Landscape and Visual Effects Assessment

Auckland Surf Park Community.

1320 and 1350 Dairy Flat Highway, 89 and 105 Lascelles Drive, 237 and 253 Postman Road, Dairy Flat.

18 February 2026

B&A
Urban & Environmental

Prepared for:
AW Holdings 2021 Limited Partnership

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Prepared by:

Joseph McCready

NZILA Registered Landscape Architect / Associate, Barker & Associates Limited

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Contents

1.0 Introduction

AW Holdings 2021 Limited (the Applicant) proposes an expansion of the Auckland Surf Park Community at 1320 and 1350 Dairy Flat Highway, 89 and 105 Lascelles Drive, and 237 and 253 Postman Road, Dairy Flat, Auckland. The development requires resource consent for the development of up to 486 dwellings, an industrial precinct, a live – work precinct, a village centre precinct, a hyperscale artificial intelligent data centre campus, 10MW solar farm and ancillary areas of open space areas, riparian enhancement and roading. The proposal also includes variations to the Stage 1 development. The variation seeks to rationalise the existing site layout and incorporate the additional elements included within Stage 2.

The proposal comprises a range of residential and commercial activities outlined below. Barker & Associates (B&A) has been engaged to prepare a Landscape and Visual Effects Assessment (LVA) to support the Fast-track Substantive Application. The LVA assesses the Site's landscape values and context, identifies potential landscape and visual effects, and sets out development principles and recommendations.

1.1 Assessment Methodology

This assessment has been prepared in accordance with Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines. It is informed by an initial desktop study including review of the Auckland Unitary Plan - Operative in Part (AUP), the Project design drawings, and a Zone of Theoretical Visibility (ZTV) analysis.

Site visits in September 2025 and January 2026 confirmed Site conditions, including landform, landcover, land use, potential viewing audiences, and the character of the immediate and wider landscape context.

Landscape and visual effects are assessed using a scale from very high to very low (set out in Table 1). Effects are considered the result of change to landscape components, character, or quality arising from landform or vegetation modification, new built form, or temporary construction effects. Changes may be:

- Positive (beneficial) – enhancing landscape character and quality;
- Negative (adverse) – detracting from existing character and quality; or
- Neutral (benign) – with little or no effect.

The degree of effect depends on factors such as the proposal's consistency or contrast with the surrounding landscape, its visibility, the extent of the visual catchment, viewing distance and context, the number and sensitivity of viewers, and the locality's anticipated future character. Importantly, landscape change does not necessarily equate to an adverse effect.

1.1.1 Landscape Assessment Effects Rating

Landscape and visual effects were evaluated by considering sensitivity and the magnitude of change, as detailed in Appendix 1. Effects are described as positive, neutral, or adverse depending on whether the proposal enhances, maintains, or detracts from landscape character and visual quality.

Professional judgement has been applied throughout, consistent with NZILA guidance that landscape assessment requires interpretation rather than mechanical scoring. Assumptions and limitations are stated to ensure the findings are reasoned and transparent.

Landscape and visual change may arise from permanent modifications (such as built form or earthworks) and temporary activities (such as construction). Change is not necessarily adverse; the effect depends on how it aligns with, or alters, the receiving environment's character, values, and amenity.

The following scale has been adopted to describe the overall level of effect:

Effect Level	Equivalent Planning Term	Description
Very High	Significant (more than minor)	A complete or near-total alteration of key landscape characteristics or values, amounting to a fundamental change in character.
High	Significant (more than minor)	A major change that significantly alters the coherence or perceived amenity of the landscape or view.
Moderate – High	More than minor	A clearly perceptible change that influences the legibility or integrity of the landscape or view.
Moderate	More than minor	A distinct but not overwhelming change where key features remain evident and the overall landscape pattern remains coherent.
Moderate – Low	Minor	A limited or localised change that is noticeable but not dominant in the broader context.
Low	Less than minor	A minor alteration discernible under specific conditions with little influence on landscape character or viewer perception.
Very Low	Less than minor	A negligible or imperceptible change approximating a no-change situation.

Table 1. Landscape Assessment Ratings Summary.

2.0 The Proposal

The proposal is a staged development. Stage 1 comprises the previously consented Surf Park masterplan, with amendments to integrate it with the wider masterplan and enable delivery of Stage 2. Stage 2 extends development across additional land and introduces more residential areas, a village centre, business land, open space, and transport connections. Refer to the Studio Pacific Architecture (SPA) masterplan document for further details.

2.1 Stage 1 Consented Design Changes

Stage 1 was previously approved for the construction and operation of a surf park, including a surfing lagoon, food and beverage and visitor facilities, market space, and visitor accommodation (a lodge and eco-cabins), along with a solar farm, data centre, public roading, and associated open space and stream corridor enhancement. Overall, Stage 1 remains largely as consented in function and footprint, with refinements to accommodation, parking, ancillary buildings, and its interface with the future Village Centre.

Amendments to Stage 1 design after consent being granted include:

- Visitor Accommodation
    - Remove the eco-cabins previously proposed in Zones A and C.
    - Retain Zone B for visitor accommodation, revising typologies from terraced cabins to predominantly single-storey cabins and duplex forms, while maintaining a landscaped setting and generous boundary setbacks.
- Reallocation of Zone C
    - Replace Zone C in part with residential development and an extension of the solar farm.
- Car Parking Reconfiguration
    - Replace Zone A with Surf Park car parking, relocated to enable delivery of the Village Centre.
    - Consolidate parking into a single area at the south-eastern corner of the Site, adjacent to Dairy Flat Highway and the east–west collector road.
- Hotel Relocation and Increase in Height
    - Reposition the lodge hotel from west of the lagoon to a more central location east of the lagoon, closer to the Village Centre.
    - Increase building height to seven storeys (up from three storeys previously approved). The proposed hotel also constitutes a height standards infringement, exceeding the 15m maximum non-dwelling height control by up to 9.9m (i.e., an overall height of approximately 24.2m, subject to confirmation that height is measured from existing ground).
- Minor Ancillary Building Adjustments
    - Reposition several low-scale specialist buildings around the lagoon; these remain generally one to two storeys and are located away from external Site boundaries.

Figure 1. Consented Stage 1 Masterplan (WAM).

2.2 Stage 2 Proposed Design Summary

Stage 2 comprises new development and subdivision across the wider landholding and introduces three residential neighbourhoods, a village centre, a live work precinct, a data centre and light industry precinct, new roads and connections, and an integrated open space, riparian, and stormwater landscape framework. It proposes 486 dwellings across a range of typologies, with lot sizes ranging from 74 m² to 600 m² and a total of 23 housing typologies proposed, including two live-work typologies.

Figure 2. Combined Amended Stage 1 and Proposed Stage 2 Masterplan (SPA).

The 486 dwellings are distributed as follows:

- North-east Residential Neighbourhood - 178 lots.
- North-west Residential Neighbourhood - 82 lots.
- Southern Residential Neighbourhood - 81 lots.
- Live-Work Precinct - 25 terraced houses across five blocks.
- Village Centre apartment living - 120 apartment units across 7 buildings.

Other key features include:

- Village Centre Precinct - a compact mixed-use hub beside the Surf Park arrival area and north–south collector road, comprising seven apartment buildings, four non-residential buildings, and a connected civic/shared space network anchored by the Village Square and Village Green providing about 5,000 m² of open space.

- Business Activities and Builtform Parameters - includes a data centre expansion and a light industry precinct providing for 10 light industrial buildings, space for a new or upgraded substation, and buildings generally up to 8.2 m high with landscaped setbacks and buffers.
- Movement network and access - a structured movement network with east–west and north–south collector roads, a connected local street system, extensive pedestrian and cycling links through open space corridors, and provision to future-proof rapid transit and strategic cycling routes.
- Open space and planting - delivers an integrated landscape framework combining stormwater management, riparian enhancement, recreation, and amenity through 20 m riparian greenways, five key open spaces (three neighbourhood parks, Village Centre civic space, and the Stream Park corridor), and access such that almost all residential lots are within 200 m of open space.

3.0 Planning Provisions

3.1 Fast-track Approvals Act 2024

The Project is being progressed under New Zealand's fast-track approvals regime established by the Fast-track Approvals Act 2024, which provides a streamlined "one-stop" pathway for projects with significant benefits.

3.2 Resource Management Act 1991

Part 2 of the RMA sets out its purpose and principles:

- Section 5 establishes the overall purpose as the sustainable management of natural resources;
- Section 6 outlines matter of national importance, including the protection of Outstanding Natural Landscapes (ONLs) and Features (ONFs) from inappropriate subdivision, use and development under section 6(b);
- Section 6(a) addresses the preservation of the natural character of the coastal environment, wetlands, lakes and rivers and their margins;
- Section 7 identifies matters that must be given regard. Relevant to this assessment are section 7(c), requiring maintenance and enhancement of amenity values, and section 7(f), concerning the quality of the environment. These are considered in terms of potential effects on views, visual amenity, and the broader landscape resource; and
- Section 8 further requires that the principles of the Treaty of Waitangi be considered in achieving the RMA's purpose.

3.3 Silverdale West Dairy Flat Industrial Area Structure Plan (2020)

Auckland Council's Silverdale Structure Plan provides a framework for industrial-led urbanisation across 600ha, with 350ha net developable once floodplains and roads are excluded. The retained 250ha of floodplain and corridor land forms a defining blue-green corridor intended to shape landscape character and visual amenity. Key landscape issues identified in the plan are the cumulative rural-to-industrial shift, the quality of interfaces with sensitive receiving environments. This places emphasis on edge conditions (setbacks, planting depth, and integration of stormwater landscapes) maintaining public outlook and amenity from the broader landscape.

In this context, the Project aligns with the urbanisation signalled by this Structure Plan by providing an employment-generating destination that complements light industrial activity and establishes a precinct anchor. It can also help make the blue-green framework legible and public-facing by integrating open space, water-sensitive design, and robust planting to manage perceived scale, improve amenity at key edges, and support a coherent identity as the wider area develops. Refer to Appendix 3.

3.4 Spatial Land Use Strategy (2022)

The Site sits within the FUZ (FUZ) at Dairy Flat/Silverdale, adjacent to North Shore Airport and between two proposed centres, supporting its potential role as a third focal point. This Auckland Council spatial strategy identifies a network of future centres, reinforcing the Site's suitability to support a more urban structure. From a landscape and visual perspective, this signals a shift toward a more urban character and intensity, with sensitivity around how built form, movement corridors, and public-facing open space are designed to maintain legibility, amenity, and identity as development proceeds.

The Project aligns with the anticipated urbanisation framework for Dairy Flat/Silverdale by helping deliver a more complete and connected urban structure within the Future Urban Zone (FUZ). Its location adjacent to North Shore Airport and between two proposed centres supports its function as an additional focal point of activity, consistent with the Draft Spatial Land Use Strategy's network-of-centres approach and its expectation that a higher-order centre will be needed to serve growth. Through its mix of uses and public-facing destination role, the Project supports a transition toward a more urban character and intensity, while providing opportunities to shape legible movement corridors and open space that maintain amenity and identity as the area develops. It can also respond to local constraints (particularly flooding) by integrating corridor-led open space, water-sensitive design, and planting to structure urban form, manage interfaces, and provide coherent public connections as development is staged. Refer to Appendix 4.

3.5 Auckland Unitary Plan (AUP) Regional Policy Statement Direction

Relevant Regional Policy Statements provide the higher order policy direction that frames how landscape and visual effects should be assessed and managed within the Future Urban context. The following Regional Policy Statement topics are relevant to this assessment.

3.5.1 Urban Growth and Form

The Regional Policy Statement seeks a well-functioning urban environment and a quality compact urban form, including enabling urban growth within the Rural Urban Boundary and rezoning of Future Urban land through structure planning and plan change processes. It also enables Future Urban land to continue in rural activities until urban zoning is applied. Within this transition context, a quality-built environment is expected to respond to the intrinsic qualities and physical characteristics of the Site and surrounding area, including its setting, and to support the planned future environment.

This policy direction is reflected in the Project's emphasis on delivering a quality built and landscape environment that responds to the Site's landform, existing landscape structure, and wider Future Urban setting. The proposal is designed to support the planned transition from rural to urban use by managing landscape change over time and integrating built form, movement networks, and open space in a way that maintains, and where practicable enhances, amenity outcomes for the surrounding Future Urban receiving environment.

3.5.2 Natural Heritage

The Natural Heritage provisions recognise Auckland's natural landscapes, features, and trees as fundamental to natural character and environmental quality, and emphasise active stewardship to protect landscape values and amenity as places change through redevelopment, infrastructure, and rural-to-urban transition. Objectives require outstanding natural features and landscapes to be identified and protected from inappropriate subdivision, use and development, and recognise Mana Whenua ancestral relationships with landscapes and natural features. They also seek to protect significant public views to and between maunga, and to ridgelines and other landscapes, supported by evaluation factors including natural science, expressiveness and legibility, and aesthetic values such as landmarks and important views.

In a Future Urban context, these provisions are reflected in an LVA that demonstrates how the Project can support active stewardship of landscape values through the rural-to-urban transition. This includes clearly addressing landscape legibility and local identity, protecting, and maintaining public views and outlook where relevant, and managing cumulative change through Site planning, built form placement, and landscape mitigation that sustains amenity outcomes, even where no ONL or ONF overlays apply.

3.5.3 Mana Whenua

The Mana Whenua provisions require decision-making to take appropriate account of Mana Whenua values, mātauranga and tikanga, and support maintaining and enhancing mauri and relationships with natural and physical resources. They also anticipate that, where activities may affect Mana Whenua values, effects assessments will consider potential adverse effects on those values.

These provisions support a positive focus on recognising cultural landscape values associated with land and water and, where relevant, carrying those values through into the landscape response, particularly in how the Project approaches design, mitigation, and planting. This has been addressed at a proportionate level through the Project process.

