, especially the identification of attributes and **values**, than on the fairly basic relativities of low-medium-high..."*

- 2.5. However, to provide some context, Table 2 below, and the subsequent paragraph (sourced from section 6.37 of the Guidelines) aligns the seven-point rating scale in Table 1 above against the 'less than minor' to 'significant' ratings scale typically used when assessing effects under the Resource Management Act 1991 ("RMA").

**Table 2: Seven-Point Guideline Rating Scale Measured Against the RMA Rating Scale**

						SIGNIFICANT	
LESS THAN MINOR		MINOR		MORE THAN MINOR			
VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH	

*"Effects are identified by establishing and describing the prevailing landscape character by identifying the landscape values of the site and the perception of the site within the wider landscape, (reference may be made in this regard to*

<sup>1</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

*existing statutory documents and previous landscape assessments undertaken by others) and assessing the effects of the proposal in either enhancing or degenerating from these values. These effects will be measured using the seven-point rating scale given above in Table 1 and Table 2<sup>2</sup>*

2.6. This landscape assessment follows section 10 of the Guidelines.

2.7. In this case, prior to conducting the assessment, a desktop study was completed which included a review of the relevant information relating to the landscape and visual amenity aspects of the proposal. This information included:

- Architectural plans and elevations
- Engineering drawings
- Landscape architectural drawings
- Ecological report
- Traffic impact study
- AUP including relevant planning maps
- Aerial photography
- Ground contours

2.8. A site visit was undertaken on the 9<sup>th</sup> of January in order to further understand the site and the surrounding context. The site visit focused on the potential physical impact the proposal would have on the landscape, what changes there would be to the landscape character of the site and surrounding area and the identification of viewing audiences to inform potential visual (landscape and amenity) effects.

2.9. Seven (7) viewpoints within the public realm, comprising thirteen (13) individual photographs were selected from forty (40) photographs taken during the site visit. These views were selected from locations within the wider landscape where it was considered conceivable, based on site observations, that the proposal would be visible (refer appendices 1.1 and 1.2 for viewpoints map).

### 3. Existing Environment

3.1. The purpose of this section is to provide a description of the site as it currently sits, both in a local and wider context. This analysis allows for a definition of the existing landscape character and serves as the basis for the analysis of potential effects of the proposal upon the prevailing landscape values.

#### *Site Location and Wider Context / Site Description*

3.2. In a wider context, the site sits to the west of both State Highway 1 (SH1) and Ōrewa. A series of rural and rural-residential properties sit to the west and south of

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<sup>2</sup> Section 6.7 - Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

the site. The Nukumea Scenic Reserve (that is administered by the Department of Conservation) sits to the north of the site.

3.3. An under development subdivision, Ara Hills, sits to the north-east of the site. Additionally there are recently (within previous ten years) residential developments located to the east of the site (across SH1) in Ōrewa and Milldale (a developing residential community) sits approximately 1500m to the south of the site.

3.4. Figure 1 below shows the position of the site relative to the surrounding environment, highlighting recently established and under construction residential developments.



Figure 1 – Local Context Map of Site (note: site is located '1' as per above image)<sup>3</sup>

3.5. The site itself can be considered to be rural in appearance containing a number of elements that can be readily associated with a rural environment, including livestock, wire fencing and ancillary sheds (note these will be discussed further in sections 3.10 – 3.23).

3.6. Figure 2 below provides an image across the site obtained from the head of the middle stream at the western boundary of the site (at an approximate RL of +95m, which represents a near high point of the site).

<sup>3</sup> Source: 'Delmore – Fast Track Application for a Residential Development' Published by Vineway Limited | Myland Partners - 2024



Figure 2 – Panoramic image across majority of site to the east (note: Ōrewa in background) from Western boundary of the site <sup>4</sup>

- 3.7. The site is currently accessed from Upper Ōrewa Road (Russell Road is a gravel road that feeds off Upper Ōrewa Road). Based on my site observations of traffic flow, Upper Ōrewa Road is a locally significant transport corridor which links to Wainui and Weranui Roads, which in turn provides access to rural-residential properties to the west and to the localities of Wainui and Waitoki.
- 3.8. The primary method of accessing the site is via Wainui Road that is accessed from SH1. Wainui Road then links to the aforementioned Upper Ōrewa Road and Russell Road.
- 3.9. Despite sitting within a rural location, Upper Ōrewa Road experiences a volume of traffic that is akin to an urban setting as do the nearby Wainui and Weranui Roads. The nearby SH1 experiences a largely consistent flow of traffic during daylight hours.

## *Landscape Elements*

- 3.10. This section discusses the significant landscape elements both within the subject site and local context, and for the purposes of this document these have been divided into two subcategories, natural elements and cultural elements. Natural landscape elements broadly consist of vegetation, landforms and coastlines. Cultural landscape elements consist of manmade structures that could be considered to be potentially character defining such as walls, residential and commercial built form and pieces of infrastructure (bridges, pathways).

### *Natural elements*

- 3.11. The site contains seven gullies, that all slope from the boundaries of the site towards Upper Ōrewa and Russell Roads, these gullies in turn host streams, some of which are intermittent and other permanent. The most prominent of these streams is that that originates at the western boundary of the site and based on the Auckland council mapping provided below in Figure 3 can be considered to be the 'central' stream at the western edge (i.e.: the location that the image represented in Figure 2 was obtained from).

<sup>4</sup> Source: My own image obtained 10:32AM – 9<sup>th</sup> January 2025



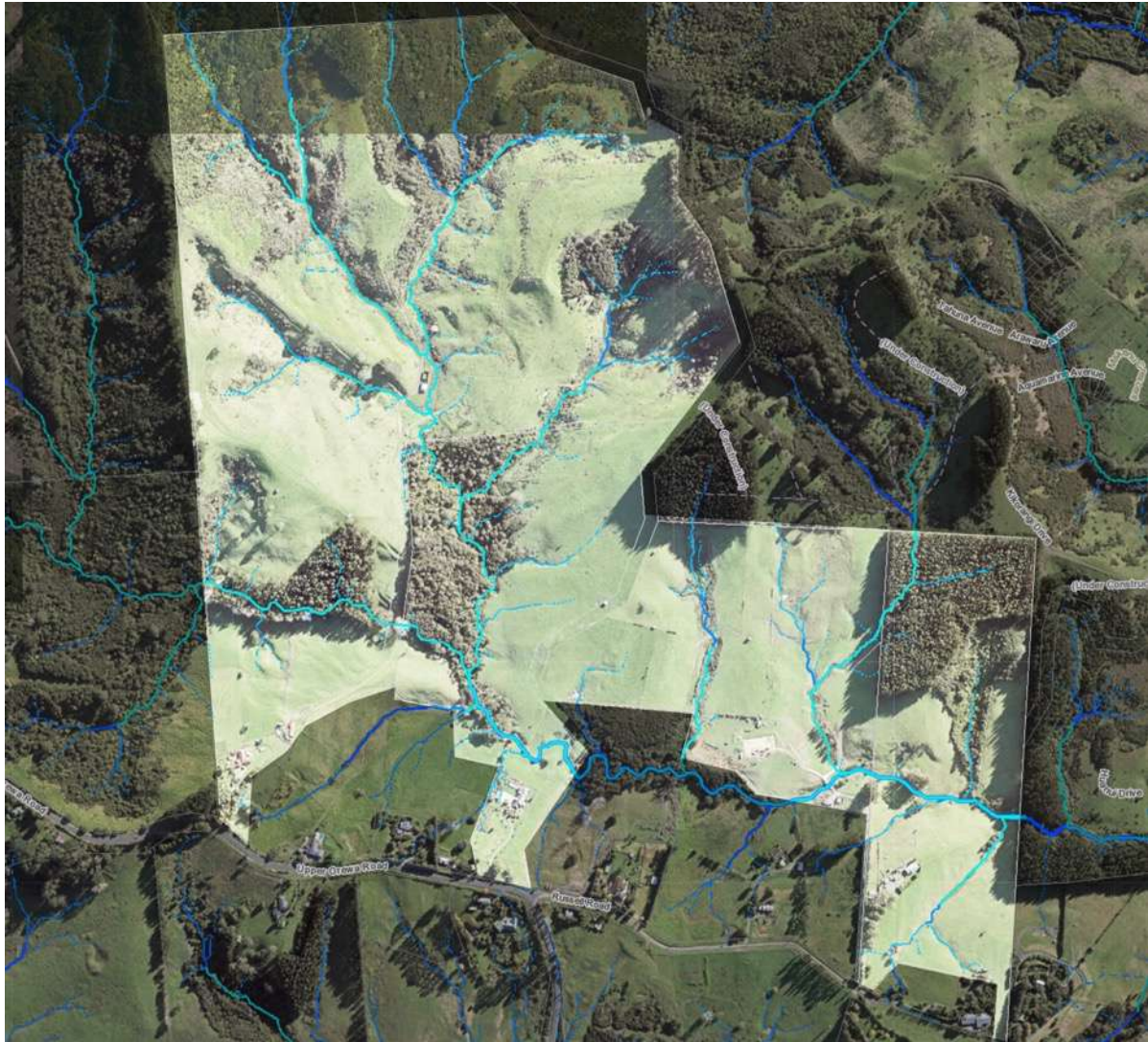


Figure 3 – Auckland council mapping showing intermittent streams/overland flow paths (dark blue) and permanent streams across the site (light blue) <sup>5</sup>

3.12. Figure 4 below provides an image of the lower stream at the western boundary (where it is 'culverted' by the existing farm track) and of the stream that sits at the 'central' location of the western boundary.

<sup>5</sup> Source: My own image obtained 10:32AM – 9<sup>th</sup> January 2025





Figure 4 – Top image is of lower stream at western half of site at point where it is 'culverted' by the existing farm access track and the lower image is of the 'origin point' of the central stream at the western edge <sup>6</sup>

3.13. Vegetation across the site can be separated into two broad categories, vegetation that associates with the aforementioned gullies and streams and vegetation that

<sup>6</sup> Source: My own image obtained 10:32AM – 9<sup>th</sup> January 2025



has been installed for utilitarian purposes (namely shelter belts, pine plantation blocks) or for ornamental planting associated with dwellings.

3.14. The vegetation that associates with the gullies is a combination of native and exotic vegetation, with native being in the majority and the exotic species largely limited to invasive weed species at the margins of these areas. An example of this can be seen in the lower image of Figure 4. This vegetation is discussed in detail in the ecological report prepared by Viridis Consultants.

3.15. The utilitarian planting is near exclusively exotic species with the shelter belts and pine plantations consisting of pine species. Figure 5 below provides an example (taken from the western boundary looking south) that shows examples of exotic vegetation both within and adjacent to the site, with the planting at the right of the image located at the boundary (with the shelter belt located on the neighbouring property) and that at the centre of the boundary associated with the lower stream.



Figure 5 – Image showing example of exotic vegetation within and adjacent to the site <sup>7</sup>

3.16. The aforementioned streams / gullies across the site create a rolling landscape that is typical of the surrounding environment to the north and west. Figure 6 below provides a representative 3d image showing the various gullies and streams across the site.

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<sup>7</sup> Source: My own image obtained 10:35AM – 9<sup>th</sup> January 2025





Figure 6 – Representative 3D image (note boundary is approximate) <sup>8</sup>

3.17. Whilst the landscape to the east (i.e.: that on the opposite verge of SH1- refer to Figure 1) has been developed into residential communities, prior to this development this portion of the landscape contained a similar rolling profile and ‘rural layout’ as does the site, this is illustrated in Figure 7 below with the upper image obtained in 2013 and the lower in 2024.



Figure 7 – Representative 3D image of wider landscape from 2013 (top) and 2024 (bottom) <sup>9</sup>

<sup>8</sup> Source: Google earth – retrieved 15.01.2024

<sup>9</sup> Source: Google earth – retrieved 15.01.2024

3.18. The topography of these gullies creates a number of localised ridgelines that, in turn, allow for views (in the spectrum from the south to the east), from higher elevations towards the ocean and coastline. An example of such a view towards the coastline is provided below in Figure 8 and was obtained from the existing outdoor living area of the existing dwelling at 132 Upper Ōrewa Road, these views also encapsulate views towards the residential and commercial areas of Ōrewa, Red Beach and Silverdale, views to outer lying islands of the Hauraki Gulf are also available.



Figure 8 – Panoramic image showing view to east (from existing dwelling at 132 Upper Ōrewa Road) note the view of the ocean and outlying islands in the background <sup>10</sup>

#### *Cultural elements*

3.19. The site contains a number of elements that can be readily associated with a rural environment including;

- Post and wire fencing
- Paddocks containing livestock
- Sheds (both in use and derelict)
- Numerous vehicular tracks
- Interplay between geometrically organised linear planting and organically occurring vegetation (refer sections 3.13-3.15)

3.20. The aforementioned vehicular tracks across the site follow the natural contours of the site, thus minimising their intrusion into the landscape. The most prominent of these vehicular tracks is the track that runs at the boundary between 130 and 132 Upper Ōrewa Road as shown below in Figure 9.

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<sup>10</sup> Source: My own image obtained 11:27AM – 9<sup>th</sup> January 2025





Figure 9 – Image showing view of main vehicular access track <sup>11</sup>

3.21. As outlined in the preceding paragraphs the site sits within a local and wider landscape that is undergoing change with a greater amount of residential built-form being established through the landscape and replacing the rural landscape, this change can be seen in Figure 7. This change is also present in an increasing number of rural-residential properties to the west of the site, which has led to a traffic volume on Upper Ōrewa Road that is more akin (based on my site observations) to an urban environment than a rural one.

3.22. This combination of increased residential density and proximity to SH1 creates a juxtaposition from an aural perspective in that, sounds associated with a traditional rural environment, such as bird calls, insects and livestock can be heard against the din of consistent road traffic noise. I have recorded this noise during my site on 9<sup>th</sup> January, the recording is available at the following link;  
[https://greenwoodassociates-my.sharepoint.com/:f/g/personal/chris\\_greenwoodassociates\\_co\\_nz/EiVmeXhJZDNNnSqhTSLjAhkBDPrGCohVmgMGC7WmVH0\\_Yw?e=eXFkq2](https://greenwoodassociates-my.sharepoint.com/:f/g/personal/chris_greenwoodassociates_co_nz/EiVmeXhJZDNNnSqhTSLjAhkBDPrGCohVmgMGC7WmVH0_Yw?e=eXFkq2).

3.23. The views outlined in section 3.18 are only accessible to the current occupants of the site and not to the general public as no public access exists across the site, thus this natural element / landscape asset cannot be enjoyed by the wider public.

### *Landscape Character*

3.24. Landscape character describes peoples visual or cogitative perception of both natural and developed landscapes. It is also synonymous to a “sense of place” and represents an attitude concerning one’s environs.

<sup>11</sup> Source: My own image obtained 11:19AM – 9<sup>th</sup> January 2025

- 3.25. Landscape character is also informed by the amenity of the area; amenity<sup>12</sup> describes people's visual or cognitive perceptions of activities that occur in an area. For example, a large open pastured area punctuated with ancillary buildings would lead to the perception that the area is used for farming activities and thus having a rural amenity. Therefore, in terms of landscape character this example area would be perceived as having a rural character.
- 3.26. It should be noted that landscape character and amenity are not mutually exclusive and certain physical landscape elements may be both considered defining elements of both landscape character and amenity.
- 3.27. Defining the landscape character of the site forms the basis of analysing the landscape's sensitivity to absorb change and hence the effect of the proposal upon the landscape. Defining landscape character also has an impact on the determination of the level of potential adverse visual effects upon the site, as an outcome that can be deemed as being in keeping with the prevailing landscape character can be considered more acceptable than one that does not correlate with the prevailing landscape character.
- 3.28. As outlined in the preceding sections 3.2 - 3.22 the site and the surrounding environs to the north, south and west exhibit characteristics (both natural and cultural elements) that reflect a traditional **rural character**.
- 3.29. However, the site sits within a wider landscape that is undergoing change from an environment that can be associated with a traditional rural character to one that can be associated with a more traditional urban character, this can be evidenced in the images provided in Figure 7.
- 3.30. This change can be seen from within the site itself and can be experienced aurally through the ambient noise of vehicular traffic from SH1 and Upper Ōrewa Road.
- 3.31. This provides a contradiction in terms of defining character as when viewed in isolation the site can be considered to be traditionally rural in character, however when analysed in the wider context of a changing landscape to the west and south that is transforming from a traditional rural landscape set across rolling topography to a more traditional urban landscape. Therefore, I consider that the site and its surrounds can be considered to be **traditionally rural in character with urban influences from an ongoing change in land use patterning.**

### *Landscape Sensitivity to Absorb Change*

- 3.32. This section outlines actions that would potentially adversely affect the landscape character described above. In broad terms, if a landscape is highly sensitive to change then relatively minor actions could have a high level of effect on the prevailing landscape character, whereas if a landscape has a lower sensitivity to

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<sup>12</sup> As per RMA **amenity values** 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.

change then any actions that potentially adversely affect the prevailing landscape character would need to be greater and more deliberate in nature.

3.33. A landscape's sensitivity to absorb change reflects the ability of the landscape to accept change to its original state. This level of sensitivity is influenced by the following, previously discussed factors:

- position within the wider landscape (including degree of visibility);
- landscape elements; and
- landscape character.

3.34. As outlined in section 3.31, I consider that the site has a traditionally rural character with urban influences from an ongoing change in land use patterning.

3.35. Therefore, the change in a land use patterning brought about by a change from a traditional rural land use to a residential development will not have as greater an adverse effect than what could be considered to occur in a traditional rural environment without the surrounding urban influences.

3.36. The proposal (refer section 5) will see the urban edge expand across the landscape, this has been telegraphed through the zoning of the site as 'Future Urban Zone', therefore when combined with the visual presence of an expanding urban edge and the current zoning there is an expectation that the urban edge will expand across the landscape through the site.

3.37. Therefore, it is my opinion, it is not the change in landscape patterning / usage from a traditional rural coverage to a contemporary urban residential development that will have the potential to cause an adverse effect but rather how the expansion of this urban edge will be managed.

3.38. I consider that the following aspects of an urban development across the landscape should be managed to ensure that the transition from a traditional rural character to a contemporary urban development is undertaken in such a manner that the wider character defining aspects of the landscape, such as the rolling topography, streams & gullies incised through the landscape and naturally occurring native vegetation associated with the permanent and intermittent riparian corridors across the landscape;

- Infrastructure elements (roads and lots) to be sympathetic to the prevailing landforms to minimise the amount of land modification and allow the general rolling topography to be maintained (whilst it is reasonable to assume that land modification will be required to change the land use from traditionally rural to urban this should be undertaken in a manner that preserves the rolling landscape topography and allows natural drainage patterns to be maintained).
- Consistency in lot sizes and built-form arrangement with the nearby urban environment so that the proposed development is not perceived as a standalone development but rather part of the wider urban fabric.

- Retention of naturally occurring vegetation through the site, specifically that associated with riparian corridors (both permanent and intermittent streams) to ensure that natural hydrological processes across the site are retained but also bird and insect habitat are retained which will allow for the noises outlined in section 3.22 to remain across the site in conjunction with the urban noises that will be an expected outcome of a contemporary residential development.
- Managing vehicular access to the site to ensure that traffic volumes in roads in more 'traditional rural' areas do not play host to the majority of vehicular traffic accessing the site, it would be preferable if Grand Drive in Ōrewa carried more of this vehicular traffic in order to reduce ambient vehicle noise in more traditionally rural areas to the west of the site.
- Allowing for public access to the higher reaches of the site (which will not be developed due to the presence of an SEA and unsuitable topography) this will allow the general public to experience a landscape asset that is currently only accessible to the current occupants of the site.
- Ensuring that built-form on localised ridgelines is not perceived as ribbon development (Ribbon development occurs when a row of identical built form is placed atop a ridgeline) when viewed within the wider landscape, this is especially prevalent at the western ridgeline as this will act as the transition between the urban edge and the adjacent 'traditional rural landscape'.

## 4. Relevant Statutory Context

- 4.1. This section will outline relevant clauses from national, regional and local policy and/or statutory regulations that impact the analysis of landscape effects generated by the proposal (refer section 5).