3.5.4 Natural Resources

The natural resources provisions seek use of freshwater within identified limits while safeguarding life-supporting capacity and the natural, social, and cultural values of water, and require water quality to be maintained where it is good and progressively improved where it is degraded. Policies require integrated management of subdivision, use and development with water supply, stormwater, and wastewater infrastructure in growth areas, including catchment management planning as part of structure planning. They also direct protection of mapped freshwater management areas, minimisation of erosion and modification of stream beds and banks, and maintenance or enhancement of riparian vegetation and areas of significant indigenous biodiversity, with restoration and enhancement of freshwater systems where practicable as development occurs.

These provisions support a landscape-led approach that treats watercourse corridors and riparian margins as defining elements of the Site's structure and identity. The assessment therefore focuses on how earthworks, stormwater treatment landscapes, and ecological planting can be integrated to protect and enhance water-related values while also delivering strong natural character and visual amenity outcomes for the Future Urban receiving environment.

3.6 AUP Provisions

This section summarises relevant provisions of the AUP including the regional policy direction, FUZ framework, overlays, and the most relevant objectives, policies, rules, and standards.

3.6.1 Zone, Activity Status & Mapped Constraints

The AUP planning maps have been reviewed to confirm the zoning, overlays, and any mapped features. Summary of key elements:

- **Zone:** FUZ
- **Overlays:**
  - Not subject to an Outstanding Natural Landscape/Feature (ONL/F) overlay.
  - Not subject a SEA overlay.
  - Not subject to notable trees.
- **Designations and infrastructure corridors:** N/A.
- **Mapped natural features and constraints:** Refer to maps in Appendix 5.
- **Activity Status:** Non-complying.

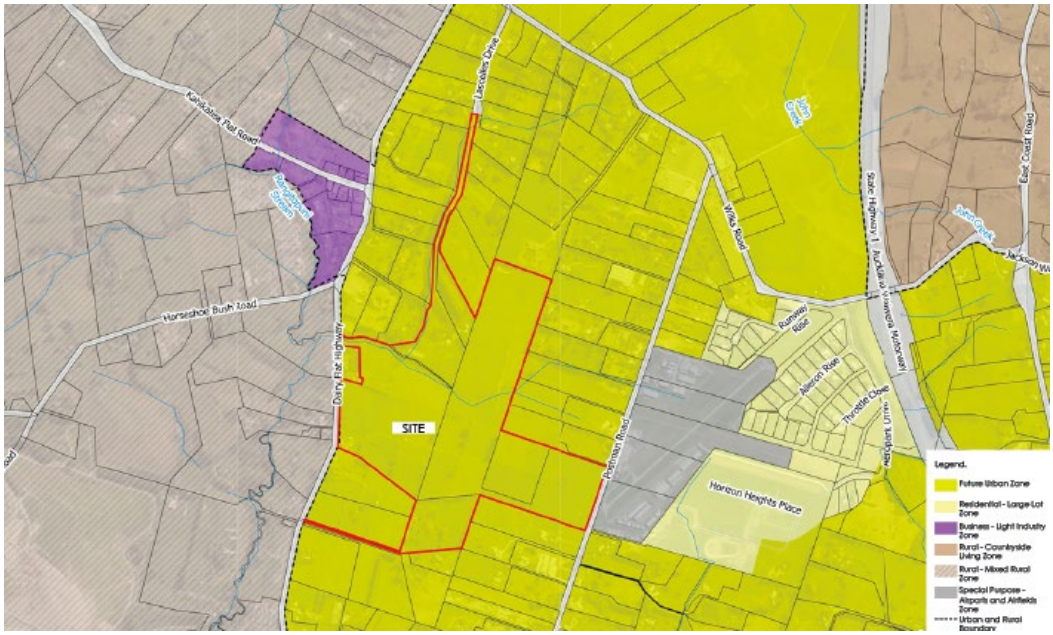


Figure 3. Auckland Unitary Plan Zones (AC).

3.6.2 AUP Objectives and Policies

3.6.2.1 E3 Lakes, Rivers, Streams, and Wetlands

E3 provisions direct the LVA to protect and enhance freshwater and riparian margins.

E3.2 Objectives

- Auckland's lakes, rivers, streams, and wetlands with high natural values are protected from degradation and permanent loss.

- Auckland's lakes, rivers, streams, and wetlands are restored, maintained, or enhanced.

E3.3 Policies

1. Protect the riparian margins of lakes, rivers, streams, and wetlands from inappropriate use and development and promote their enhancement to through all the following:
   (a) safeguard habitats for fish, plant, and other aquatic species, particularly in rivers and streams with high ecological values;
   (b) safeguard their aesthetic, landscape, and natural character values;
   (c) safeguard the contribution of natural freshwater systems to the biodiversity, resilience, and integrity of ecosystems; and
   (d) avoid or mitigate the effects of flooding, surface erosion, stormwater contamination, bank erosion, and increased surface water temperature.
2. Protect land alongside streams for public access through the use of esplanade reserves and esplanade strips, marginal strips, drainage reserves, easements, or covenants where appropriate and for water quality, ecological and landscape protection purposes.

3.6.2.2 Project Consistency with E3

The Village Centre plan and legend show the precinct structured around the stream corridor, with a mapped stream centreline, a defined 10m stream offset, and 10m stream offset riparian planting identified as a primary landscape layer. The drawings also include timber boardwalk / nature trail connections and stream-park interfaces, supporting a coherent public experience and future access potential while strengthening riparian function and visual amenity. Stormwater ponds/raingardens are integrated as part of the corridor and open space system, supporting water quality and corridor resilience.

3.6.2.3 E11 Land Disturbance - Regional

E11 requires land disturbance to be managed safely to minimise sediment generation and achieve soil conservation, through best-practice erosion and sediment controls, limiting exposed ground, and avoiding harm to sensitive material while respecting Mana Whenua cultural and spiritual values.

E11.2 Objectives

- Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies, or mitigates adverse effects on the environment.
- Sediment generation from land disturbance is minimised.
- Land disturbance is controlled to achieve soil conservation.

E11.3 Policies

Manage land disturbance to:

(a) Retain soil and sediment on the land by the use of best practicable options for sediment and erosion control appropriate to the nature and scale of the activity;

(b) Manage the amount of land being disturbed at any one time, particularly where the soil type, topography and location is likely to result in increased sediment runoff or discharge;

(c) Avoid, remedy, or mitigate adverse effects on accidentally discovered sensitive material; and

(d) Maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.

3.6.2.4 Project Consistency with E11

The drawings show a strong, deliverable framework for best-practice outcomes by embedding stormwater ponds/raingardens, raised swale planters, and substantial planting areas as permanent Site structure (rather than add-ons). This supports effective construction staging and rapid stabilisation/rehabilitation (e.g., progressive corridor planting and early establishment of treatment landscapes), providing a solid basis for E11-consistent ESCP measures to be implemented through conditions and detailed design.

3.6.2.5 E12 Land disturbance - District

E12 directs land disturbance to be managed to protect people and avoid, remedy, or mitigate adverse environmental effects. It requires earthworks to respond to Site constraints and integrated water principles while maintaining stability and safety, directly informing construction-phase landscape and visual effects associated with cut/fill, batters, and the timing and success of rehabilitation and planting.

E12.2 Objectives

- Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies, or mitigates adverse effects on the environment.

E12.3 Policies

- Avoid where practicable, and otherwise mitigate, or where appropriate remedy, adverse effects of land disturbance on areas where natural and physical resources have been scheduled in the Plan.
- Maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.
- Manage the impact on Mana Whenua cultural heritage discovered during land disturbance.
- Design and implement earthworks in recognition of existing environmental Site constraints and opportunities, specific engineering requirements, and the implementation of integrated water principles.

3.6.2.6 Project Consistency with E12

The plan-led integration of treatment landscapes (ponds/raingardens/swales) with the open space network demonstrates a clear integrated-water-led approach that can be readily translated into stable earthwork platforms, well-defined edges, and rehabilitated batters. The prominence and duration of construction-phase effects can be reduced through the extent and continuity of planted structure shown, enabling progressive reinstatement and an orderly transition from construction to a mature landscape setting.

3.6.2.7 E15 Vegetation Management and Biodiversity

E15 requires subdivision, use and development to maintain or enhance ecosystem services and indigenous biodiversity, particularly in sensitive environments and contiguous vegetation areas, by protecting key habitats (including coastal, riparian and wetlands) and applying the mitigation hierarchy—avoiding significant adverse effects where practicable, and otherwise minimising, remedying, or mitigating effects.

E15.2 Objectives

- Ecosystem services and indigenous biological diversity values, particularly in sensitive environments, and areas of contiguous indigenous vegetation cover, are maintained or enhanced while providing for appropriate subdivision, use and development.
- Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.

E15.3 Policies

- Protect areas of contiguous indigenous vegetation cover and vegetation in sensitive environments including the coastal environment, riparian margins, wetlands, and areas prone to natural hazards.
- Manage the effects of activities to avoid significant adverse effects on biodiversity values as far as practicable, minimise significant adverse effects where avoidance is not practicable, and avoid, remedy, or mitigate any other adverse effects on indigenous biological diversity and ecosystem services, including soil conservation, water quality and quantity management, and the mitigation of natural hazards.

3.6.2.8 Project Consistency with E15

The drawings depict riparian planting and corridor protection as core organising moves, supported by extensive indigenous-leaning planting structure across the public realm and around water-sensitive devices. This is well aligned with maintaining/enhancing ecosystem services (water quality support, habitat opportunity, shading, and corridor legibility) while also delivering tangible amenity and identity benefits through a clear green-blue network.

3.7 AUP FUZ (FUZ) Rules and Standards

The FUZ is a transitional zoning framework applied to greenfield land identified for future urbanisation. Its purpose is to enable interim low-intensity use while maintaining flexibility so that later structure planning, servicing, and rezoning can occur in an integrated manner. The proposal differs from the typical anticipated baseline of the FUZ insofar as it introduces development characteristics more commonly associated with urban environments. In that sense, the proposal represents development occurring earlier than is anticipated by Auckland Council.

However, this shift is not entirely unanticipated in strategic terms where Auckland Council planning frameworks anticipate this urbanisation. Accordingly, while the proposal is advancing the transition to an urban outcome ahead of full rezoning, it can be understood as bringing forward an urban form that aligns with the longer-term direction for the city.

In this setting, the key considerations are less about fine-grain urban design outcomes in isolation, and more about ensuring the early establishment of urban activity does not prejudice the planned future urban form,

environmental systems, or adjacent land use operations. The principal issues that typically require particular attention in FUZ proposals include:

- Landscape and rural-edge effects
    - Visual prominence.
    - Loss of shelterbelts/trees and change to rural character.
- Natural environment constraints
    - Streams, wetlands, riparian margins, indigenous vegetation, and habitat linkages that can become major layout determinants.
- Interface management
    - How edges are handled - setbacks, buffers, planting, building orientation, acoustic treatment, lighting spill, and privacy, especially where the proposal abuts rural land, industrial activities, or future stages.

3.7.1 FUZ Height Rules/Standards Compliance

Precinct / component	Control	Extent of exceedance (max)	Notes / qualifiers
Data Centre Precinct – new data centre	15m max non-dwelling height	1.6m infringement (physical exceedance 3.1m, less 1.5m mechanical plant exclusion)	Uses AUP(OP) height definition excluding up to 1.5m for mechanical plant where <10% of roof area.
Live Work Precinct – Lot 507 (Live/Work Unit)	9m max dwelling height	0.7m over 3.8m length	
Live Work Precinct – Lot 508 (Live/Work Unit)	9m max dwelling height	0.6m over 2.6m length	
Live Work Precinct – Lot 509 (Live/Work Unit)	9m max dwelling height	0.5m over 2.5m length	
Live Work Precinct – Lot 510 (Live/Work Units)	9m max dwelling height	0.4m over 2.1m length	
Live Work Precinct – Lot 511 (Live/Work Unit)	9m max dwelling height	0.3m over 1.5m length	
Live Work Precinct – Lot 517 (Live/Work Unit)	9m max dwelling height	0.6m over 1.9m length	
Live Work Precinct – Lot 518 (Live/Work Unit)	9m max dwelling height	0.5m over 1.0m length	
Live Work Precinct – Lot 519 (Live/Work Unit)	9m max dwelling height	0.8m over 1.7m length	
Live Work Precinct – Lot 520 (Live/Work Unit)	9m max dwelling height	0.6m over 1.7m length	
Live Work Precinct – Lot 521 (Live/Work Unit)	9m max dwelling height	0.6m over 1.5m length	
Live Work Precinct – Lot 501 (Live/Work Unit)	9m max dwelling height	1.0m over 4.6m length	

Live Work Precinct – Lot 502 (Live/Work Unit)	9m max dwelling height	1.0m over 3.5m length	Listed as "Lot 50" in text—assumed to be Lot 502.
Live Work Precinct – Lot 503 (Live/Work Unit)	9m max dwelling height	1.0m over 3.2m length	
Live Work Precinct – Lot 504 (Live/Work Unit)	9m max dwelling height	1.0m over 3.3m length	
Live Work Precinct – Lot 505 (Live/Work Unit)	9m max dwelling height	1.0m over 3.2m length	
Live Work Precinct – Lot 506 (Live/Work Unit)	9m max dwelling height	1.0m over 2.9m length	
Village Centre Precinct – Apartment Block A	9m max dwelling height	10.6m over 66.5m length	
Village Centre Precinct – Apartment Block B	9m max dwelling height	10.7m over 66.5m length	
Village Centre Precinct – Apartment Block C	9m max dwelling height	11.7m over 50.5m length	
Village Centre Precinct – Apartment Block D1	9m max dwelling height	8.4m over 37.7m length	
Village Centre Precinct – Apartment Block E1	9m max dwelling height	7.7m over 37.7m length	
Village Centre Precinct – Apartment Block D2	9m max dwelling height	8.1m over 19.2m length	
Village Centre Precinct – Apartment Block E2	9m max dwelling height	7.8m over 19.2m length	
Northwestern Residential Precinct	9m max dwelling height	Up to 4.0m	
Northeastern Residential Precinct	9m max dwelling height	Up to 4.15m	
Southern Residential Precinct	9m max dwelling height	Up to 5.0m	
Accommodation Precinct	9m max dwelling height	Up to 0.5m	
Surf Lagoon and Amenity Precinct – hotel	15m max non-dwelling height	Up to 9.9m	Note: WAM to confirm height is taken from existing ground.