### *Resource Management Act 1991*

- 4.2. Part 2 of the RMA sets out its purpose and principles. Part 2, section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical resources. Section 6 sets out the matters of importance that must be recognised and provided for in achieving the purpose of the RMA. Section 7 contains other matters that must be given particular regard to.
- 4.3. The protection of outstanding natural features and landscapes from inappropriate subdivision, use and development is identified as a matter of national importance in section 6(b).
- 4.4. Section 7 identifies a range of matters that shall be given particular regard to in achieving the purpose of the RMA. Of relevance to this proposal is section 7(c) the maintenance and enhancement of amenity values. This is considered in this report in relation to potential effects on landscape elements, character, and visual amenity.

### *Auckland Unitary Plan (AUP)*



4.5. As per section 1.4 the site sits within the FUZ, with a SEA-T located at the northern aspects of the site (and SEA-Ts outside the site boundary to the west and at the south-eastern corner).

4.6. The FUZ is a transitional zone, ahead of urban development, and the project is therefore designed to align with the AUP's Residential – Mixed Housing Suburban Zone not the FUZ.

4.7. Therefore, I have focused the assessment of the proposed development solely in terms of landscape effects in respect to current environment and prevailing landscape character, to inform the planning assessment provided with the application.

## 5. Proposal

### Layout

5.1. The proposed layout of the 1218 residential lots is outlined below in Figure 10, as outlined in sections 1.1 and 1.4, the applicant is seeking to establish approximately 1250 lots across the site.

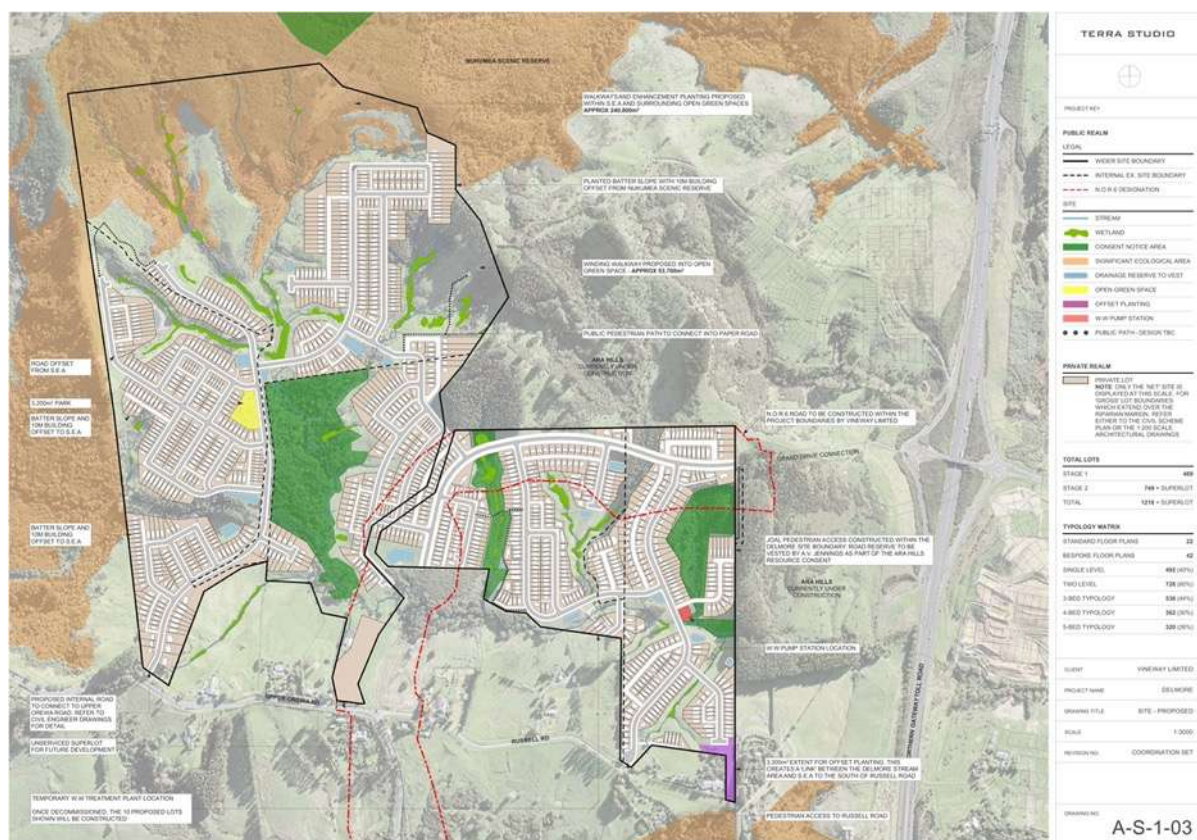


Figure 10 – Proposed layout plan <sup>13</sup>

<sup>13</sup> Source: Architectural drawing A-S-103

- 5.2. This site will have two vehicular access points, one through Grand Drive (accessed from either Ōrewa or directly from SH1) and from Upper Ōrewa Road (at the current entrance to 132 Upper Ōrewa Road), there is also provision for a third access point from Upper Ōrewa Road (as provided for by the NOR overlay) that will align directly with the north-south branch of Upper Ōrewa Road.
- 5.3. The two aforementioned access points to the site form main roads through the site and both link to the upper regions, the entrance from Grand Drive, follows the natural contours of the site by moving downwards through one of the central gullies. The entrance through Upper Ōrewa Road follows the path of the existing main vehicular access through the site (refer section 3.20 and Figure 9).
- 5.4. As per the traffic impact study, it is anticipated that 75-80% of the anticipated vehicular traffic will access the site through the proposed Grand Drive access point.
- 5.5. The residential lots are divided into clusters that are defined by the streams and gullies across the site (refer Figure 10 above).
- 5.6. No development is proposed to take place within the SEA-T.
- 5.7. As shown in Figure 10 the proposed lots are of comparable size to those at the Ara Hills development to the north-west and the development due east of the site (on the opposing verge of SH1).
- 5.8. As shown in Figure 10 a series of walking tracks are provided at the higher elevations of the site, these will be accessible to future residents and the general public through the proposed road network. The view from one of the proposed 'lookout points' is shown in Figure 2. The provision of these walking tracks ensures that the upper portions of the site can be utilised by the general public, which is not possible in the current situation.
- 5.9. A wastewater treatment plant (WWTP) is proposed near the common boundary with 35 Russell Road (at the northern boundary of 35 Russell Road) within stage 1.

### *Dwelling typologies*

- 5.10. As shown in Figure 10, 22 'base' typologies (referred to as 'standard floor plans') are provided across site, with site conditions necessitating 42 skews (referred to as 'bespoke floor plans') to these typologies to accommodate the varying topography of the site, this brings the total number of typologies across site to 64.
- 5.11. The project architectural drawings provide details of these typologies.
- 5.12. As shown in Figure 10, 492 dwellings (40%) will be single level and the remaining 726 (60%) will be double storey.

### *Open space provisions*



5.13. As outlined in Figure 10 the stream corridors are not being developed, these corridors will be subject to revegetation planting (refer 'landscape architectural response sub-section below), the upper reaches of the site are also to be undeveloped and will contain walking tracks and lookout points.

5.14. Within the residential development areas, a 3200m<sup>2</sup> park is proposed with twenty (20) drainage reserves providing for twenty-one (21) areas of open space, that in conjunction with areas of the existing pastoral landscape that will not be developed will create a network of open space across the site.

### *Earthworks / Structural Retaining*

5.15. Full details of the required earthworks and structural retaining are provided in the civil engineering drawings.

5.16. As the site sits across a rolling landscape, I consider it inevitable that earthworks and structural retaining will be required across the site in order to accommodate any residential development, with the only way to avoid / minimise any modification to the landscape would be by establishing larger lifestyle lots, although this would most likely still require land modification to facilitate vehicular access.

5.17. Below provides a 3D image shows the approximate proposed earthworks (in terms of batter slopes and structural retaining) required to accommodate the proposed residential lots and roadways at various points of the site, note that the existing landform is not shown in these 3D images. The full extent of earthworks is outlined in the project civil engineering drawings.

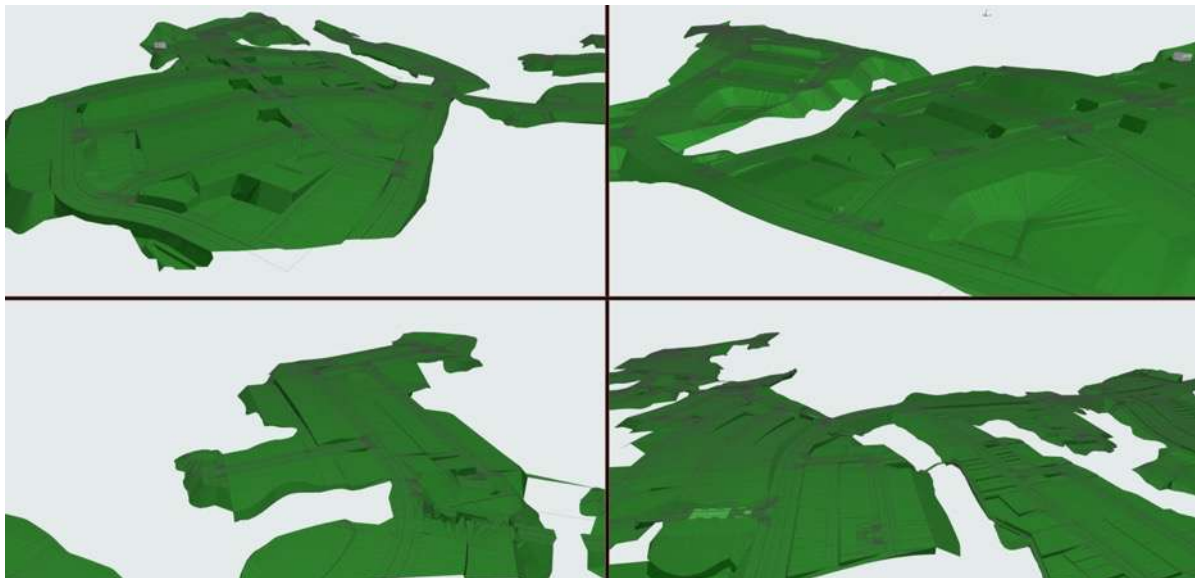


Figure 11 – 3D mesh showing proposed earthworks at various locations across site <sup>14</sup>

5.18. Utilising the 3D mesh model it can be seen that a variety of batter slopes and structural retaining will be required, more so at higher elevations than lower

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<sup>14</sup> Source: Civil Engineering drawing

elevation in order to accommodate the proposed number of building platforms, with batter slopes appearing as the preferred method of level change management.