Table 2. FUZ Height Standards & Compliance/Infringement Summary

3.7.2 FUZ Boundary Setback Rules/Standards Compliance

Precinct	Front yard	Side/rear 12m	Side/rear 6m	Infringements
Residential (North-West)	Conditionally compliant – 10m and 20m road setback bands are identified.	N/A	Largely compliant.	Riparian (20m) infringements: Lots 315, 316, 344, 338 & 336. Side/rear (6m) infringement: Lots 344.

Residential (North-East) / Solar Farm (North)	Conditionally compliant – 10m and 20m road setback bands are identified.	Compliant as shown where non-dwelling edges apply.	Compliant – 6m setback is identified.	Solar Farm precinct (where applicable): proposed reduction of 12m side/rear yard to 5m across the precinct. Proposed reduction of 20m riparian setback to 5m across the precinct.
Accommodation / Stream Park	Conditionally compliant – 10m and 20m road setback bands are identified.	Conditional – 12m is identified.	Conditional – 6m is identified (compliant if those edges relate to dwellings).	Riparian (20m) infringement: accommodation units to infringe. Side/rear (6m) infringement: accommodation units to infringe.
Surf Lagoon / Surf Village Centre	Conditionally compliant – 10m and 20m road setback bands are identified.	Compliant – 12m setback is identified.	Compliant where relevant – 12m setback is shown.	Front yard (20m) infringement: Dairy Flat Highway transformer to infringe. Side/rear (12m) infringement: Collector Road transformer to infringe.
Residential (South) / Solar Farm (Centre)	Conditionally compliant – 10m and 20m road setback bands are identified.	Compliant as shown if/where non-dwelling edges apply – 12m setback is identified.	Compliant – 12m setback is shown, which exceeds the 6m dwelling minimum.	Southern Residential riparian (20m) infringements: Lots 604, 605, 606–613, Lot 614, 615–621, 622, 623. Solar Farm precinct (where applicable): proposed reduction of 20m riparian setback to 5m across the precinct; proposed reduction of 12m side/rear yard to 5m across the precinct.
Data Centre / Light Industrial	Conditionally compliant – 10m and 20m road setback bands are identified.	Compliant – 12m setback is identified.	N/A	Side/rear (12m) infringement: Lot 408.
Live/Work / Solar Farm (South)	Conditionally compliant – 10m and 20m road setback bands are identified.	Compliant – 12m setback is identified.	Compliant where relevant – 12m setback is shown.	Riparian (20m) infringement: Lots 501–506. Solar Farm precinct (where applicable): proposed reduction of 20m riparian setback to 5m across the precinct; proposed reduction of 12m side/rear yard to 5m across the precinct.

Table 3. FUZ Boundary Setback Standards & Compliance Summary

3.7.3 Note on Internal Lot Boundary Setbacks

The Project has been developed at a precinct/superlot scale, with setbacks and landscape structure primarily established at the external edges of development blocks. The plans do not demonstrate that every future individual residential lot would achieve the FUZ permitted baseline front yard setbacks to all internal street frontages, as the internal neighbourhood pattern adopts a typical urban form rather than an individual-lot FUZ yard model. On this basis, the proposal is not compliant with FUZ permitted yard standards when assessed at an individual-lot level within the internal development pattern.

Notwithstanding this, the LVA is not intended to test fine-grain amenity relationships between future lots and units within the development. The assessment is deliberately focused on the broader receiving environment, where effects are experienced from public viewpoints, the wider landscape framework, and external neighbours. This is appropriate for a comprehensive, masterplanned community in which internal density and built form are an inherent and transparent part of the intended living environment. The relevant landscape and visual question are therefore not whether internal lots replicate FUZ yard expectations, but whether the overall development sits appropriately in the wider landscape context, manages visual prominence and the rural-edge transition, and responds to the applicable planning provisions, including landscape character, natural character, open space structure, and effects on external receivers.

4.0 Site Description

The Site sits within the Dairy Flat landscape, part of the broader lowland setting between the East Coast Bays, Hibiscus Coast and Riverhead Forest. The landform comprises rolling hills, shallow valleys and low ridgelines underlain by Waitematā Group sedimentary geology and is used predominantly for pastoral farming. A network of small permanent and intermittent streams drains east and south into the Okura, Weiti and Lucas catchments. Although historic drainage and modification have reduced the extent of natural wetlands, waterways remain a consistent physical and ecological feature within the wider landscape pattern.

Figure 4. Map showing the Site and broader landscape (B&A).

The wider area is characterised by an open rural setting with long views across undulating pasture. Shelter belts, hedgerows and post-and-wire fencing commonly define paddock boundaries, with seasonal change in pasture and cropping contributing visual variation. Rural lifestyle and equestrian land uses are also present and are generally expressed through smaller land parcels, dwellings, and localised amenity planting within the broader rural matrix.

Dairy Flat lies within the rohe of Ngāti Whātua and Ngāti Manuhiri. Ridgelines and waterways have historically informed movement and use patterns, and the area is undergoing change through ongoing lifestyle development, infrastructure upgrades and strategic planning that identifies Dairy Flat as a growth area for

future urbanisation. The immediate setting is a transitional rural landscape with pastoral farming and rural lifestyle properties, alongside aviation activity associated with the adjacent North Shore Airfield. The airfield occupies flat grassed runway areas with hangars and supporting infrastructure, creating a large open and modified land use area to the west of the Site.

To the north, east and south, land use remains predominantly rural and lifestyle in character, including grazed pasture, equestrian facilities and scattered rural dwellings. Shelter belts and amenity planting occur around property boundaries and dwellings. Vegetation within the surrounding area is largely exotic, commonly including pine, macrocarpa, and eucalyptus shelter belts, with indigenous vegetation generally limited to small, fragmented pockets within gullies and drainage lines.

The main public road edges in the vicinity are Dairy Flat Highway and Postman Road. Roadside experience is characterised by alternating open paddocks and more enclosed sections where vegetation occurs within gullies and along margins, with local topographic variation and shelter planting influencing the degree of openness.

The Site itself comprises approximately 54 hectares (including rights-of-way). The landform is gently rolling, with a shallow ridgeline traversing the property and low-lying areas that drain east and south toward tributaries within the Okura and Weiti catchments. On-Site hydrological features are primarily farm drains and modified flow paths, and no natural wetlands have been identified.

Figure 5. Aerial image showing the Site boundary (B&A).

Pastoral farming is the dominant land use, with exotic pasture forming the primary land cover. Shelter belts of pine and macrocarpa occur along boundaries and across paddocks, contributing to a structured rural framework and localised enclosure. Amenity planting is concentrated around the existing dwelling and farm buildings. Indigenous vegetation is largely confined to narrow, discontinuous strips along drainage margins and in small pockets, reflecting long-term pastoral modification of the Site. Existing built development is limited to one residential dwelling, farm sheds, and ancillary structures. These are located away from the Dairy Flat Highway frontage and are partly screened by existing vegetation. Vehicle access is currently taken directly from Dairy Flat Highway. From the road corridor, views across the Site are generally open over paddocks and are intermittently filtered or framed by shelter planting and landform.

5.0 Landscape Values

5.1 Associative Values

At the scale of the wider Dairy Flat landscape, associative values reflect layered rural narratives. European settlement established dairying and pastoral farming, which remains evident in the enduring pattern of grazed pasture, shelterbelts, hedgerows, farm infrastructure, and rural road edges. More recent associations include lifestyle farming and equestrian activity, expressed through smaller landholdings, stables/arenas, and localised amenity planting. The area is also widely understood as being in transition at Auckland's metropolitan edge, with strategic planning signalling future urbanisation and change over time.

At the Site scale, associative values are expressed through its current pastoral use, established shelterbelts, farm buildings and tracks, and the legible paddock pattern experienced from Dairy Flat Highway.

5.2 Cultural Values

The Site lies within the rohe of Ngāti Whātua and Ngāti Manuhiri, and the wider landscape is associated with long-standing relationships to land, waterways and ridgelines, including historic movement and food-gathering networks. These relationships are most readily read through the physical structure of the landscape, ridgelines, gullies, and drainage lines and the continuing role of water in organising land use and vegetation patterns. Engagement to date has indicated the importance of themes such as improving ecological health, protecting, and restoring waterways, and strengthening natural character as relevant cultural outcomes for this landscape setting. Any Site-specific cultural values and priorities should continue to be informed through ongoing engagement as the Project develops.

5.3 Biophysical Values

Biophysical values in the wider Dairy Flat area are defined by Waitematā Group geology and gently rolling lowland landforms, with shallow ridges and valleys draining toward the Okura, Weiti and Rangitopuni catchments. Hydrological systems remain an important organising framework, although their natural form and extent have been substantially modified through rural land use, including drainage and channelisation.

At the Site scale, biophysical values reflect a working rural landscape with high levels of modification. Exotic pasture is the dominant cover. Shelterbelts (typically pine and macrocarpa) provide the main woody vegetation structure, with indigenous vegetation generally confined to narrow, discontinuous strips and small pockets along drainage margins. Water features are primarily expressed as farm drains and modified flow paths rather than intact wetland systems. Overall, the Site retains a legible landform and drainage framework, but ecological integrity is currently limited.

5.4 Sensory Values

Sensory values in the wider Dairy Flat landscape are characterised by an open rural setting with long views across pasture, with enclosure occurring intermittently where gullies, shelterbelts and roadside vegetation are present. Seasonal change in pasture condition and farming activity contributes to variation, while the overall experience remains recognisably rural in character.

At the Site scale, the landscape is experienced as a modified rural block with a simple pastoral foreground and shelterbelt structure. From Dairy Flat Highway, views are generally open across paddocks, intermittently

framed by boundary planting and local landform. Built form is limited to a dwelling and farm sheds that are not visually dominant and are partly screened by existing vegetation. The adjoining North Shore Airfield contributes a distinct sensory component (including movement, noise, and large open grassed runway areas), which differentiates the western edge from the more typical rural/lifestyle context elsewhere.

5.5 Contextual values

Within the wider setting of Dairy Flat, contextual values are shaped by its transitional role on Auckland's metropolitan edge. The landscape functions as a buffer between urban centres such as Albany and Silverdale and the more rural Hibiscus Coast, with Dairy Flat Highway and State Highway 1 forming strong transport connections. The pattern of open pasture, scattered rural dwellings, and equestrian activity contributes to the identity of Dairy Flat as a coherent though modified rural landscape that is undergoing gradual change.

At the scale of the Site, contextual values are influenced by its location next to the North Shore Airfield and within the Silverdale West Dairy Flat Industrial Area Structure Plan. The Site forms part of a broader mosaic of low-lying pastoral land and rural blocks, with ecological connections via the Rangitopuni Stream tributary. Although ecological and cultural integrity has been diminished by historic modification, the Site retains coherence within the wider rural context. Planned ecological restoration and boundary planting will strengthen legibility, improve ecological linkages, and ensure the Site integrates more strongly with its surrounding environment over time.

6.0 Visual Catchment

6.1 Zone of Theoretical (ZTV) Methodology

ZTV mapping was used as a desktop tool to indicate the likely extent and distribution of views toward the proposal and to support a transparent, representative viewpoint selection process. Refer Appendix 1.

6.1.1 ZTV Summary of Findings

The ZTV mapping indicates potential visibility is concentrated along key public road corridors and where shelterbelts are discontinuous. This reflects the existing landscape, where views are often filtered by boundary planting and intervening built form, with occasional openings allowing longer views across flat terrain.

The mapping supports a focus on viewpoints along Postman Road and Dairy Flat Highway as primary transitional viewing environments, supplemented by elevated ridgeline viewpoints to test wider catchment visibility and confirm whether taller elements (including the hotel and data centre) may appear above the prevailing tree canopy in some sectors. Field verification is required to confirm where predicted visibility is effectively screened and where it results in visual exposure for specific audiences.

6.1.2 Viewing Audience Group Selection

Viewing audience groups (VAGs) were identified to ensure the assessment addresses those most likely to experience views of the proposal and to guide selection of representative viewpoints. A desktop review identified publicly accessible locations where the Site and proposed built elements may be visible, including road corridors and public open space, as well as clusters of nearby dwellings and lifestyle properties likely to experience private views. Representative photographs were taken from public locations to document typical

viewing conditions and provide a consistent basis for describing existing views, the nature of change, and the degree of filtering/screening by landform, vegetation, and intervening built form. Refer to Appendix 5.

3. Audiences are grouped by viewer type and viewing context, including whether views are transient or sustained, stationary or moving, and whether viewers have a direct interest in the view. The key viewing audiences include:
4. Road users on Postman Road, Dairy Flat Highway, Horseshoe Bush Road, and East Coast Road (typically transient views within filtered rural sequences).
5. Residents on nearby rural and lifestyle properties (views may be intermittent and filtered; private amenity is relevant).
6. Users of nearby operational/employment areas, including the airfield and associated activities (views experienced in a working landscape context, influenced by existing built form).