### *Vegetation retention / removal & Revegetation planting*

- 5.19. All vegetation located within areas of proposed roads and residential lots and open spaces is to be removed.
- 5.20. Nearly all native vegetation in all other open space is to be retained, with exotic vegetation to be removed (although some trees may be retained if they are considered to be of good biological condition).
- 5.21. Native revegetation planting is proposed through all stream corridors and at the upper reaches of the site, the details of species and extent of this planting are provided in the landscape architectural project drawings.
- 5.22. As outlined in the ecological report, whilst the initial clearance of taller exotic vegetation may result in some initial loss of habitat in terms of loss of perching area for birds, with the proposed native revegetation planting there will be an overall net bio-diversity gain over time, both within the site and across the landscape due to enhancement of existing ecological corridors.

### *Landscape architectural response to the site*

- 5.23. The landscape architectural response to the site is provided in the project landscape architectural drawings and encompasses planting, hardscape and fencing strategies across both the public and private realms of the site.
- 5.24. As outlined in sections 5.19-5.21 native revegetation planting will occur across the open spaces of the site with the majority of exotic vegetation to be removed.
- 5.25. Each private lot is to receive a minimum of one (1) tree, street trees are to be installed on the two main roads that are access from Upper Ōrewa Road and Grand Drive respectively.
- 5.26. Where private lots are on flat topography the rear and side yards will consist of lawn beds, allowing for outdoor recreation space for these lots.
- 5.27. Where private lots contain sloped landform (i.e.: batter slopes) this is treated with native shrub planting.
- 5.28. Each front yard receives a combination of shrub and tree planting to provide vegetation to the streetscape. An example of where this occurs is at the western edge where a batter slope is provided to slope down from the localised ridgeline in order to set the proposed dwellings at a lower level than the ridgeline.

## 6. Assessment of landscape effects

6.1. The following assessment of effects will be separated into three (3) sub-sections, physical landscape effects, effects on visual amenity and effects on landscape character. Physical landscape effects will address the physical changes to the site (both direct and in-direct), effects on visual amenity will address the effects on visual amenity from both the public and private realms and will utilise viewpoints to aid in these assessments and effects on landscape character will surmise the both the physical effects and effects on visual amenity with regards to the prevailing landscape character as addressed in sections 3.24-3.31

### *Physical landscape effects*

6.2. This section considers the physical effects of the proposal outlined in section 5 upon the natural landscape elements of the site and its immediate surrounds. The effect of the proposal upon the landscape elements of the site is linked to the landscape's sensitivity to change.

6.3. Physical landscape effects are not necessarily limited to the site itself, but also to immediately surrounding areas. For example, if a site was sitting on a slope that formed part of a greater landform, flattening that portion of the slope could be considered to be an adverse effect not only the site itself but also the surrounding landscape.

### *Effects on the immediate site - Physical landscape effects*

6.4. As outlined through section 5 the direct physical landscape effects that will occur within the site can be surmised as follows;

- Removal of all vegetation from within areas proposed for residential development
- Removal of majority of exotic vegetation from open space areas
- Retention of native vegetation in open space areas and along waterways
- Native revegetation planting
- Utilisation of batter slopes and structural retaining across site to integrate the proposed roading network and residential lots, the height / extent increases relative to the elevation of the site
- Introduction of urban built-form (and associated road network) across the landscape (which can be currently characterised as 'traditional rural')
- Establishment of a minimum of one (1) tree per lot in proposed residential lots
- Provision of walking tracks at the upper reaches of the site (to be set within revegetation planting)

6.5. Having visited the site and reviewed the landscape architectural plans, I can conclude that the overall amount of tree and shrub vegetation across the site will increase from current levels, although any pastoral landscape (stock paddocks –

grass open space) will be removed (either through residential development or revegetation) this will provide a vegetation patterning that sits built-form within native vegetation with the landscape patterning defined by the interplay between this built-form and the native vegetation.

- 6.6. I consider this increased level of vegetation to be a positive effect on the landscape by increasing native vegetation coverage across the landscape and increasing habitat for native bird and insect life. In terms of the patterning, the interplay between native vegetation and residential built form will provide an appreciable buffer (from a visual perspective) of built-form set within vegetation to manage the transition from an urban environment to a rural environment.
- 6.7. The incorporation of batter slopes and structural retaining through the site is an expected outcome when transitioning from a traditional rural / rural-residential land use to a residential development. Having visited the site and viewed the topography and the grade of the stream banks, I consider the proposed earthworks to be reasonable in terms of their extent and scope.
- 6.8. Providing the proposed batter slopes and retaining walls allows for the existing riparian corridors (both permanent and intermittent streams) to be retained across the site and for the retention of natural overland flow patterns. Providing batter slopes allows for native shrub planting to be utilised to mitigate any perceived effects on visual amenity and provide additional areas of planting across the site.
- 6.9. The two main roads (i.e.: those accessed from Grand Drive and Upper Ōrewa Road respectively) follow the natural contours of the land which minimises earthworks and allows the streets that feed off these roads to follow the natural contours as much as possible, having visited the site, I am of the opinion that the project engineers have endeavoured to follow existing farm tracks as much as possible when placing roads across the site.
- 6.10. The provision of walking tracks through the upper reaches of the site allows for access to views to the east and south, this provides residents and the general public the opportunity to experience the views to the east and south from the higher points of the site.

### *Effects on the surrounding areas - Physical landscape effects*

- 6.11. All physical works will occur within the boundaries of the site, a provision for a pedestrian link has been provided to link two portions of the development in the lot to the east of the site. Whilst this provision is shown on the plans, no physical works will be undertaken by the applicant off site.
- 6.12. The establishment of approximately 1250 residential lots across the site, will increase the amount of vehicular traffic in the surrounding environment. Having reviewed the 'typology handbook' two off-street car parks will be provided for each dwelling, therefore it can be reasonably assumed that the development will play host to up to 2500 motor vehicles.

- 6.13. The site will be accessed from two (2) points, one at the south-west corner on Upper Ōrewa Road and the second at the eastern boundary from Grand Drive. Two (2) potential additional entrances may be established on Upper Ōrewa Road, one will access a small pocket of residential lots that are not linked (through roads) to the remainder of the site, the other will form part of the connection to the north-south portion of Upper Ōrewa Road (as provided for in the NOR).
- 6.14. As outlined in section 5.4, the traffic impact study indicates that 75-80% of the anticipated vehicular traffic will access the site through the proposed Grand Drive entrance with the remaining traffic entering through the Upper Ōrewa road entrance.
- 6.15. Therefore, taking this into account, I do not anticipate a marked increase in vehicular movements on the rural roads surrounding the site and thus the amount of road noise experienced on these roads will be similar to what is currently present and in line with the sounds described in section 3.22 that can be currently heard within the rural portions of the surrounding landscape.

### *Effects upon visual amenity*

- 6.16. Visual amenity is another key component to people's identification and perception of landscape character. Visual amenity effects result from changes to specific views and the visual amenity experienced by people. The magnitude (or level) of change must be considered in relation to the sensitivity of the viewing audience when evaluating the significance of an effect. The sensitivity may be influenced by a number of factors, which include but are not limited to the number of people who may see it, the reason for being at the viewpoint or looking at the view, the existing character of the view, the duration for which the proposal may be seen and the viewing distance.
- 6.17. Through individual public realm viewpoint analysis, I will comment on the effects upon visual amenity and landscape character and will provide a subsequent analysis on the effects upon landscape character (which takes into account both physical alteration to the landscape and effects upon visual amenity) in section 7 of this report.

### *Visual catchment and Viewing audiences*

- 6.18. Viewpoints for analysis of effects on the localised landscape character were determined by analysing key public locations (reserves, public parks), nearby static viewpoints (bus stops, car parks) and, where possible, public areas near potential private viewing audiences.
- 6.19. Based upon my site visit and analysis I consider that the primary public and private viewing audiences comprise the following:

#### *Public viewing audiences*

6.20. The site agrees a large degree of obscuration within the landscape due to a combination of the prevailing topography and surrounding vegetation, with the lower portions of the site having limited to no exposure unless directly adjacent to the site. The site has greater exposure when viewed from a distance from Ōrewa and parts of Silverdale. Therefore, the publicly available viewpoints can be divided into two categories; close proximity views and wider views.

6.21. Based on my site visit, I consider the 'close proximity views' to encapsulate the following

6.22. Upper Ōrewa Road (East-West aligned portion): Glimpsed views towards the western edge of the site are available when travelling eastwards towards the site, note that due to the nature of the road verges (which are formed drainage channels) there is no room for pedestrians, therefore the majority of the viewing audience will comprise vehicular based viewing audiences and a minority will be cyclists, additionally, due to the aforementioned verges all views will be transitional as there is no area to stop at the side of the road. (Represented by viewpoint 1)

6.23. Upper Ōrewa Road (North-South aligned portion): When travelling northwards (from Wainui Road) the site is largely obscured from view due to the prevailing topography and this portion of road sitting lower than the site, with the site not coming into view until the final approximate 10-20m stretch of this road. (Represented by viewpoint 2)

6.24. Based on my site visit, I consider the 'wider views' to encapsulate the following

6.25. West Hoe Heights / Sunny Heights Road: The upper reaches of the site are partially visible from the area near the intersection of West Hoe heights and Sunny heights Road, views to the site from the public realm near this area are largely obscured by the prevailing built-form signature. (Represented by viewpoint 3).

- Metro Park: The upper portions of the site are visible from within the Metro Park reserve, particularly at the higher portions near Bankside Road. (Represented by viewpoint 4).
- Colin Chester Drive: The upper portions of the site are visible from Colin Chester Road, particularly in the car park of an near the Mitre 10 Mega that is located here. This Mitre 10 Mega is prominently visible from the higher reaches of the site as demonstrated below in Figure 12 . (Represented by viewpoint 5).



Figure 12 – View from higher portions of western boundary – note prominence of Mitre 10 Mega in view <sup>15</sup>

- Wainui Road: The upper portions of the site are available from a portion of Wainui Road when travelling westwards. (Represented by viewpoint 6).
- Silverwater Drive: The upper portions of the site are available from the upper reaches of Silverwater Drive. (Represented by viewpoint 7).

#### *Private viewing audiences*

6.26. As shown in the preceding figures through this report, the upper reaches of the site will have a high level of exposure to the south and east with a high number of private properties likely having views towards the site, these are too numerous to conduct assessments for each, therefore I will rely on my assessments of the viewpoints in the public realm in the ‘wider views’ category.

6.27. Likewise, the public view identified on Upper Ōrewa Road (West-East alignment) can also be used to inform assessment of any potential effects on the properties that are located near the identified viewpoints.

6.28. I consider that the private viewing audiences that have the greatest exposure to, and the greatest potential to have impacts on visual amenity to be the neighbouring properties. At the southern boundary of the site, namely;

- 118 Upper Ōrewa Road
- 100 Upper Ōrewa Road
- 90 Upper Ōrewa Road

<sup>15</sup> Source: My own image obtained 10:35AM – 9<sup>th</sup> January 2025

- 3 Russell Road
- 11 Russell Road
- 35 Russell Road
- 59 Russell Road
- 19A Kowhai Road
- 159 Upper Ōrewa Road

As these are private properties were not accessible during the site visit I will rely on a combination of site observations and available aerial photography to complete my assessments, these images will be presented as in-line figures.

### *Assessment Viewpoints – Public Realm*

6.29. The assessment viewpoints are described in more detail in Table 3 below with a map indicating the location of these viewpoints located in appendix 1. The photographs, which represent these viewpoints, are shown in appendices 2.1-2.13.

6.30. Note that 'degree of visibility' within the below table refers to the visibility of the proposed billboard (refer section 5) and 'distance to site' refers to the distance to the closest point of the boundary of the subject site.

**Table 3: Assessment viewpoints**

VP No.	Direction of View	Distance to site	Degree of visibility (Full / Partial / Obscured)	Reason for Selection
<b>'Close Proximity Views'</b>				
V01-1	East	Approx. 800m	Partial	Approximate initial view towards proposal when travelling eastwards on Upper Ōrewa Road, this represents the first of three glimpsed views to the site, as outlined in section 6.21 these views would most likely only be obtained from within a vehicle or from atop a bicycle due to a lack of pedestrian facilities
V01-2	East	Approx. 340m	Partial	Approximate mid view towards proposal when travelling eastwards on Upper Ōrewa Road, this represents the second of three glimpsed views to the site, as outlined in section 6.21 these views would most likely only be obtained from within a vehicle or from atop a bicycle due to a lack of pedestrian facilities
V01-3	East	Approx. 240m	Partial	Approximate final view towards proposal when travelling eastwards on Upper Ōrewa Road, this represents the third of three glimpsed views to the site, as outlined in section 6.21 these views would most likely only be obtained



				from within a vehicle or from atop a bicycle due to a lack of pedestrian facilities. Note that a panoramic image of this viewpoint is also provided to show the wider reaches of the site and landscape that are visible from this viewpoint)
V02-1	North	Approx. 65m	Obscured	Provides an example of the obscuration afforded the site when approaching from the south, with this image being obtained from near the intersection with Russell Road – therefore the full ‘reveal’ of the site does not occur into being in close proximity to the southern boundary of 3 Russell Road.
V02-2	North	Approx. 40m	Full	Provides an example of the full ‘reveal’ of the site when in close proximity to the boundary of 3 Russell Road, note that this image is located approx..50m from V02-1 yet the change in exposure of the site is drastic. Note that a panoramic image of this viewpoint is also provided to show the wider reaches of the site and landscape that are visible from this viewpoint.
<b>‘Wider Views’</b>				
V03	South-West	Approx. 1400m	Partial	Representative of view towards the site from high point near West Hoe Heights, note that the large water tank to the east of this viewpoint is visible from within the site.
V04	North-West	Approx. 1800m	Partial	Representative of view towards the site from within Metro Park-West. Note that a panoramic image of this viewpoint is also provided to show the wider reaches of the site and landscape that are visible from this viewpoint.
V05	North-West	Approx. 2200m	Partial	Representative of view from Colin Chester Drive (i.e.: location of Mitre 10 Mega that is visible from within high point of site)
V06	North-West	Approx. 2580m	Partial	Representative of view to site from Wainui Road towards the site, note that this view is only available for a limited portion of this stretch of road (approximately 90m)
V07	North-West	Approx. 4100m	Partial	Farthest view to the site from publicly available point (the East Coast Heights subdivision), note that at lower portions of this subdivision the site is obscured from view by built-form.

## *Assessment of Visual Amenity Effects – Public Realm*

6.31. The visual effects likely to result from this proposal are described below in relation to the respective viewpoints. 'Existing View' refers to the contemporary view as it is presented in the supplied viewpoint images that append this report (i.e.: without the proposal present), 'Proposed View' refers to the view that is anticipated when the development is constructed.

### *Viewpoint V01: Upper Ōrewa Road – Travelling Eastwards*

6.32. This viewpoint represents the views available to the site when travelling eastwards on Upper Ōrewa Road, as previously outlined these views are likely only available from within a motor vehicle or atop a bicycle and are transitional views with no static views available due to narrow roadside verges.

#### **Existing View:**

The existing utility buildings located at 132 Upper Ōrewa Road are initially visible at a distance of approximately 800m (refer image for viewpoint V01-1) with the dwelling coming into view when approximately 340m from the site. Note that the three views displayed are not continuous and are interrupted by the prevailing topography and vegetation cover. The western boundary of the site is visible from all three points of this transitional viewpoint, with the upper reaches at the western boundary also visible in the initial view. For all three points that make up this transitional viewpoint portions of the surrounding urban environment are visible.

The site itself currently does not have any natural or cultural features that distinguish it from the surrounding rural landscape.

#### **Proposed View:**

The proposed dwellings at the southern portion of the western edge will receive the greatest level of exposure as they will be visible from all three points that make up this transitional viewpoint.

These aforementioned 'lower western edge lots' will be raised above the prevailing level to obtain a flat building platform at this sloping portion of the site, this transition is managed with a batter slope that will be planted with native planting. The proposed dwellings at these lots are located away from this western boundary, which allows for the provision of trees across these lots. This planting will provide a degree of screening and will ensure that as this planting matures these dwellings will be viewed as sitting 'within' vegetation, as is the case in other established residential areas within Ōrewa.

The majority of the aforementioned proposed dwellings will be viewed with the existing vegetation at the property neighbouring the site (180 Upper Ōrewa Road) at the foreground, this ensures that these dwellings will still be viewed with a 'traditional rural' foreground (when taking into account the interplay between this

planting and the rolling pastoral landscape also visible at the foreground), with the juxtaposition of this 'traditional rural landscape' and a traditional urban land patterning working in conjunction to produce a defined 'urban edge' defined along geometric land division of a type that is common throughout Aotearoa / New Zealand.

Whilst alteration to the foreground landscape may effect this perception I am confident that it will remain in its current state for the long term as the foreground planting in question and the surrounding pastoral landscape sit within an SEA-T and the 'rural production zone' and on the rural side of the rural-urban boundary (RUB) as outlined in the AUP, thus ensuring that it will take significant statutory change before these landscape assets are removed and developed into a residential development.

When moving closer to the site (viewpoints 1-2 and 1-3) the central portion of the site will come into view, as the aforementioned dwellings at the western edge are at a density that will be more closely associated with an urban character than a rural-residential one, this will provide a visual cue that more dwellings are likely present deeper within the landscape, therefore there will be expectation that more dwellings / urban form is present deeper in the landscape.

It should also be noted due to the presence of pine trees on the eastern boundary of the site that few, if any of the visible dwellings from this transitional viewpoint will be viewed with a sky backdrop, whilst it is conceivable that some (or all) of the pines adjacent to the site could be removed to accommodate an expanded Ara Hills subdivision, the depth of the lots at this interface (which are yet to be individually developed and are proposed as a superlot) will have sufficient depth and elevation of rear yards to accommodate tree planting to provide a vegetated backdrop.

Therefore, taking the above factors into account, and considering the transitional nature of this viewpoint and brevity of the glimpsed views towards the site in its developed form, I am of the opinion that that the effects upon visual amenity of the proposal from this transitional viewpoint (represented by three images) can be considered to be **low**<sup>16</sup>.

#### *Viewpoint V02: Upper Ōrewa Road – Travelling Northwards*

6.33. This viewpoint is transitional and is obtained from within Upper Ōrewa Road when travelling northwards towards the site.

As outlined in section 6.21 the site is obscured from view when travelling northwards on Upper Ōrewa Road, this is due to a combination of the prevailing topography and existing vegetation which act as natural screens to the site, therefore the eventual view of the site from the intersection of Upper Ōrewa and Russell Roads can be considered quite 'sudden' rather than 'graduated' (as was the case with viewpoint V01) which can be seen in the contrast between the

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<sup>16</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

images provided for viewpoint V02-1 and viewpoint V02-2, despite these viewpoints being in close proximity.

Like viewpoint V01, this view will only be obtained from within motor vehicles or atop a bicycle due to the unsuitability of the road verges to accommodate pedestrians.

#### Existing View:

As outlined above the appearance of the site is 'sudden' and occurs in close proximity to the southern boundaries.

The site presents as a 'traditional rural landscape' and due to the surrounding topography and orientation of the view is not viewed in conjunction with the urban areas in Ōrewa to the east.

Prior to arriving at this juncture any viewing audience will have passed through a rural-residential landscape, therefore the appearance of a traditional rural landscape with some residential elements (rural lifestyle properties) is an expectant visual outcome.

I consider the existing pine plantations and native riparian planting to be the dominant landscape features in the view as due to their size, and in the case of the pine plantations, their verticality within the rolling landscape.

#### Proposed View:

The central portion of the site will become immediately visible when reaching the intersection of Upper Ōrewa and Russell Roads, the aforementioned landscape features can be expected to retain their visual dominance within view due to their sheer scale when compared to the proposed dwellings.