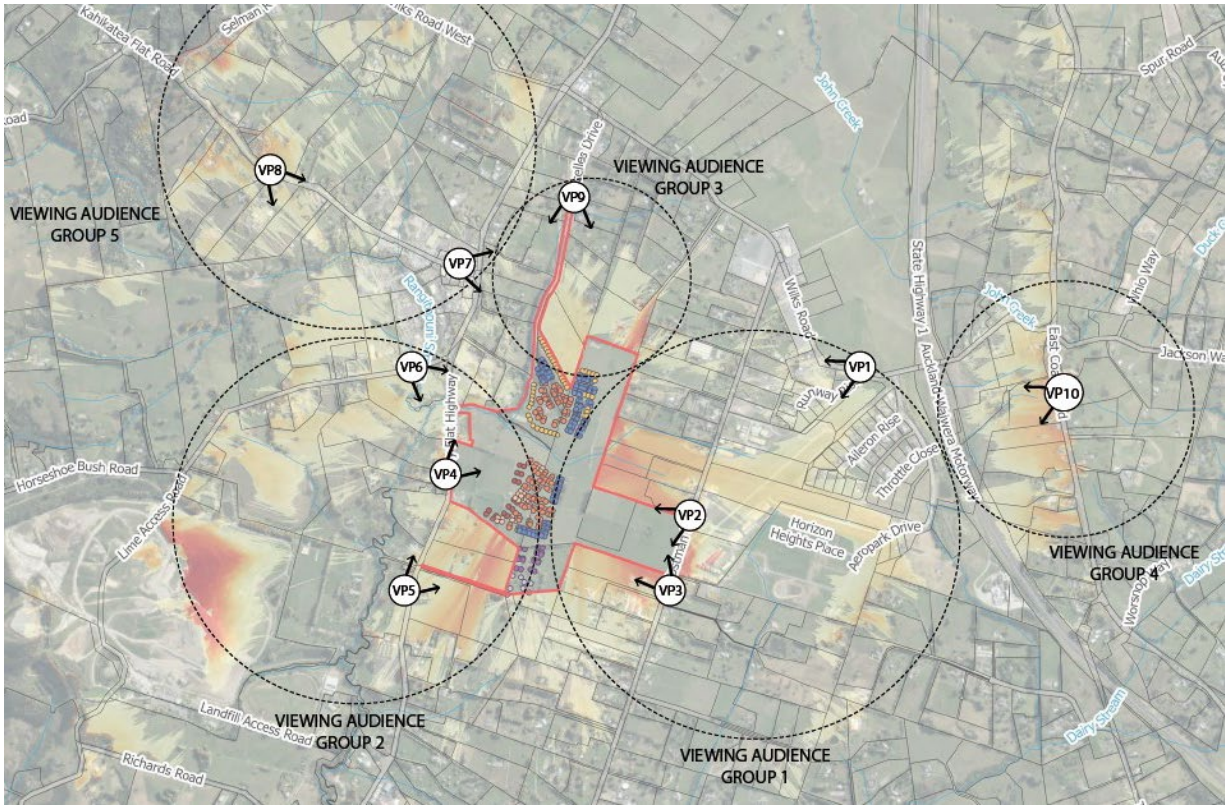


Figure 6. ZTV Map Showing Viewing Audience Groups 1-5 (B&A).

6.2 Viewpoint Baselines

The visual assessment applies three baselines consistently across each viewing audience group and viewpoint to distinguish the current environment, the Stage 1 consented outcome, and Stage 2.

1. **Existing Environment:** This baseline describes the landscape and visual environment, including the current rural context, partially completed Stage 1 works, and surrounding land uses and structures.
2. **Stage 1 Consented Baseline:** This baseline describes the future environment following completion of Stage 1 as consented and as proposed to be amended.

3. **Stage 2 Proposal Baseline** (includes Stage 1 changes)'**:** This baseline captures the additional change arising from Stage 2 beyond Stage 1. The Stage 2 assessment therefore focuses on the incremental visibility and visual effects attributable to Stage 2.

6.3 Viewing Audience Groups

6.3.1 Viewing Audience Group 1 (VAG1)

This group includes rural properties and lifestyle lots to the east, including dwellings along Postman Road, the Aeropark Country Estate, and viewing locations associated with the North Shore Airfield. The group also includes road users travelling along Wilks Road and Postman Road.

Baseline	Key Visual Observations
Existing Environment	Open pastoral landscape with post and wire fencing, intermittent mature shelterbelts, and scattered rural dwellings and farm buildings; flat topography and intervening shelterbelts and built form largely govern visibility toward the Site. **Viewpoint 1** Wilks Road and Runway Rise, looking south; represents Aeropark outlooks at similar elevation to the Site, with views largely screened by North Shore Airfield buildings and only intermittent visibility through gaps. **Viewpoints 2 & 3** Western side of Postman Road beside 273 and 231 Postman Road; sequential road user views within a working rural context, filtered by shelterbelts and intermittent built elements, with airport buildings further fragmenting views.
Stage 1 Consented Baseline	Stage 1 introduces a solar farm and data centre, with greatest influence from VP2 and VP3 depending on screening; solar panels read as a low rectilinear field, approximately 2.5 metres high.
Stage 2 Proposal	Stage 2 adds light industrial along Postman Road, an east west collector road, village centre and southern residential areas, and additional data centre development; the approximately 25m high hotel may become the key vertical element where it rises above shelterbelts, and a new roundabout urbanises the road corridor; linear corridor planting plus riparian and open space planting provide long term screening and integration.

Table 4. VAG1 Baseline Observations (B&A).

6.3.2 VAG1 Visibility

The views experienced by VAG1 are primarily associated with a working rural landscape. The prevailing values include openness across grazed pasture, a coherent pastoral pattern structured by post and wire fencing and shelterbelt planting, and a generally low intensity builtform of scattered rural dwellings and farm buildings. Intervening shelterbelts and operational airport structures provide partial enclosure and filtering and reinforce a utilitarian rural and airport fringe character. For road users, views are sequential and transitional, typically brief, and intermittent, and framed by roadside vegetation and built elements.

- **Stage 1** shifts the middle-ground character through the solar farm and data centre. The solar farm is expected to read as a low, rectilinear field within the pastoral matrix and, while reducing rural

simplicity, can remain broadly compatible with an intensively managed production landscape when viewed against ground and vegetation backdrops. The data centre introduces a more industrial built form with greater scale and solidity than the existing rural pattern and, where visible, is likely to increase perceived built density and reduce "ruralness", moderated by backdrops and screening from airport buildings and shelterbelts.

- Stage 2 adds further urbanising change through warehouse-scale light industrial buildings along Postman Road, a more formalised collector road corridor, and additional built form within the village centre and southern residential areas. This further reduces pastoral coherence and increases the intensity and complexity of built elements. The hotel beside the surf lagoon—due to its height and vertical emphasis—has the greatest potential to become prominent where it rises above the shelterbelt canopy and is seen against the sky, shifting the visual hierarchy toward a mixed rural–urban edge. The roundabout and associated road infrastructure also introduce clearer urban road-form cues.

Overall, the proposal shifts the landscape toward a more built and infrastructural character, consistent with the emerging Future Urban context but less aligned with the current rural openness and pastoral coherence.

Figure 7. Visual Simulation 4 (VS4) (WAM).

6.3.3 Viewing Audience Group 2 (VAG2)

This group comprises receptors along the Dairy Flat Highway and Horseshoe Bush Road corridors, including residents on rural lifestyle lots and road users. The group also includes more elevated and distant audiences from the eastern part of Redvale Landfill, where the landform provides a broader outlook.

Baseline	Key Visual Observations
Existing Environment	Rural road corridor framed by intermittent shelterbelts, post, and wire fencing, and scattered rural dwellings and farm buildings on generally low relief landform, with occasional longer views where screening is discontinuous. Early Stage 1 earthworks and shelterbelt removal

	near Dairy Flat Highway have increased local openness and potential exposure toward the western Site until replacement planting establishes. **Viewpoint 4** Beside 1349 Dairy Flat Highway (west side), facing north east; close range transitional road user view near the western boundary, with western Site in the foreground and middle ground and more distant visibility toward northern masterplan areas dependent on intervening vegetation and built elements. **Viewpoint 5** Beside 1289 Dairy Flat Highway (west side), facing north east; similar travel sequence to VP4 at greater distance, with more established roadside and boundary planting on adjacent properties resulting in increased filtering and intermittent visibility. **Viewpoint 6** Beside 24 Horseshoe Bush Road, facing south west across the stream corridor; elevated relative to the Site with an enclosed foreground from boundary planting, with views toward the western Site occurring mainly through shelterbelt gaps.
Stage 1 Consented Baseline	Stage 1 introduces the surf lagoon and associated amenity and accommodation areas, arrival and servicing areas, car parking, and low-rise support buildings within the immediate visual catchment of VP4 and VP5, shifting the rural pattern toward a recreational and visitor focused land use. The approximately 25 metre hotel is the key Stage 1 visual element, potentially dominant where visible above shelterbelts or against the sky, but reduced where backed by trees or built form or intermittently filtered.
Stage 2 Proposal	Stage 2 adds the village centre, southern residential precinct, live work precinct, new roads, and streetscape planting. From VP4, closer proximity and reduced screening increase the likelihood of Stage 2 becoming more apparent, particularly in the middle ground. From VP5, greater distance and stronger boundary planting generally reduce and filter views, though taller elements including the hotel and potentially the data centre may remain perceptible above canopy in some circumstances. From VP6, visibility is intermittent and dependent on shelterbelt gaps and riparian restoration, which is expected to increase enclosure and reduce prominence over time.

Table 5. VAG2 Baseline Observations (B&A).

6.3.4 VAG2 Visibility

VAG2 views are experienced from rural road corridors (Dairy Flat Highway and Horseshoe Bush Road), where key values include openness across grazed pasture, a coherent pastoral pattern (post-and-wire fencing, scattered farm buildings), and intermittent filtering/enclosure from shelterbelts. These qualities support rural amenity for nearby residents and a legible rural travel experience. Localised elevation change and the stream corridor add cues of naturalness and structure where watercourses and riparian vegetation are evident.

- Stage 1 replaces open pasture with a recreational/visitor-focused development. In closer views, the surf lagoon, amenity areas, car parking, and low-rise buildings reduce pastoral coherence and increase perceived development intensity at the road edge. The hotel is the most consequential change and may be visually dominant where it rises above shelterbelts or is seen against the sky, with effects moderated where it is read against tree/built backdrops or filtered by vegetation.

- Stage 2 adds further built form and infrastructure (village centre, southern residential area, live-work precinct) and a more formalised road network and streetscape, increasing urban cues and further reducing rural openness. Effects will depend on the prominence of new built edges, visibility of taller elements above the canopy, and the effectiveness of mitigation planting in re-establishing a coherent vegetated framework. Over time, streetscape planting, riparian restoration, and interface planting should increase filtering/enclosure and reduce built form prominence, supporting a more integrated transition consistent with the Future Urban context.

Overall, the corridor shifts from rural amenity toward a mixed rural–urban edge. Effects are likely greatest at close distances along Dairy Flat Highway where on-Site shelterbelts have been removed and lower where established boundary planting provides consistent filtering and views are transient.

Figure 8. Visual Simulation 1 (VP1) (WAM).

6.3.5 Viewing Audience Group 3 (VAG3)

Viewing Audience Group 3 comprises the immediately adjoining rural residential and lifestyle properties to the north of the Site, where viewing conditions are strongly influenced by boundary planting and the proximity of the Site edge. This audience includes residents and visitors on neighbouring properties for whom views, where available, may be experienced as part of private residential amenity and day to day use of outdoor living areas.

Baseline	Key Visual Observations
Existing Environment	Northern boundary has a rural residential edge with post and wire fencing, intermittent farm scale structures, and a well-established shelterbelt framework on adjoining properties. Shelterbelts provide strong containment and screening, so outlooks are generally enclosed with visibility limited to filtered views through vegetation gaps. Viewpoint 9

	Cul de sac of Lascelles Drive, facing south along the driveway toward the rear lot of 105 Lascelles Drive. Public proxy for closest northern neighbours. Views toward the Site are substantially screened by adjoining shelterbelt planting and the Site is not dominant.
Stage 1 Consented Baseline	Stage 1 development is primarily to the south and east of this sector. Existing northern shelterbelts mean Stage 1 change is likely limited or not readily perceived in the short to medium term, except where gaps occur, shelterbelts are lower, or taller elements rise above canopy. The hotel has the greatest potential influence if it extends above the tree canopy, dependent on relative elevations, distance, and shelterbelt continuity and height.
Stage 2 Proposal	Stage 2 introduces new residential development in the north-west neighbourhood, including land at the rear of 105 Lascelles Drive, creating the closest change at the northern interface through dwellings, internal roads, and boundary treatments. If shelterbelts are retained and reinforced, the built form is largely absorbed and reads as a gradual transition to more intensive residential use. If shelterbelts are reduced or interrupted, perceived built density and urban edge cues (two-storey form, fencing, night lighting) increase, with effects driven by interface design, planting depth/continuity, and building orientation and setbacks.

Table 6. VAG3 Baseline Observations (B&A).

6.3.6 VAG3 Visibility

The views experienced by VAG3 relate to immediate northern neighbours and are primarily a matter of private residential amenity. Key values include separation and containment provided by established shelterbelts, a low intensity rural residential edge character, and the limited presence of large or visually dominant built form. The shelterbelt framework is the defining visual element, providing enclosure and privacy, and limiting outward visibility, thereby moderating change beyond the boundary.

- Stage 1 is unlikely to materially alter these values where shelterbelts remain intact. Any Stage 1 effects would mainly occur if taller elements, including the hotel, rise above the canopy and introduce a new vertical reference in otherwise filtered views, slightly increasing perceived development intensity but remaining moderated by the vegetated edge.
- Stage 2 introduces the most direct change through new residential development adjacent to the northern interface, potentially increasing apparent built density and urban edge cues such as two storey form, domestic fencing, internal street lighting, and a more regular built pattern. Where interface planting is retained and reinforced, development is more likely to read as a contained and integrated transition, with shelterbelts reducing dominance and maintaining privacy and amenity. Where shelterbelts are reduced or interrupted, the residential edge is more likely to become visually prominent, resulting in a clearer change in outlook and reduced amenity.

Overall, change is toward increased residential intensity at the northern edge. The acceptability of effects depends on retention and strengthening of the shelterbelt structure and detailed interface design, including setbacks, orientation, and planting depth and continuity.

Figure 9. Viewpoint 9 (VP9) (B&A).

6.3.7 Viewing Audience Group 4 (VAG4)

This group comprises distant audiences to the east, located along the East Coast Road ridgeline and within nearby rural lots at approximately 105-110m above sea level. It also includes road users travelling along East Coast Road, where views are experienced within a broader rural panorama and in conjunction with the airfield and associated built elements in the foreground and middle ground.

Baseline	Key Visual Observations
Existing Environment	Elevated outlook across a mixed rural and rural residential landscape with a mosaic of pasture, shelterbelts, scattered dwellings, and larger airfield related operational structures. The Site sits within the lowland plain beyond the ridgeline and is not readily distinguished due to distance, landscape complexity, and intervening vegetation and builtform. **Viewpoint 10** Western side of East Coast Road beside 1852 East Coast Road, facing south west. Elevated outlook across the airfield plain toward the general Site location. Warehouse scale storage buildings in the middle ground are prominent and reinforce a working, infrastructural character. Redvale Landfill forms a notable backdrop with a strong vegetated ridgeline and scattered mature trees, providing containment and reducing development legibility.
Stage 1 Consented Baseline	Stage 1 adds surf park components, hotel, solar farm, and data centre. Perceptibility is governed by the existing landscape mosaic and whether taller elements rise above canopy and built structures. From VP8, the data centre is likely the most legible where it reads as a large simple form against vegetation or open plain. The solar farm is generally visually recessive due to low profile unless tonal contrast occurs. The hotel may register as a distant vertical element if read against the sky and taller than surrounding canopy and built form, with distance reducing apparent scale and detail.
Stage 2 Proposal	Stage 2 adds village centre, residential neighbourhoods, light industrial development, and associated roads and planting. At roughly 1.5 km, most elements read as part of the broader settlement pattern unless they form large simple masses or rise above canopy. Incremental change is mainly the cumulative increase in built extent and occasional visibility of larger structures above vegetation along open sightlines across the airfield plain, moderated by existing warehouse scale buildings.

Table 7. VAG4 Baseline Observations (B&A).

6.3.8 VAG4 Visibility

VAG4 views are broad elevated panoramas over a mixed rural and rural-residential landscape, valued for spaciousness and layered depth across pasture, shelterbelts, scattered dwellings, and operational uses. The airfield and its buildings establish a working landscape context and a reference for larger built forms; at this distance, legibility is driven by massing, contrast, and whether elements break the prevailing canopy line.

- **Stage 1** is generally secondary due to distance, with perceptible change most likely from larger simple forms such as the data centre and, potentially, the hotel as a distant vertical element if seen above intervening vegetation/against the sky. The solar farm is likely to have limited influence due to its low profile.
- **Stage 2** is likely to read as a gradual increase in built intensity within an already modified rural/airfield context. Residential and village centre development should be largely absorbed by existing vegetation and settlement pattern, with more notable effects only where larger industrial or expanded data centre elements form cohesive masses or breach the canopy line relative to existing airfield buildings.

Overall, the proposal would contribute to a gradual increase in built intensity consistent with an intensifying Future Urban context. From these elevated, long-distance viewpoints, the airfield and other established large-scale buildings form a prominent part of the existing landscape setting. Taller or bulkier components of the proposal may register most clearly where they extend above the prevailing canopy line or are seen in silhouette against the sky or vegetated backdrops.

Figure 10. Viewpoint 8 (VP8) (B&A).

6.3.9 Viewing Audience Group 5 (VAG5)

This group comprises more distant audiences to the north-west. It includes rural residential and lifestyle properties, pastoral farmland, and light industrial facilities, together with road users travelling along Kahikatea Flat Road, Selman Road, Wilks Road West, and Dairy Flat Highway. Viewing locations within this group are typically at approximately 2 kilometres from the northern extent of the masterplan and at elevations of approximately 50 to 100 metres above sea level. Views are experienced within a varied working rural landscape where shelterbelts, roadside vegetation, and scattered built form often filter and fragment longer views.

Baseline	Key Visual Observations
Existing Environment	Mixed rural setting of open pasture, shelterbelts, rural dwellings, and localised utilitarian buildings. Complex layered pattern with frequent foreground screening from boundary planting and roadside vegetation, resulting in intermittent views and the Site being difficult to distinguish within the wider landscape.

	Viewpoint 7 Intersection of Dairy Flat Highway and Kahikatea Flat Road, facing east. Site largely concealed behind neighbouring shelterbelt, experienced as a transient roadside view dominated by shelterbelt foreground. Where perceived, the Site reads as a continuation of the wider rural landscape, with the north west residential precinct not clearly legible. **Viewpoint 8** Kahikatea Flat Road beside 117 Kahikatea Flat Road, elevated vantage point. Site more readily perceived due to elevation and broader outlook, but remains embedded within tree canopies, scattered dwellings, and other structures, reducing contrast and making the development area difficult to define precisely.
Stage 1 Consented Baseline	Stage 1 introduces surf park development and associated solar farm and data centre. Visibility and influence are limited by distance and intervening shelterbelts and built elements. From VP7, change is largely imperceptible unless taller elements rise above canopy and are read against the sky. From VP8, elevation increases potential visibility, but distance reduces scale and detail and the existing landscape mosaic moderates legibility.
Stage 2 Proposal	Stage 2 adds development within the north west residential precinct and other masterplan areas, with the north west precinct most relevant to this sector. Perceptibility remains moderated by distance, shelterbelts, and landscape complexity. From VP7, Stage 2 residential development is largely screened unless canopy gaps occur. From VP8, broader visibility is possible but residential form is likely to read as fine-grained texture; clearer effects would relate to larger simple forms or taller elements breaching the canopy and forming skyline silhouettes. Planting and riparian enhancement will strengthen the vegetated framework over time, further reducing legibility and assisting integration.

Table 8. VAG5 Baseline Observations (B&A).

6.3.10 VAG5 Visibility

The views experienced by VAG5 are a layered working rural landscape where key values are openness across pastoral land, a coherent shelterbelt framework that structures view corridors, and a varied mosaic of tree canopies, rural dwellings, and utilitarian buildings. The established pattern of modification and mixed use reduces perceived remoteness and provides visual resilience. Shelterbelts and roadside vegetation are the primary determinants of visibility, containing views and limiting the legibility of change for road users who experience intermittent, filtered outlooks.

- Stage 1 introduces additional built form and land use change, but effects are generally limited by distance and screening. Where Stage 1 is perceptible, it is most likely through larger simple building forms or taller elements that breach the canopy and register in the skyline, reducing the dominance of the vegetation framework, although moderated where seen against vegetated backdrops or within a utilitarian context.
- Stage 2 change is driven mainly by residential development in the north west precinct, the closest Stage 2 component to this sector. From most locations, it is likely to read as fine-grained texture within the wider mosaic rather than dominant massing. Effects depend on shelterbelt continuity and height: where intact, development remains subordinate and change is limited; where gaps

allow longer sightlines or taller elements become skyline features, change is more apparent and introduces a subtle shift toward a more urbanising character.

Overall, change is toward increased development intensity within an already modified and visually complex landscape. Long term acceptability depends on retaining and reinforcing shelterbelts and establishing additional masterplan planting to maintain vegetation as the dominant structuring element.

Figure 11. Visual Simulation 10 (VS10) (WAM).

7.0 Landscape & Visual Effects Assessment

7.1 Landscape Character and Values Effects

7.1.1 Effects on Associative Values

Existing associations are those of a modified pastoral landscape (open pasture, shelterbelts, and rural blocks) within a clear growth-and-transition context. No high-value heritage features are identified (on the information available) as being lost. The proposal will nonetheless reduce continuity with rural production associations through the conversion of pasture and parts of the rural framework into a large masterplanned surf park community.

The Village Centre introduces a new community "heart" (apartments and non-residential community/visitor uses), shifting the Site's associations from rural production toward recreation, living and employment. This is an adverse change to existing pastoral associations, moderated by the fact the receiving environment is already influenced by planned change.

At the same time, the Stream Park and integrated public realm (paths, seating and gathering nodes) will establish new place-based associations that can become enduring elements of identity over time. Overall, effects on associative values are Low adverse, with potential for neutral to beneficial associative outcomes as the place matures and local narratives are embedded through detailed design and ongoing engagement.

7.1.2 Effects on Cultural Values

The Site lies within the rohe of Ngāti Whātua and Ngāti Manuhiri and forms part of a wider cultural landscape where waterways, ridgelines, gullies, and drainage lines support enduring relationships with land and water, despite the Site's high level of modification. No specific cultural heritage features have been identified (on the information available) as being directly lost; however, the proposal has potential to adversely affect cultural values where earthworks, vegetation clearance, stream works and new built form/infrastructure alter landform and drainage patterns and create short-term risks to water quality and mauri during construction and early establishment.

Cultural sensitivity in this receiving environment is closely tied to water and to whether the proposal avoids further degradation and delivers restoration outcomes. Engagement to date has emphasised improving ecological health, protecting, and restoring waterways, and strengthening natural character. The masterplan provides a clear pathway to support these outcomes through the Stream Park and riparian framework (setbacks and riparian planting zones) and integrated stormwater treatment landscapes, which can re-express water as a primary organising feature and strengthen riparian condition and connectivity over time (subject to detailed design, implementation, and maintenance).

Overall, effects are anticipated to be short-term adverse (construction/early establishment), with potential neutral to beneficial outcomes over time where restoration and water-sensitive design are effectively delivered. At this stage, and recognising uncertainty about site-specific values and priorities, the overall effect on cultural values is Low, contingent on: ongoing mana whenua engagement to confirm values and desired outcomes; applying the mitigation hierarchy to waterways and margins; robust erosion/sediment and water quality controls; consideration of cultural monitoring during earthworks; and incorporation of appropriate cultural narratives in the public realm where supported by mana whenua.

7.1.3 Effects on Contextual Values

Contextual values in the wider Dairy Flat landscape derive from a coherent (though modified) rural matrix at Auckland's metropolitan edge, with strong transport corridors and a clear growth-and-transition narrative. At the Site scale, contextual values are shaped by adjacency to the North Shore Airfield (distinct openness and activity), the surrounding mosaic of pastoral land and rural blocks, and strategic planning for future change. The Site currently reads as part of a broader open lowland landscape compartment, with pasture and shelterbelts providing continuity.

The proposal will materially change this contextual role by introducing a large masterplanned surf park community, reducing the Site's contribution to the pastoral pattern and establishing a more legible urbanising node, particularly through the surf lagoon/amenity precinct and the Village Centre (apartments and visitor/community uses). This is a clear shift from "rural block within a rural mosaic" to a mixed-use destination/community landscape.

Contextual fit is strengthened where the masterplan uses the Stream Park/riparian setbacks and stormwater landscapes as a primary organising framework, supported by connected public realm elements and planting that can improve coherence and integration over time, and where built intensity is consolidated within defined precincts rather than dispersed. Overall, effects on contextual values are Low adverse, given the transitional receiving environment and the strong structuring open space/riparian framework, but this is contingent on detailed design reinforcing fit at key interfaces (especially airfield edge and road frontages) through boundary planting continuity/depth and built form outcomes (height, massing, materials, and lighting) that maintain a clear precinct hierarchy and credible transition from open space to more intensive areas.

7.1.4 Effects on Biophysical Values

Biophysical values at the Site are constrained by modification (pasture landcover, farm drains/modified flow paths, predominantly exotic vegetation). The proposal will require clearance of pasture and some shelterbelt vegetation and introduce large-scale built form and infrastructure, resulting in adverse change to the existing landcover pattern and current (modified) ecological condition. During construction and early establishment, biophysical systems are more vulnerable to short-term effects associated with earthworks and vegetation clearance, particularly sediment generation and water quality.

Balanced against this, the masterplan embeds biophysical structure as a primary organising element through a Stream Park and riparian framework (setbacks and riparian planting zones), supported by integrated stormwater treatment landscapes (ponds/raingardens and swales). This indicates strong capacity to strengthen riparian condition and ecological connectivity over time, subject to final design, implementation, and maintenance. Overall, effects on biophysical values are Low adverse, with potential beneficial outcomes over time as riparian corridors establish and water-sensitive systems mature.

7.1.5 Effects on Sensory Values

The Site's sensory values are currently defined by rural openness and simplicity (pasture foregrounds, intermittent shelterbelt enclosure), within a utilitarian sound/light environment influenced locally by adjacent airfield activity. The proposal will introduce a materially different sensory environment through the surf lagoon, increased activity, new built form and an urbanising palette of lighting, movement and programmed open space. This will reduce the existing "open pastoral" experience as the dominant sensory attribute and replace it with a busier, more activated precinct character.

The proposal also introduces sensory attributes currently limited or absent, including a large water body, structured public open space, and planted edges/corridors that create seasonal variation and a more deliberate sequence of spaces. The Stream Park and associated public realm are intended to provide relief, softness, and coherence within the development pattern. Overall, effects on sensory values are Low adverse, with potential neutral to beneficial experiential outcomes as planting establishes and the open space network becomes the dominant sensory framework.