The profile of the ridgeline (that is covered by the adjacent Nukumea scenic reserve) will be retained.

As 3 Russell Road will not be developed as part of this proposal it will serve as a natural buffer and provide 'breathing space' to the development and will ensure that the increased densification of built-form and sudden appearance of urban patterning will not be experienced directly at the boundary but rather at a distance from it.

The rolling characteristics of the landscape will be retained through the placement of the dwellings and road which follow the natural contours of the land (as outlined in sections 5.15-5.18).

Prior to reaching this viewpoint, portions of the viewing audience will have passed accessed this road from the SH1 corridor or potentially from within Ōrewa itself, in these cases this portion of the viewing audience will have passed by an urban

environment, which will give a sense that they are not in a fully traditional rural environment.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this transitional viewpoint (represented by two images) can be considered to be **low-moderate**<sup>17</sup>.

#### *Viewpoint V03: Takurua Terrace*

6.34. This viewpoint is obtained from the upper reaches of Takurua Terrace near Sunnyheights Road, I included this viewpoint in the analysis as when standing at the existing horse stables at 132 Upper Ōrewa Road the dwellings and streets at this area are visible, as shown below in which is captured from near these horse stables.



Figure 13 – View from near existing horse stables showing Sunnyheights Road and Takura Terrace (where viewpoint 03 was obtained from) <sup>18</sup>

#### **Existing View:**

The majority of the site is obscured from view by a combination of the existing pine plantations and the prevailing topography, the area in and around the existing horse stables at 132 Upper Ōrewa Road is visible.

<sup>17</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

<sup>18</sup> Source: My own image obtained 11:28AM – 9<sup>th</sup> January 2025

The site is largely indistinguishable from the surrounding landscape and would be perceived as a 'traditional rural landscape' the foreground of this view is dominated by built-form with the site being viewed in conjunction with the Ara Hills subdivision and SH1.

**Proposed View:**

Only a small portion of the proposed development will be visible, with the main street from Upper Ōrewa Road being visible along with approximately twenty (20) proposed dwellings also being visible from this viewpoint.

The addition of this small area of urban land patterning represents a logical conclusion of the patterning of urban development and rolling pastoral landscape already present across the landscape.

As outlined above the actual portion of the proposed development that will be visible is relatively small and will account for about 1% of the total development, therefore this change to the landscape is likely to be barely noticeable to the potential viewing audience at this viewpoint.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **very low**<sup>19</sup>.

*Viewpoint V04: Metro Park— West*

- 6.35. This viewpoint is obtained from within Metro Park-West, a large grassed open space that is enclosed by streets and dwellings on all sides.

**Existing View:**

The majority of the site is obscured from view by the prevailing topography, the full extents of the site visible are difficult to determine as there is little differentiation between the patterning of the site and the surrounding landscape.

Therefore in locating the extent of the site visible, I have used the existing horse sheds at 132 Upper Ōrewa Road as a reference point within the landscape.

Using this shed as a reference point conforms that a large amount of the site is obscured from view from this viewpoint. With the landscape appearing as part of the wider rural backdrop to this view, that contains residential built-form at the foreground.

**Proposed View:**

Only a small portion of the proposed development will be visible, primarily at the western edge and at higher elevations.

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<sup>19</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

The addition of this small area of urban land patterning will provide a small 'break' in the visual rhythm of the rural patterning visible from this viewpoint, however these visible portions of built form will be much smaller than the presence of rural landscape visible.

Therefore, the 'ruralness' of the backdrop of the view will be retained with a small interruption of built-form. However, it should be noted that the proposed dwellings will not push through the ridgeline and thus the visual rhythm of the ridgeline as viewed from this viewpoint will be retained.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **very low**<sup>20</sup>.

#### *Viewpoint V05: Colin Chester Road*

6.36. This viewpoint is obtained from Colin Chester Road in front of the Mitre 10 Mega outlet that is visible from within the site (refer section 6.24 / Figure 12).

##### **Existing View:**

The majority of the site is obscured from view by the prevailing topography, the full extents of the site visible are difficult to determine as there is little differentiation between the patterning of the site and the surrounding landscape.

Therefore in locating the extent of the site visible, I have used the existing horse sheds at 132 Upper Ōrewa Road as a reference point within the landscape.

Using this shed as a reference point conforms that a large amount of the site is obscured from view from this viewpoint. With the landscape appearing as part of the wider rural backdrop to this view, that contains residential built-form at the foreground.

##### **Proposed View:**

Only a small portion of the proposed development will be visible, primarily at the western edge and at higher elevations. With the major elements visible being the retained vegetation across the site. With isolated pockets of the proposed residential development visible, predominantly those at higher elevations.

The addition of this small area of urban land patterning will provide a series of small 'breaks' in the visual rhythm of the rural patterning visible from this viewpoint, although these would not be as prominent as those outlined in the preceding analysis for viewpoint 4 as the visible portions of retained vegetation will break up this built-form and the larger clusters of built-form are obscured by the prevailing topography.

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<sup>20</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

Therefore, the 'ruralness' of the backdrop of the view will be retained with a small interruption of built-form. However, it should be noted that the proposed dwellings will not push through the ridgeline and thus the visual rhythm of the ridgeline as viewed from this viewpoint will be retained.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **very low**<sup>21</sup>.

#### *Viewpoint V06: Wainui Road*

6.37. This viewpoint is obtained from within the Wainui Road when travelling westwards, the provided view towards the site is only available for an approximate distance of 100m, before and after which the site is obscured by the prevailing built-form signature.

##### **Existing View:**

The majority of the site is obscured from view by the prevailing topography, the full extents of the site visible are difficult to determine as there is little differentiation between the patterning of the site and the surrounding landscape.

Therefore in locating the extent of the site visible, I have used the existing horse sheds at 132 Upper Ōrewa Road as a reference point within the landscape.

Using this shed as a reference point conforms that a large amount of the site is obscured from view from this viewpoint. With the landscape appearing as part of the wider rural backdrop to this view, that contains residential built-form at the foreground.

##### **Proposed View:**

Only a small portion of the proposed development will be visible, primarily at the western edge and at higher elevations. With the major elements visible being the retained vegetation across the site. With isolated pockets of the proposed residential development visible, predominantly those at higher elevations.

The addition of this small area of urban land patterning will provide a series of small 'breaks' in the visual rhythm of the rural patterning visible from this viewpoint, although these would not be as prominent as those outlined in the preceding analysis for viewpoint 4 as the visible portions of retained vegetation will break up this built-form and the larger clusters of built-form are obscured by the prevailing topography.

Therefore, the 'ruralness' of the backdrop of the view will be retained with a small interruption of built-form. However, it should be noted that the proposed dwellings

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<sup>21</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022



will not push through the ridgeline and thus the visual rhythm of the ridgeline as viewed from this viewpoint will be retained.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **very low**<sup>22</sup>.

#### *Viewpoint V07: East Coast Heights Subdivision, Silverwater Drive*

6.38. This viewpoint is obtained from the high point of the East Coast Heights subdivision at Silverwater Drive, as outlined in Table 3 this represents the approximate farthest point approx.. 4km) in the public realm that the site is visible from. This view is not available from lower portions of the public realm of East Coast Village due to obscuration by the residential built-form.

##### **Existing View:**

The majority of the site is obscured from view by the prevailing topography, the full extents of the site visible are difficult to determine as there is little differentiation between the patterning of the site and the surrounding landscape.

Therefore in locating the extent of the site visible, I have used the existing horse sheds at 132 Upper Ōrewa Road as a reference point within the landscape.

Using this shed as a reference point conforms that a large amount of the site is obscured from view from this viewpoint. With the landscape appearing as part of the wider rural backdrop to this view.

The foreground of the view contains the residential built-form within the East Coast heights subdivision, with the mid-ground containing the Mighty Ape warehouse and other large commercial structures.

##### **Proposed View:**

Due to the distance from the site, the portions of the proposed residential development that will have exposure to this viewpoint (which will be primarily the proposed dwellings at the western edge of the site) will be largely indiscernible from this viewpoint and will have little impact on the visual rhythm of both the ridgeline and the rural landscape that define the background of this view.

Therefore, taking the above factors into account I am of the opinion that that the effects upon visual amenity of the proposal from this viewpoint can be considered to be **very low**<sup>23</sup>.

### *Summary of Effects on Visual Amenity - Public Realm*

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<sup>22</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

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6.39. A summary of visual effects anticipated from each scheduled viewpoint is provided in Table 4 below:

**Table 4: Assessment of Effects Viewpoints**

VP No.	Level of effect on visual amenity
V01	Low
V02	Low-Moderate
V03	Very Low
V04	Very Low
V05	Very Low
V06	Very Low
V07	Very Low

6.40. Despite its size, the site is largely inconspicuous within the landscape with the lower reaches being obscured from view by the prevailing topography and surrounding vegetation.

6.41. In close proximity the site is only visible for a consistent period when located directly adjacent to the site at the intersection of Upper Ōrewa and Russell Roads. All other views are largely transitional and glimpsed.

6.42. The close proximity views essentially move the urban edge further into the rural environment, however a sense of expectation exists within the wider environment (through the presence of other development) that such a land coverage pattern would be present within the landscape.

6.43. When viewed from afar portions of the developed site will be visible but will have little impact on the visual rhythm created by the rural landscape and will have no effect on the profile of the ridgeline.

6.44. Overall, taking these factors, and the preceding individual viewpoint analyses into consideration, I am of the opinion that the cumulative effects of the proposal on visual amenity from within the public realm public realm are **Low**<sup>24</sup> when viewed from close proximity (viewpoints 1 & 2) and **Very Low**<sup>25</sup> when viewed from afar (viewpoints 3-7).

### *Assessment of Visual Amenity Effects – Private Realm*

6.45. As outlined in sections 6.26-6.28 the upper reaches of the site will be visible from a number of residential properties through Ōrewa and Silverdale, these residential properties are largely located in and around the locations of viewpoints 3 – 7 (refer sections 6.34-6.38), therefore the assessment provided for these viewpoints can be considered applicable to the potential effects on visual amenity encountered from these dwellings.