7.1.6 Contributing Factors - Sensitivity/susceptibility of the Landscape and its Values

Sensitivity and susceptibility to change: The baseline landscape is a working rural environment with high levels of modification, and it is not identified as an outstanding natural landscape or outstanding natural feature. It also sits within a planned growth context, indicating both capacity and expectation for change. In these circumstances, sensitivity and susceptibility are assessed as low to moderate, particularly where development is structured by setbacks, corridor definition and planting that maintain coherence at the wider receiving-environment scale.

Magnitude of change (size/scale, extent, duration): The transition from pasture to a masterplanned surf park community is substantial at the Site scale. However, the proposal also retains and creates major open space structure, notably the stream park and other large landscape areas, indicating that the change is moderated by a legible blue/green framework rather than being uniformly built across the Site. On this basis, overall magnitude of change is assessed as low to moderate, noting that effects are primarily localised to the Site and its immediate surrounds, and the change is long-term and effectively permanent, with improving landscape condition as planting and corridor structure establish.

Nature of effect: The proposal has an adverse component through loss of the existing pastoral pattern and elements of shelterbelt structure, but also introduces a coherent, higher-amenity landscape framework (stream park, riparian planting, water-sensitive landscapes, and a civic/visitor focus). This results in an overall effect that is adverse-to-neutral, trending toward neutral/beneficial over time as landscape establishment and maturation occurs.

7.1.7 Landscape Values Evaluation

Having regard to the baseline condition and the proposal's embedded landscape structure, the overall adverse effects on landscape values are assessed as Low. This conclusion reflects that existing associative, biophysical, and sensory values are primarily those of a modified pastoral landscape in an area planned for transition; that no high-value heritage features are identified as being lost; and that the Project drawings demonstrate a substantial open space and riparian framework intended to structure development, support water quality, and ecological improvement, and provide an enduring public-facing landscape identity. On balance, the masterplanned structure, scale of retained/created open space, and strong corridor and planting framework support a low level of adverse landscape effect, with increasing neutral to beneficial outcomes as landscape establishment and maturation occurs.

7.1.8 Overall Landscape Values Effects

Overall, the proposal will drive a clear and long-term shift from a modified pastoral landscape compartment to a masterplanned mixed-use recreation/community environment, resulting in Low adverse effects on existing landscape character and values, primarily due to the loss of rural production associations, changes to contextual fit within the rural mosaic, and a more intensive sensory environment. These effects are moderated by the transitional receiving environment and the masterplan's strong landscape structuring, particularly the Stream Park, riparian setbacks/planting and integrated stormwater landscapes, which provide a coherent framework for integration and for longer-term enhancement. Cultural and biophysical sensitivities are most directly linked to waterways and the management of earthworks and stream interfaces; accordingly, short-term adverse effects are anticipated during construction and early establishment, with potential neutral to beneficial outcomes over time where water-sensitive design, riparian restoration, and ongoing mana whenua engagement are effectively embedded and delivered. The overall conclusion is contingent on detailed design and conditions securing interface planting continuity and depth, built form and lighting outcomes that reinforce a clear precinct hierarchy (including airfield and road frontages), and robust implementation and maintenance of the riparian and stormwater systems.

7.2 Visual Effects

This assessment of visual effects considers potential viewer responses to changes in views and visual amenity arising from the proposal. It focuses on where the proposal may be visible, the viewing audiences and viewing contexts, the apparent scale and contrast of built elements, and the extent to which the development is visually integrated through landform fit, setbacks, planting structure, and the quality of edge conditions. A theoretical viewshed/ZTV approach is useful to understand potential visibility, but the assessment is ultimately grounded in representative viewpoints and the way landform and existing vegetation structure filter and frame views in practice.

7.2.1 VAG1 Visual Effects Assessment

From the North Shore Airfield area (VP1), the revised hyperscale data centre format will be higher than surrounding dwellings. However, visual receivers are at considerable distance and views are already influenced by the open airfield foreground and existing airport structures, meaning direct views to the wider Site are limited. Where the data centre is visible, it is read against a vegetated ridgeline backdrop, which reduces apparent scale and helps contain prominence. Dark-toned, matte façade finishes will further assist the building to recede, and hedge planting along the eastern boundary provides additional screening and edge softening. On this basis, adverse visual effects from VP1 are assessed as **Low.**

Along Postman Road (VP2–VP3), the light industrial buildings will create a more defined built edge and introduce a degree of visual prominence for road users and adjacent properties. The new collector road and roundabout will also be apparent, particularly in close-range views, although the proposed vegetation strip is expected to progressively soften and partially screen these elements, including for properties to the south of VP3.

Relative to the consented Stage 1 design, the hyperscale data centre will be more visually prominent due to its increased height, and the hotel beside the surf lagoon will also be visible. While the hotel height (up to 25 metres) will make it a distinctive element, the use of recessive, less reflective materials and dark-toned colours will reduce contrast in the wider landscape context. For properties north of VP2, views will extend toward the northern and north-western residential precincts and the surf village centre, with outlooks to the south contained by the Stage 1 data centre. For properties south of VP3, views are largely directed toward the Residential Precinct (South), the Live/Work Precinct, and the Surf Village Centre Precinct. The adjacent lots are occupied by a mix of activities (including construction businesses, storage, and large rural-residential properties within the Future Urban Zone), which reduces the degree of sensitivity to an increasingly urban edge. Considering the consented Stage 1 baseline and proposed mitigation planting, overall visual effects from VP2 and VP3 are assessed as Low to Low–Moderate.

Overall, adverse visual effects on **VAG1 are assessed as Low to Low–Moderate**, driven mainly by the creation of a more defined industrial/urban edge along Postman Road and increased prominence of the revised hyperscale data centre and lagoon-side hotel in closer VP2–VP3 views, with effects moderated by distance, existing airfield/industrial context, and proposed boundary planting and recessive materials.

7.2.2 VAG 2 Visual Effects Assessment

The Site has an extended frontage to Dairy Flat Highway, with key entrances located along this boundary. From VP4, the consented surf lagoon and amenity precinct, associated accommodation and supporting elements will introduce additional built form, car parking, fencing and glimpsed views of the lagoon within the outlook. Boundary vegetation along Dairy Flat Highway will assist in softening and filtering these changes and will provide a consistent edge treatment over time. However, the hotel (up to 25 metres) will remain visually prominent from this viewpoint, rising above boundary planting and becoming a dominant element in the near-field outlook. By contrast, the restored stream corridor and associated planting provide effective containment and screening of more distant residential precincts, particularly where corridor planting establishes as a continuous framework. Overall, the proposal will shift the outlook from a largely rural pastoral edge to a more urbanised frontage. Given the Future Urban zoning context and the screening effect of boundary planting and stream restoration for most built areas, the primary visual concern at VP4 remains the prominence of the hotel, resulting in Moderate adverse visual effects for adjacent properties and road users.

From VP5, boundary planting on neighbouring properties is expected to screen most of the development, including the surf lagoon, amenity buildings and much of the residential and live/work precincts. The hotel remains the principal element likely to be visible above planting, although increased distance reduces its overall dominance compared with VP4. The hyperscale data centre, while larger than previously consented, is less apparent in these more distant views. On balance, adverse visual effects from VP5 are assessed as Low–Moderate.

From VP6 (Horseshoe Bush Road), screening vegetation along Dairy Flat Highway and intervening vegetation structure further soften views, and the hotel is not as prominent as at the closer highway viewpoints. This is also a local road with relatively low traffic volumes, meaning views are limited and transient. Adverse visual effects on public viewers from VP6 are therefore assessed as Very Low.

Overall, adverse visual effects on **VAG2 are assessed as Low–Moderate**, driven mainly by the hotel's prominence in closer Dairy Flat Highway views. In VAG2, the assessed moderate visual effects are primarily driven by the hotel's scale and prominence, noting that the building exceeds the 15m maximum non-dwelling height control by up to 9.9m and is therefore more likely to be perceived as a skyline element above the surrounding built form and planting framework (particularly where views are elevated or where canopy cover is not yet fully established).

7.2.3 VAG 3 Visual Effects Assessment

From this location (VP9), views towards the Site are effectively screened by existing shelterbelt planting on the adjoining property. As a result, the proposed development will not be readily visible, and no new built form will be prominent in the outlook. Adverse visual effects from **VP9 are therefore assessed as Very Low.**

7.2.4 VAG 4 Visual Effects Assessment

From the East Coast Road ridgeline viewpoint (VP10), the proposal does not present as a visually prominent element, either individually or as a group. Distance, the scale of the outlook, and screening by intervening vegetation and landform ensure the development integrates into the wider landscape pattern. Adverse visual effects from **VP10 are assessed as Low**.

7.2.5 VAG 5 Visual Effects Assessment

At VP8, the site is difficult to discern due to intervening shelterbelt planting, and proposed buildings are not readily visible or visually prominent. From VP7, the site can be seen within the wider landscape but is perceived against a backdrop of vegetation and existing built form, which reduces distinctiveness and contrast. In both cases, distance, intervening screening and the scale of the outlook ensure the proposal does not become a dominant feature. Adverse visual effects from **VP7 and VP8 are assessed as Very Low to Low**.

7.2.6 Overall Visual Effects

Overall, the proposal will replace parts of the Site's current rural/pastoral outlook with a more urbanised, masterplanned environment, with visual effects varying primarily by distance, screening (existing and proposed), and the prominence of taller elements (particularly the hotel and the revised hyperscale data centre). In Te Tangi a te Manu terms, the evaluation is weighted toward the most exposed and sensitive near-field viewing audiences (road users and adjacent properties along Dairy Flat Highway and Postman Road), while recognising that much of the wider viewing catchment experiences filtered, distant, or contextually moderated views.

- VAG1 (VP1–VP3): Effects are generally Low to Low–Moderate, with the strongest change occurring along Postman Road where the light industrial precinct and road upgrades create a more defined built edge and where the increased scale of the hyperscale data centre and visibility of the lagoon-side hotel are more apparent in closer views. Effects are moderated by the existing airfield/industrial context, backdrop containment, and proposed boundary planting and recessive materials.
- VAG2 (VP4–VP6): Effects are Low–Moderate overall, with the key driver being the hotel's prominence in closer Dairy Flat Highway views (VP4), where it rises above planting and becomes a dominant near-field element. Elsewhere in this sector, boundary and corridor planting substantially filters views, and effects reduce with distance and more transient viewing (VP5–VP6).
- VAG3: Effects are Very Low, with existing shelterbelts providing effective screening and limiting legible change.
- VAG4: Effects are Low, with distance, intervening vegetation/landform and the broad outlook scale ensuring the proposal does not read as prominent. For the purposes of this visual assessment, the only height infringement specifically relied on in the narrative is the hotel, as it is the principal prominence driver and is expected to generate the highest localised visual effects in views from the Dairy Flat Highway corridor and associated near-field public viewpoints.
- VAG5: Effects are Very Low to Low, as views are screened or the proposal is read within a wider mosaic that reduces contrast and dominance.

Overall evaluation rating: Low–Moderate adverse visual effects, driven by localised Moderate effects in the closest Dairy Flat Highway views associated with the hotel's prominence, and Low to Very Low effects across the remainder of the wider viewing catchment due to screening, separation distance, existing context (airfield/industrial influences and Future Urban transition), and the anticipated progressive integration provided by boundary, riparian, and corridor planting as it establishes.

7.2.7 Contributing Factors - Audience Context, View Value & Magnitude of Visual Change

Key viewing audiences include residents adjoining Postman Road and Dairy Flat Highway, road users, and more distant rural-residential viewers. In a Future Urban and transitional context—already influenced by the airfield, consented Stage 1 development, construction yards, and rural-residential properties—overall sensitivity is Low to Moderate, with the greatest sensitivity concentrated at the closest residential interfaces and the Dairy Flat Highway edge.

The receiving environment has an evident capacity to accommodate change because it is already shaped by large-scale built elements and infrastructure. Near neighbours may experience a greater change in outlook where new built edges become more defined, but beyond the immediate interfaces the broader landscape is more able to absorb additional built form where edge planting and corridor structure are implemented. Overall susceptibility to change is Moderate.

Views in this area are valued primarily for their local rural character and open pastoral outlook, rather than for any identified outstanding landscape, formally recognised viewshaft, or high-order visual amenity values. The value attached to views is therefore assessed as Moderate to Low.

The proposal introduces noticeable new built form, particularly the hyperscale data centre, hotel and light industrial buildings. While these elements are individually large, they occupy a limited proportion of the wider

landscape and their prominence is moderated by distance, existing and proposed screening vegetation, recessive materials, and existing large-scale elements within the visual catchment. Effects are largely localised, with the greatest change along Dairy Flat Highway (VP4–VP5) and Postman Road (VP2–VP3), and more limited visibility in other directions due to landform and shelterbelts. The change is long-term and largely permanent, although mitigation planting is expected to progressively soften edges and reduce contrast over time.

8.0 Recommendations and Conclusions

8.1 Potential Effects Without Mitigation

Without mitigation, the proposal would present as a comparatively abrupt conversion of open pastoral farmland to a mixed-use, urbanising environment centred on the surf lagoon. The ZTV and viewpoint material indicate that the most exposed and most frequently experienced changes would occur along Dairy Flat Highway (VP4–VP5) and Postman Road (VP2–VP3), where the development edge becomes more defined and where taller elements would be read with greater contrast.

In that unmitigated scenario, landscape values effects would be higher because the rural framework (pasture/shelterbelt pattern) would be removed without a coherent replacement structure, and the ecological/cultural gains associated with waterways would be delayed or uncertain. Unmitigated landscape values effects would tend toward Low–Moderate adverse overall, with the greatest sensitivity relating to waterways and the construction/early establishment phase.

Unmitigated visual amenity effects would also be higher, because the hotel, hyperscale data centre and industrial edge would be experienced with reduced screening and weaker edge softening, particularly in the closest highway and Postman Road views. Unmitigated visual effects would tend toward Moderate adverse overall**,** driven by prominence and contrast in the most exposed near-field viewpoints.

8.2 Embedded Mitigation and Residual Effects

With the embedded mitigation shown in the drawings, the masterplan is clearly structured around a strong blue-green framework. The Stream Park, riparian setbacks/planting and integrated stormwater landscapes provide a legible organising spine that retains the Site's landform and hydrological cues while setting up long-term ecological and amenity enhancement. The Design Statement also establishes a deliberately recessive, landscape-referential material palette—favouring weathered and matte finishes such as acid-etched/lightly sandblasted concrete, silvered timber, and weathered steel tones, together with bound gravel and timber boardwalk elements—which helps reduce contrast and glare and supports visual integration as planting establishes.

Notwithstanding this embedded framework, the Surf Lagoon and Amenity Precinct hotel is the key height-standard departure: it exceeds the 15m non-dwelling height control by up to 9.9m (overall height ~24.9m) and, as a result, remains the principal residual prominence driver in the closest Dairy Flat Highway views where it reads as a skyline element above planting (notably VP4/VP5). Importantly, the hotel sits within the same architectural materials palette as the Surf Park buildings, including rough-sawn/random-width timber weatherboard cladding, hit-and-miss timber battens (including colour-stained battens), profiled metal roofing, and powder coated metal/aluminium elements (fascias, columns and louvres). This combination of textured timber, screened elements and controlled metal finishes will help to visually break down façade scale, soften perceived bulk, and avoid highly reflective surfaces that would otherwise increase skyline contrast.

The embedded frontage planting and mounding along Dairy Flat Highway assists with screening of lower-level development and carparking and will progressively strengthen edge softening over time, but it cannot fully conceal the hotel's upper levels given the magnitude of height exceedance. However, the embedded material approach—particularly the use of timber cladding/battens and recessive powder coated components—will reduce the likelihood that the hotel (and other built elements) reads as a stark, high-contrast object at the highway edge, especially during early landscape establishment.

On that basis, residual effects on landscape values are assessed as Low adverse overall. This reflects the modified baseline, the retention of key landform/drainage structure, and the embedded restoration/planting framework that can strengthen natural character and place identity over time. No high-value heritage features are identified as being lost (on the information available), and cultural outcomes are best supported where waterways are protected, restored, and culturally informed through ongoing mana whenua engagement.

Residual visual amenity effects are assessed as Low–Moderate adverse overall, with the highest localised effects concentrated in close-range and high-exposure views along Dairy Flat Highway (VP4–VP5), driven primarily by the hotel's height and associated skyline prominence above establishing planting. Effects reduce quickly beyond these edges where distance, screening, existing context (including the Future Urban transition), and the progressive integration provided by boundary, riparian, and corridor planting moderate prominence over time; and where the built form is seen, the project's reliance on weathered/tonal materials and textured timber-and-screen compositions will assist in lowering perceived dominance across the wider set of buildings as well.

These are residual ratings and depend on the embedded mitigation being delivered early where practicable, implemented to the intended standard, and maintained, so that screening, edge softening, and corridor coherence are achieved as the landscape establishes.

8.3 Recommended Additional Mitigation and Residual Effects

A Additional mitigation is recommended to increase certainty at the most exposed interfaces and to reduce reliance on off-site shelterbelts that may change over time. The drawings and visual assessment consistently identify VP4/VP5 (Dairy Flat Highway) and VP2/VP3 (Postman Road) as the key locations where residual prominence and edge-definition effects are concentrated; however, the primary height-related driver of localised effects is the hotel, given it exceeds the 15m non-dwelling height standard and is therefore more likely to be perceived as a skyline element in the near-field highway views. Accordingly, additional mitigation should be targeted to (i) the Dairy Flat Highway frontage where the hotel is most exposed, and (ii) practical controls that reduce the hotel's perceived bulk, contrast, and night-time presence.

A key embedded strength of the proposal is the intention to use a recessive, landscape-referential palette across the development, including textured timber cladding and screening, matte/low-sheen hard materials, and controlled metal elements with powder coated finishes. This family of materials is well suited to reducing visual effects because it avoids glare, lowers contrast against the rural/vegetated backdrop, and visually breaks down larger elevations into finer-grain shadow and texture—particularly important for the hotel in VP4/VP5 and for the built edge along Postman Road.

With the additional measures below secured and implemented, landscape values effects remain Low adverse overall (with improved certainty and increasing neutral/beneficial outcomes over time), and visual amenity effects are expected to sit at the lower end of Low–Moderate, while acknowledging that some localised hotel

visibility will remain in the closest Dairy Flat Highway views due to the scale of height exceedance. Recommended additional mitigation (limited to likely "needs"):

Landscape Mitigation and Management Plan (LMMP)

A LMMP should be prepared to confirm the planting and edge-treatment outcomes that underpin the assessment, with particular focus on the most exposed interfaces. The LMMP should:

- confirm minimum planting widths/depths, continuity and performance outcomes (screening/containment intent) for Dairy Flat Highway (VP4/VP5) and Postman Road (VP2/VP3); and
- include staging (early delivery of the key edge planting where practicable), maintenance, replacement, and monitoring requirements with clear success criteria.

Materials, colour, and reflectivity controls (secured through a Materials and Finishes Schedule)

To ensure the intended recessive palette is consistently delivered (and to avoid glare/contrast effects), a Materials and Finishes Schedule should be provided at detailed design for certification by Council. The schedule shall demonstrate that external materials and finishes are recessive and low-reflectivity, including:

- Roof cladding: reflectivity value ≤ 40%.
- Wall cladding: reflectivity value generally ≤ 60%.
- Glazing and other reflective façade materials: reflectivity ≤ 20%, or alternatively detailed so reflective surfaces are screened/treated to achieve an equivalent low-reflectivity outcome (e.g., fritting, external shading, recessing).
- Finish quality: matte / low-gloss materials and coatings where practicable; avoid mirror-finish metals and highly reflective roofing/wall panels.
- Manufacturer data confirming reflectivity/reflectance values and glazing specifications should be provided with the schedule.

Lighting Management Plan (hotel and key edges)

A Lighting Management Plan should be provided to manage spill and glare and avoid a high-contrast night signature at the Dairy Flat Highway edge and other sensitive interfaces. This should cover external lighting associated with the hotel and the most exposed frontage areas (entries, carparking, signage), with an emphasis on a low-glare, low-spill outcome in the VP4/VP5 viewing context.

Appendix 1 – LVA & ZTV Methodology

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

Table 1: Determining the significance of landscape effects

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

Table 2: Determining the significance of visual effects

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

Table 3: Determining the nature of effects

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

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

Zone of Theoretical Visibility (ZTV) mapping

Zone of Theoretical Visibility (ZTV) describes the area over which a structure or development can theoretically be seen, based on a Digital Terrain Model (DTM). ZTV mapping is also commonly referred to as a Zone of Visual Influence (ZVI), Visual Envelope Map (VEM), or viewshed map. ZTV outputs are typically presented as a transparent coloured overlay on a topographic base, where the coloured areas indicate locations from which the modelled built form has a theoretical line of sight.

For this project, ZTV mapping was prepared as a desk-based visibility tool to establish the likely extent and distribution of views toward the Auckland Surf Park Community masterplan, and to support a transparent and representative viewpoint selection process. The mapping was prepared to test visibility associated with the

built form across the masterplan, with particular emphasis on the tallest and potentially most visually influential elements, including the hotel adjacent to the surf lagoon (approximately 25 m), data centre development, and other larger format commercial / industrial buildings, as well as the Village Centre apartment buildings (up to a ridge height of approximately +17.85 m).

1. Method and Data

- Software: ArcGIS Pro (Viewshed tool), version 3.5.4.
- Terrain surface: LiDAR-derived digital terrain model (DTM) using a 2024 dataset with 1 m grid resolution.
- Surface assumption: Bare-earth terrain only (i.e., excludes screening from vegetation, buildings, and temporary construction elements). This represents a high visibility scenario rather than actual on-the-ground visibility conditions.
- Observer eye height: 1.7 m (typical standing viewer height).
- Targets modelled: Multiple typology-specific target heights were used (based on the design building heights for principal masterplan typologies), and then combined into a composite ZTV representing the overall envelope of potential visibility across the development.
- Curvature / refraction: Earth curvature and atmospheric refraction were excluded, reflecting the local scale of assessment.

2. How the ZTV was Used

The composite ZTV mapping was used to identify the key public corridors and receptor areas where views were most likely to occur, including:

- Postman Road and adjacent eastern rural properties;
- Dairy Flat Highway corridor;
- Elevated rural ridgelines to the east; and
- More distant, elevated landforms to the west and south-west.

In the Dairy Flat context—characterised by generally shallow lowland topography but with localised elevation changes and a strong pattern of shelterbelts, hedgerows, and intervening built elements—the ZTV provided an efficient way to:

- Identify where visibility is likely and unlikely prior to detailed viewpoint assessment;
- Inform the selection of visual simulation locations;
- Test whether the tallest elements have potential to be visible beyond the immediate site context; and
- Support a structured selection of representative viewpoints for both static viewing locations and sequential road corridor viewing.

3. Limitations

ZTV mapping is a useful input to landscape and visual assessment, but it has important limitations:

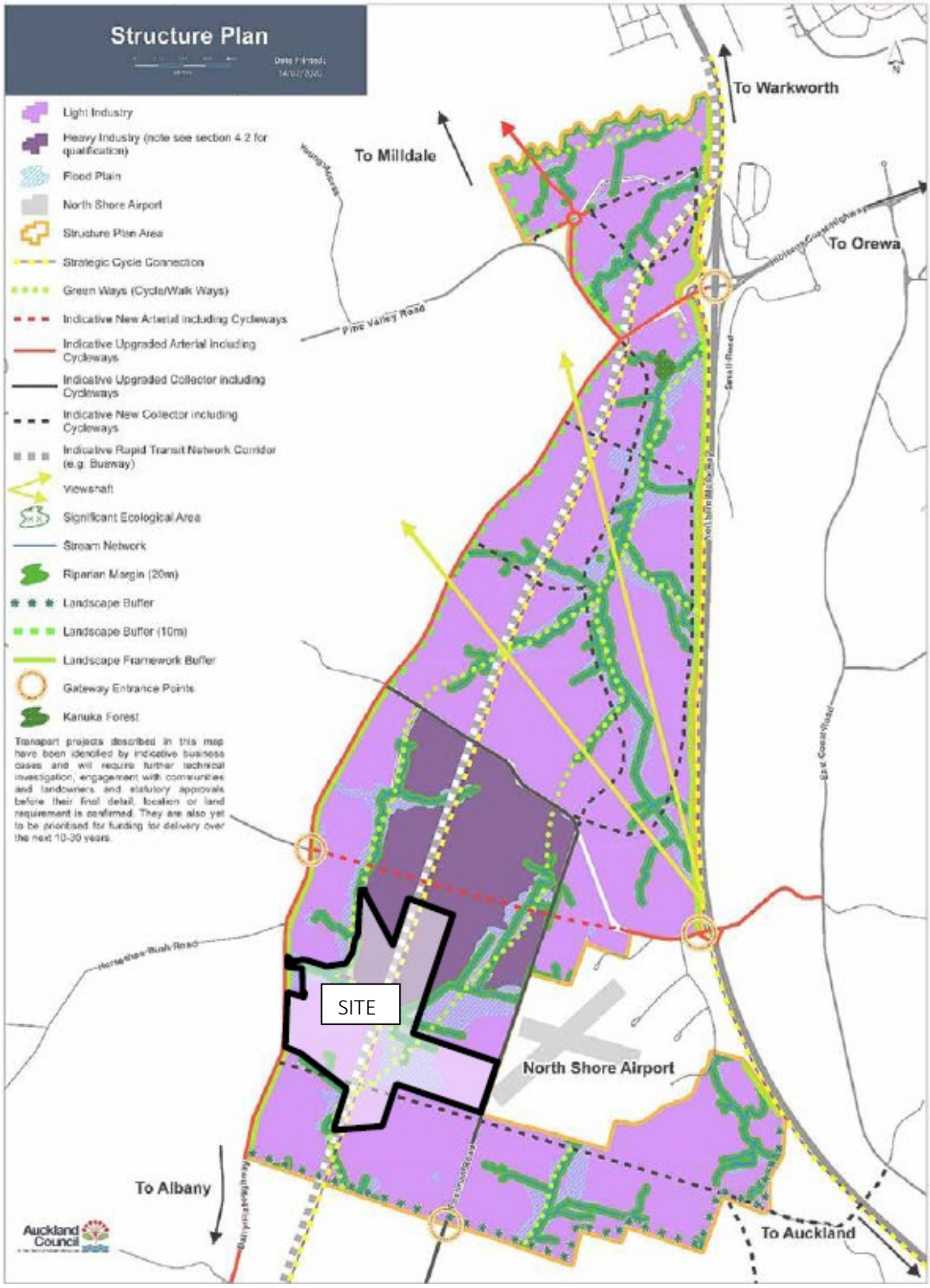
- It represents theoretical line-of-sight only; actual visibility is often reduced or fragmented by shelterbelts, riparian/roadside vegetation, and intervening buildings/operational structures (including existing airport-related built elements along Postman Road).
- It does not capture viewing experience or effects such as view duration, prominence, dominance, contrast, or audience sensitivity; and it does not inherently differentiate Stage 1 versus Stage 2 visibility or the way visibility may change over time.
- It does not account for distance decay (i.e., the reduced perceptual influence of distant elements), even where theoretical visibility exists.