<sup>24</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

<sup>25</sup> Te Tangi A Te Manu – Aotearoa New Zealand landscape Assessment Guidelines – Published July 2022

6.46. Likewise, the views to the site from within private lots on Upper Ōrewa Road can be considered congruent to the assessment provided for viewpoint 1 (refer section 6.32).

6.47. As outlined in section 6.28, I will provide assessment of the potential effects on visual amenity of the following properties that neighbour the site on its southern boundary (I will rely on a combination of site observations and available aerial photography);

- 118 Upper Ōrewa Road
- 100 Upper Ōrewa Road
- 90 Upper Ōrewa Road
- 3 Russell Road
- 11 Russell Road
- 35 Russell Road
- 59 Russell Road
- 19A Kowhai Road
- 159 Upper Ōrewa Road

6.48. Figure 14 below provides an illustration providing the location of the aforementioned neighbouring properties relative to the site (note a larger image of the below is provided in appendix 3).

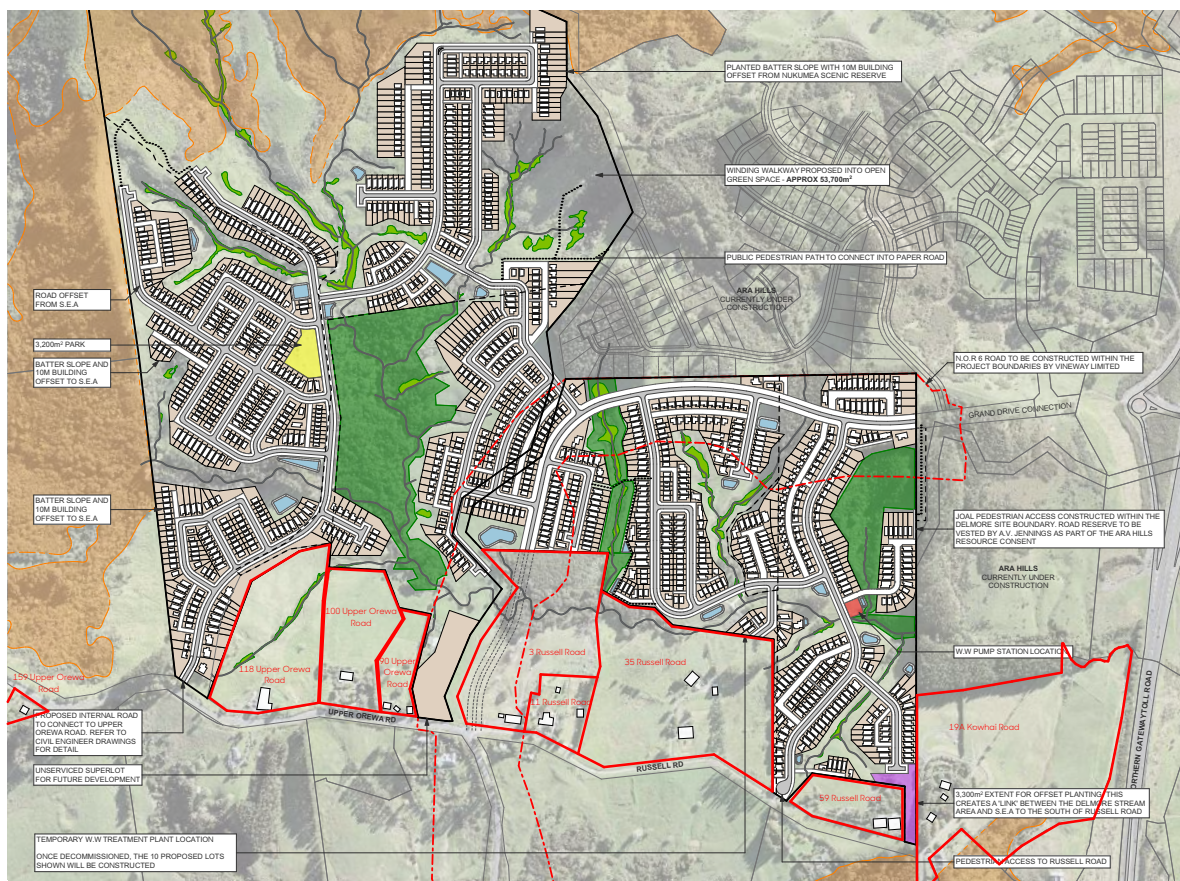


Figure 14 – Location of neighbouring properties to the south of proposal, boundaries of these properties are shown in red with key buildings (dwellings) shown as white blocks

6.49. The following analyses will discount any effects of the outlook from these dwellings changing from a rural outlook to an urban outlook as this is anticipated by the FUZ.

### *118 Upper Ōrewa Road*

6.50. This property is approximately 3.9ha in size and slopes downwards from Upper Ōrewa Road with an overland flow path / intermittent stream cutting through the centre of this property.

6.51. The dwelling located on this property is situated at the high point of the site adjacent to Upper Ōrewa Road. The closest boundary with the site sits approximately 89m west of the existing dwelling located on site.

6.52. Ten (10) lots will be located at the western boundary with the site, with the main access road from Upper Ōrewa Road passing by the northern boundary of the site.

6.53. The distance from the ten (10) dwellings at the western boundary (minimum 90m) nullifies any issues with overlooking or privacy due to a high level of separation, the depth of these lots also provides sufficient space for tree and shrub planting that can provide an informal screen to this property.

6.54. Therefore, I consider that the presence of a new road to the north of this property has the potential for the greatest impacts on visual amenity due to the presence of vehicles entering and exiting the site providing a dynamic element (moving vehicles) at the boundary of this property.

6.55. In order to reduce these impacts, trees have been proposed at the southern road verge that will provide a degree of screening to this road when observed from the dwelling at 118 Upper Ōrewa Road, which sits approximately 160m from the proposed road. This distance also provides a degree of mitigation during night time hours when the impacts of street lights on this road will be near negligible in terms of glare.

6.56. Due to the elevation of the dwelling on this property the occupants will continue to have views to the riparian planting across the site.

6.57. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **low**<sup>26</sup>.

### *100 Upper Ōrewa Road*

6.58. This property is approximately 2.5ha in size and slopes downwards from Upper Ōrewa Road.

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- 6.59. The dwelling located on this property is situated at the high point of the site adjacent to Upper Ōrewa Road. The closest boundary with the site sits approximately 170m north of the existing dwelling located on site.
- 6.60. Six (6) lots will be located approximately 34m (therefore approximately 204m north of the existing dwelling at 100 Upper Ōrewa Road) from the northern boundary with the site, whilst the main access road from Upper Ōrewa Road does not pass by any common boundary from the site but will be visible to the north-west at a distance of approximately 220m from the existing dwelling at 100 Upper Ōrewa Road.
- 6.61. The presence of a new road to the north-west of this property has the potential for the greatest impacts on visual amenity due to the presence of vehicles entering and exiting the site providing a dynamic element (moving vehicles) at the boundary of this property. The presence of the street trees outlined in section 6.55 will reduce these impacts by providing an informal screen to motor vehicles using this road. The distance (220m) of this road from the existing dwelling on this property also provides a degree of mitigation during night time hours when the impacts of street lights on this road will be near negligible in terms of glare.
- 6.62. The proposed lots to the north of this property have sufficiently sized rear yards to allow for tree and shrub planting to provide a degree of screening to the proposed dwellings.
- 6.63. Due to the elevation of the dwelling on this property the occupants will continue to have views to the riparian planting across the site.
- 6.64. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **very low**<sup>27</sup>.

### *90 Upper Ōrewa Road*

- 6.65. This property is approximately 1ha in size and slopes downwards from Upper Ōrewa Road.
- 6.66. The dwelling located on this property is situated at the high point of the site adjacent to Upper Ōrewa Road. The closest boundary with the site sits approximately 40m east of the existing dwelling located on site.
- 6.67. The portion of the site that sits within 50m of this property is the smaller enclave that is currently proposed as a superlot to be subdivided at a later date. This subdivision will consist of lots of similar size to what is proposed across the remainder of the site and will contain an access lane from Upper Ōrewa Road.
- 6.68. As no formal design exists any effects arising from the implementation of residential development at this portion will need to be addressed at the time of consent. However, I recommend that similar measures to what are being used

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across the site (planting within private lots to provide partial screen to dwellings) be utilised to minimise any visual amenity effects on 90 Upper Ōrewa Road.

6.69. The remainder of the proposed dwelling across the site sit in excess of 200m from the existing dwelling on this property and thus will have a minimal impact on visual amenity values when viewed from this property. The closest element to this property within the site (excluding the aforementioned enclaved superlot) is the retained riparian planting to the north.

6.70. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **low**<sup>28</sup>.

### *3 & 11 Russell Road*

6.71. These two properties will be assessed in conjunction with one another as 3 Russell Road (approximately 4.7ha) effectively surrounds 11 Russell Road (approximately 1ha).

6.72. Both of these properties slope downwards from Russell Road, with the dwellings on both properties located at the high point adjacent to Russell Road.

6.73. The northern half of 3 Russell Road contains established vegetation that will provide screening to aspects of the proposal located to the north of the site, with the proposed dwellings to the north of the site sitting approximately 270m from the dwellings at 3 and 11 Russell Road.

6.74. The closer aspect of the site is the enclaved superlot outlined in section 6.67, this sits approximately 105m and 170m to the west from 3 and 11 Russell Road, respectively.

6.75. As outlined in section 6.68, issues of impacts on visual amenity can be addressed at the time of consent for any residential development on this super lot.

6.76. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **very low**<sup>29</sup>.

### *35 Russell Road*

6.77. This property is approximately 7.2ha in size and directly borders the site on its northern and eastern boundaries. The property slopes downwards from Russell Road.

6.78. This property contains two (2) dwellings, the 'southern dwelling' sits approximately 165m due south of the site and approximately 125m due west of the site. This

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dwelling sits at the high point of this property and is close proximity to Russell Road.

- 6.79. The 'northern dwelling' sits at the approximate mid-point of the property (both horizontally and vertically) and sits approximately 80m due south of the site and approximately 125m due west of the site.
- 6.80. The northern boundary of this property will be shared with four (4) dwellings, with a road passing in close proximity to this boundary, albeit separated by a stream and area of open space.
- 6.81. The eastern boundary of this property will be shared with eleven dwellings, these will be orientated at varying angles and will be bookended to the north and south by a stream corridor and cul-de-sac respectively.
- 6.82. The dwellings at the eastern edge will sit over 125m from the dwelling at the property and will contain trees in their yards that front this property, whilst not providing a solid screen, it will provide a break up of built-form at this interface.
- 6.83. The combination of this informal tree planting screen, variance in housing typology (five (5) typologies are proposed) and varied orientation of the dwellings at this interface, will lessen any perception of 'ribbon development' experienced when viewing this group of dwellings from within 35 Russell Road.
- 6.84. The cul-de-sac at the eastern boundary can be expected to have a reasonable level of traffic as it represents the sole U-turn point in this portion of the site, the verges at this cul-de-sac are of sufficient depth to allow for tree planting near the boundary with 35 Russell Road, this will provide a screen to vehicle movements and to any street lighting at this cul-de-sac.
- 6.85. As outlined in section 6.68, issues of impacts on visual amenity can be addressed at the time of consent for any residential development on this super lot.
- 6.86. The four (4) dwellings located at the northern boundary contain sufficient depth in their backyards to implement tree planting to create an informal screen, these four (4) dwellings contain two (2) typologies and are set back at varying distances from the site boundary, thus minimising any perceptions of ribbon development when viewed from within 35 Russell Road.
- 6.87. A portion of road will be visible at the northern boundary, however this will sit behind an existing stream corridor and area of open space, this area of open space is sufficiently sized to allow for tree planting to provide a screen to this road to screen the vehicular traffic that will move along it.
- 6.88. A waste water treatment plant (WWTP) is proposed at the northern boundary of 35 Russell Road in the approximate area of the existing stream corridor, at the time of drafting this report no elevations of this WWTP have been provided and the design is still in the conceptual stage, a conceptual layout is provided below in Figure 15. This WWTP is temporary structure and will be removed once the

The figure is divided into two main sections. The left section is a topographic map of a residential area with a proposed site plan overlaid. The site plan shows a rectangular building footprint, a circular tank, and various access roads. A north arrow is located in the top left corner. The right section is a detailed layout of the proposed site plan, showing the building footprint, a circular tank, and various access roads. A scale bar is located at the bottom left of this part.

6.89. This WWTP has the potential to have adverse effects on the visual amenity values of 35 Russell Road by introducing a built form element that could be more closely associated with an industrial character rather than a traditional urban one, However, these potential effects can be mitigated through the following measures;

- 6.90. Taking the above factors into account and assuming that the aforementioned recommendations for the WWTP are adopted (refer section 6.89) are adopted, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **very low**<sup>31</sup>.

6.91. This property is approximately 1.4ha in size, and slopes downward in an eastern to western direction. The dwelling on is located at the high point of the property in the south-east corner and is surrounded by established vegetation.

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corridors and the eastern boundary fronts a portion of the site that will not be modified and remain as pastoral landscape.

6.93. The existing dwelling on this property sits approximately 145m from the western boundary, 56m from the northern boundary and 9m from the eastern boundary.

6.94. The cul-de-sac sits alongside the western boundary and is separated by an area of open space, this open space could be utilised to plant trees to provide a loose screen to obscure traffic movements and street lights from view, the portion of the road leading to this cul-de-sac will be visible across the remaining area of pastoral open space, this open space could be used for tree planting to obscure this section of road from view.

6.95. The six (6) dwellings at the northern boundary sit approximately 70m from the existing dwelling on a north-west bearing. The six (6) dwellings will not have a direct line of sight into the existing dwelling due to the surrounding planting at the existing dwelling. These dwellings utilise two (2) typologies, the dwelling closest (lot 209) to the existing dwelling at 59 Russell Road sits within a triangular site that is of such a size that there is sufficient space to plant shrubs and trees to create a screen that will provide a degree of obscuration to lot 209 and the proposed neighbouring dwellings.

6.96. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **very low**<sup>32</sup>.

### *19A Kowhai Road*

6.97. This property is approximately 9.6ha in size, and slopes downward in a south-western – north-eastern direction.

6.98. This property shares a single common boundary with the site, with this property's western boundary representing the eastern boundary of the site.

6.99. This property contains three buildings, based on aerial photography and other available online imagery I am of the opinion that the central building is the main dwelling on the site. (Note that these buildings are not visible from within the site as they sit within a grove of established trees). This existing dwelling sits approximately 40m from the western boundary.

6.100. Eleven (11) dwellings will directly front the western boundary of this property, all located in a north-south alignment at the north-western quadrant of the site, and as such (and as shown on Figure 14) will predominantly front an area of open space to the north of the dwellings and other buildings, and as outlined above will not have direct sight between one another due to the established planting at 19A Kowhai Road.

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- 6.101. Whilst there is likely no direct visibility between the proposed dwellings and existing dwellings, the proposed dwellings will be directly overlooking the open space within the north-western quadrant of 19A Kowhai Road.
- 6.102. The rear yards of these eleven (11) lots range from 4m to 8m in depth when measured from the proposed dwellings, therefore there is sufficient space for screen planting from high shrubs and trees to provide a partial screen to these proposed dwellings.
- 6.103. As nine (9) of the proposed dwellings are of the same typology, providing some variance in this boundary planting (which is afforded through the proposed plant selections) will assist in reducing any perception of ribbon development at this interface.
- 6.104. Immediately to the south of these aforementioned dwellings a hammer head turnaround road bay will be located in close proximity to the western boundary of 19A Kowhai Road, although it will sit behind the buffer created by the existing on-site planting at 19A Kowhai Road. I recommend using the open space adjacent to this hammerhead to plant 2-3 trees to strengthen this buffer and screen any vehicle movements or street lights from view.
- 6.105. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **low**<sup>33</sup>.

### *159 Upper Orewa Road*

- 6.106. Whilst this property does not directly neighbour the site, its elevation and proximity to Upper Ōrewa road provide for views to the western edge of the site and parts of the upper reaches.
- 6.107. The location of viewpoint 01-3 (refer appendices 1.1 and 2.3) is obtained from near this property and thus can be considered an accurate representation of the view towards the site.
- 6.108. The dwellings at the western edge will be set down from the site boundary with planting provided on this batter slope, which will obscure the majority of these dwellings from view and obscure lights from within these lots and the adjacent streets.
- 6.109. The dwellings at the upper reaches will be visible within vegetation as the on-site trees mature, the view will be similar to that of the residential development visible in the distance at Ōrewa.
- 6.110. The outlook will also be modified in that some of the exotic vegetation will be removed and replaced with native vegetation that will be more congruent with the vegetation patterning visible in the Nukumea reserve.

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- 6.111. The cumulative coverage of this revegetation planting and on-site planting will be to provide a level of obscuration that will reduce the amount of public (i.e.: street) lighting and private lighting visible.
- 6.112. Taking the above factors into account, I consider the impact of the proposal upon visual amenity (discounting the change in view from a rural outlook to an urban one and focusing only on the effects of the proposal upon visual amenity) to be **low**<sup>34</sup>.

## 7. Effect on prevailing landscape character values

- 7.1. The character values for the site and its surrounds were identified through sections 3.24-3.31 and the character was identified as being traditionally rural in character with urban influences from an ongoing change in land use patterning.
- 7.2. With such a development as that proposed it is inevitable that a change in character will occur as the land use is changing from rural to urban, such a change is not only perceptible from a visual perspective but through other senses as it will lead to different types of noises within the landscape and increased traffic movements and an increased amount of vehicular traffic in the area.
- 7.3. The site is not unique in undergoing this degree of change, with this occurring in Ōrewa and Milldale which sit to the east and south of the site respectively. (Refer Figure 7 on page 7 for imagery of changes to the landscape from a rural to urban setting).
- 7.4. The site will effectively serve as the new 'urban edge' of this recent urban development, as such it is important to ensure that trace elements of the previous character are retained to ease this transition, this has been achieved through the site by retaining and enhancing the vegetation at the stream corridors of the site which allows for a breakup of the proposed urban built-form, which when coupled with roads that follow the natural contours of the land provides a development that is sympathetic to the original character and provides an urban community that contains trace elements of the previous rural character.
- 7.5. Another important consideration is creating an urban community that does not function as a development in isolation from the recently established urban communities in Ōrewa and Milldale. This is achieved through providing access through Grand Drive and keeping lot sizes of a similar size to nearby developments, ensuring that all the recent developments can be considered a part of a wider urban community and not viewed as stand-alone developments.
- 7.6. A change in land use can also result in other opportunities to enhance existing landscape assets or unlock new assets for use by the wider community, this has been achieved across the site by removing exotic vegetation and using revegetation planting to increase the amount of native shrub and tree planting across the landscape, and by opening up the site to public access this allows the

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wider community the opportunity to access the high points of the site and experience the views across the landscape that are currently only available to the occupants of the site.

- 7.7. Therefore, taking the above and the preceding analysis (both through section 6 and 7), the effect of the proposal on the prevailing landscape character values can be considered as **Low**<sup>35</sup> when examined in the context of a wider landscape that has been undergoing constant change from a traditional rural character to a modern urban character for the preceding ten (10) years.

## 8. Conclusion

- 8.1. The proposal will see a landscape that currently has a traditional rural character undergo a change to one that can be considered to be of a more modern urban character. Such a change has been telegraphed through provisions in the AUP zoning the site as FUZ and placing the RUB boundary at the western extents of the site.
- 8.2. The applicant has managed this transition from a traditional rural character to a modern urban character by retaining the majority of the existing native riparian planting and enhancing this through revegetation planting. The applicant has also proposed a series of walking tracks at the upper reaches of the site to open access to this landscape asset (including the wider ranging views to the south) to the wider community.
- 8.3. Despite its size, the site naturally nestles into the landscape restricting views to the site from the public realm to predominantly long range views of 1km to the site. The applicant has also ensured that the placement of dwellings on the southern and eastern boundary of the site has minimal effects on neighbouring properties by restricting the number of dwellings directly on these boundaries and interspersing them with open spaces and allowing for deeper rear yards to allow for informal screening.
- 8.4. Overall, for the reasons outlined in detail in this report, I consider that the level of cumulative adverse landscape effects generated by the proposal will be **Low**<sup>36</sup>

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