Accordingly, the ZTV was used as an input to the overall visual assessment not as a substitute for field-based judgement. Predicted visibility was ground-truthed through site visits to confirm actual viewing conditions and the perceptual context of views. Fieldwork was undertaken in September 2025 and February 2026 in fine weather with good visibility, when Stage 1 works were well underway, supported by standard lens photography and visual simulations prepared by Warren and Mahoney.

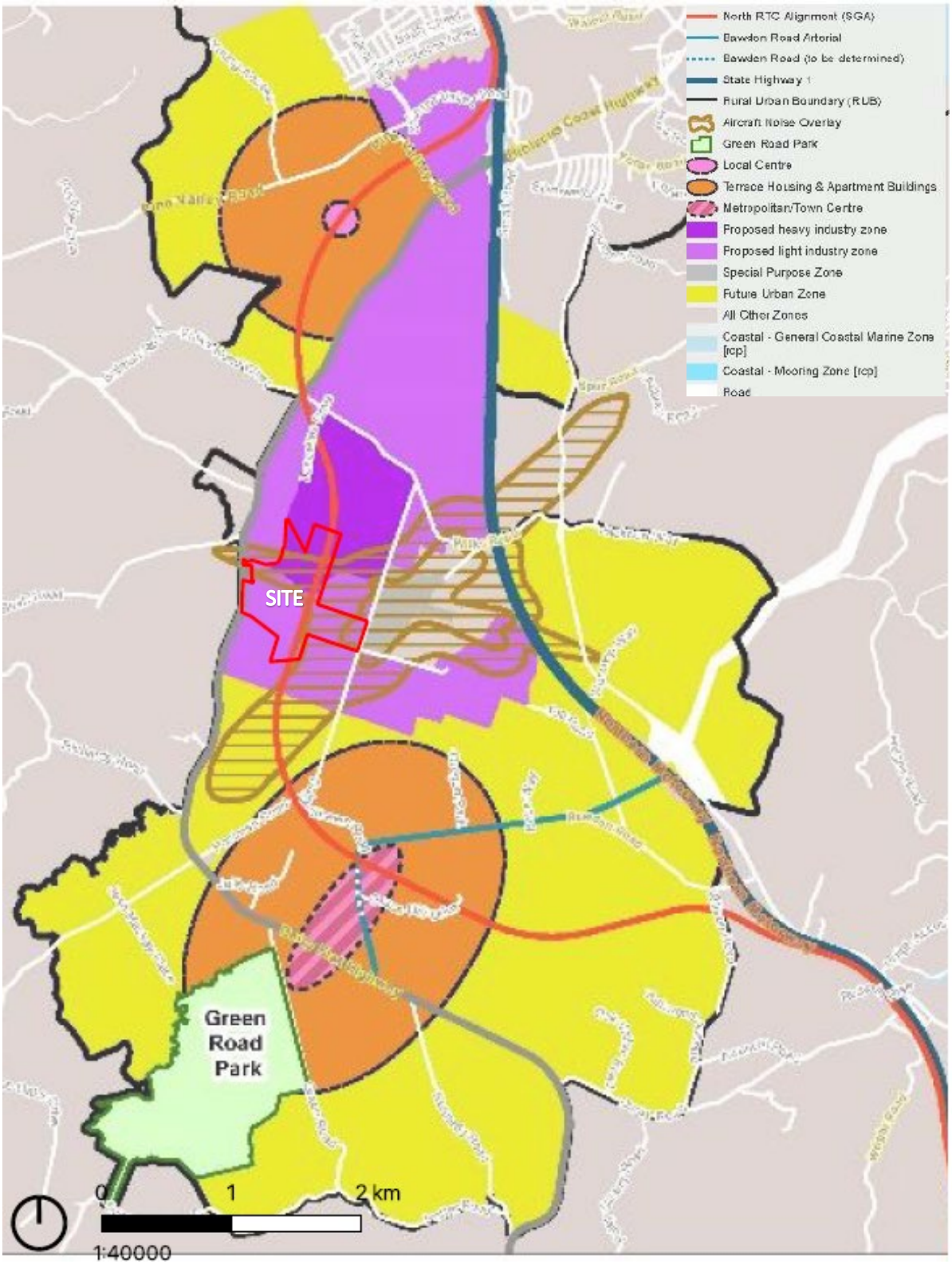
Appendix 2 – Viewing Audience Group Addresses

Viewing Audience Group	Address
Viewing Audience Group 1 – Properties adjacent to the eastern boundary of the Site, surrounding the North Shore Airfield	149, 153, 177, 179, 185, 191, 195, 203, 207, 231, 263, 273, 275, 293 Postman Road; 2, 4, 8, 12, 16, 20, 24, 28, 29, 32, 33, 36, 37, 40, 44, 48 Aileron Rise
Viewing Audience Group 2 – Properties adjacent to the western boundary of the Site, along Dairy Flat Highway and Horseshoe Bush Road	1286, 1306, 1314, 1318, 1326, 1327, 1338, 1351, 1355, 1361, 1373, 1379, 1397 Dairy Flat Highway; 24, 67, 68, 69, 115 Horseshoe Bush Road
Viewing Audience Group 3 – Properties adjacent to the northern boundary of the Site	57, 65 Lascelles Drive and 98, 98A Wilks Road
Viewing Audience Group 4 – Properties along East Coast Road, between Worsnop Way and Jackson Way	1802, 1824, 1826, 1838, 1852, 1862, 1871, 1910 East Coast Road; 252 Wilks Road
Viewing Audience Group 5 – Properties around Kahikatea Flat Road, Selman Road, Wilks Road West, and Dairy Flat Highway	1509 Dairy Flat Highway; 31, 71, 79, 79A Wilks Road West; 77, 87, 100, 117, 120 Kahikatea Flat Road

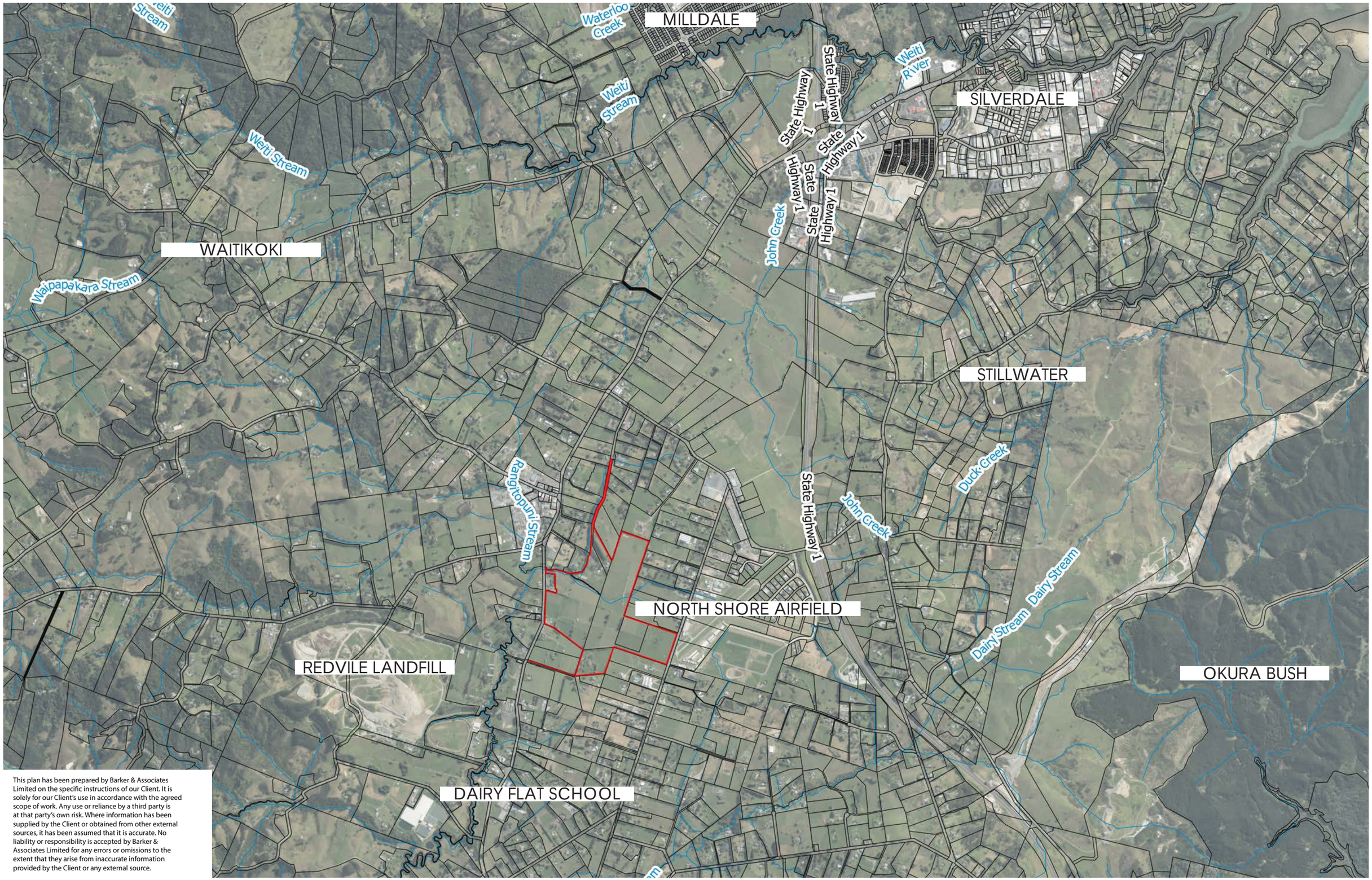
Appendix 3 – Silverdale West Dairy Flat Structure Plan (2020)



Appendix 4 – Draft Spatial Land Use Strategy (2022)



Appendix 5 – Maps and Photographs



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Client | AW HOLDING 2021 LIMITED

Drawing | Figure 1 - Broader Context

North

Revision | A
Job Number | 19264

Scale | 1:50000
Date | 13/02/2026

0 200 400 800 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 1/x

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Drawing | Figure 2 - Site Context

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 2/x

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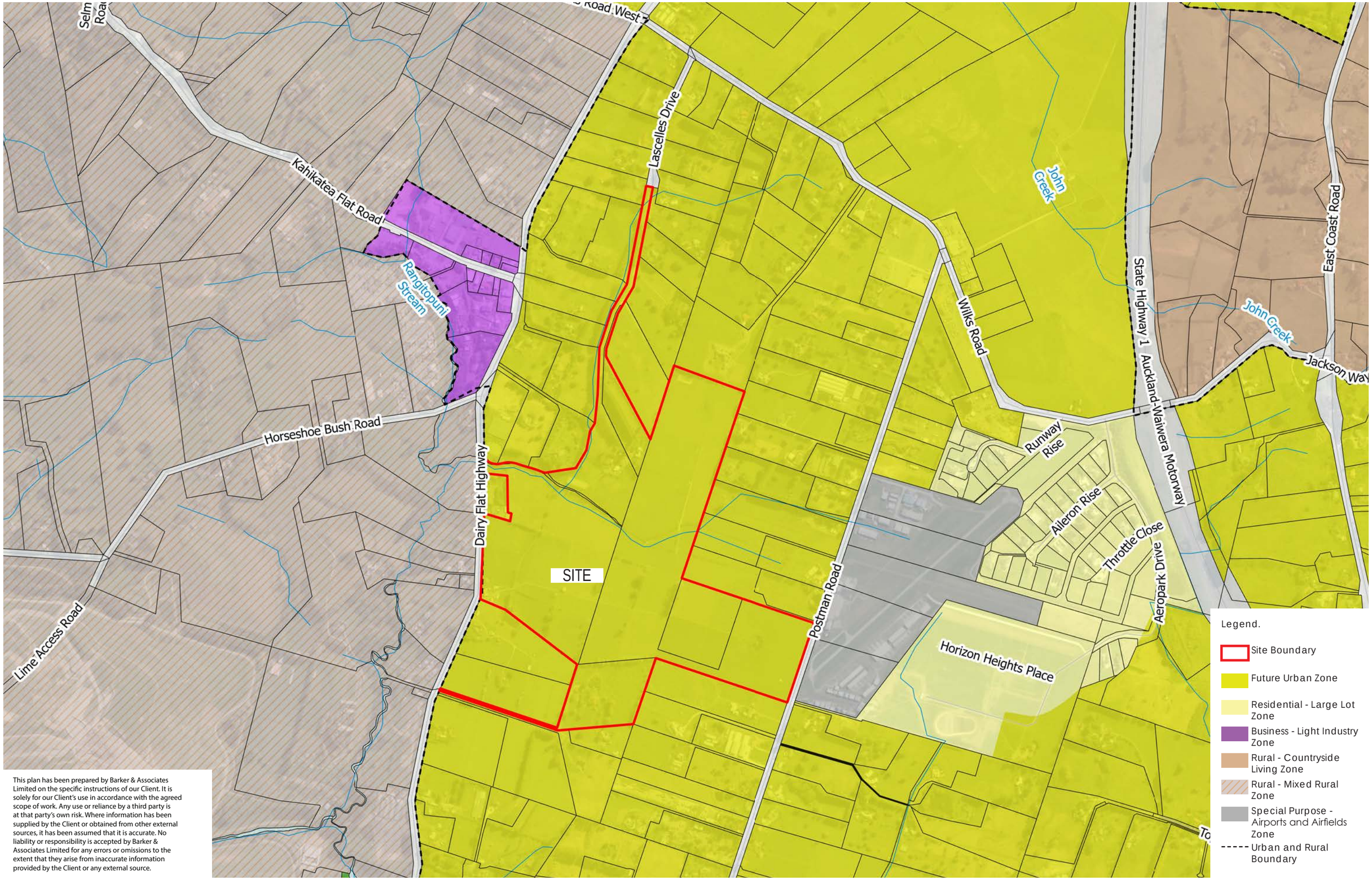

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Drawing | Figure 3 - Planning Context

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 3/x

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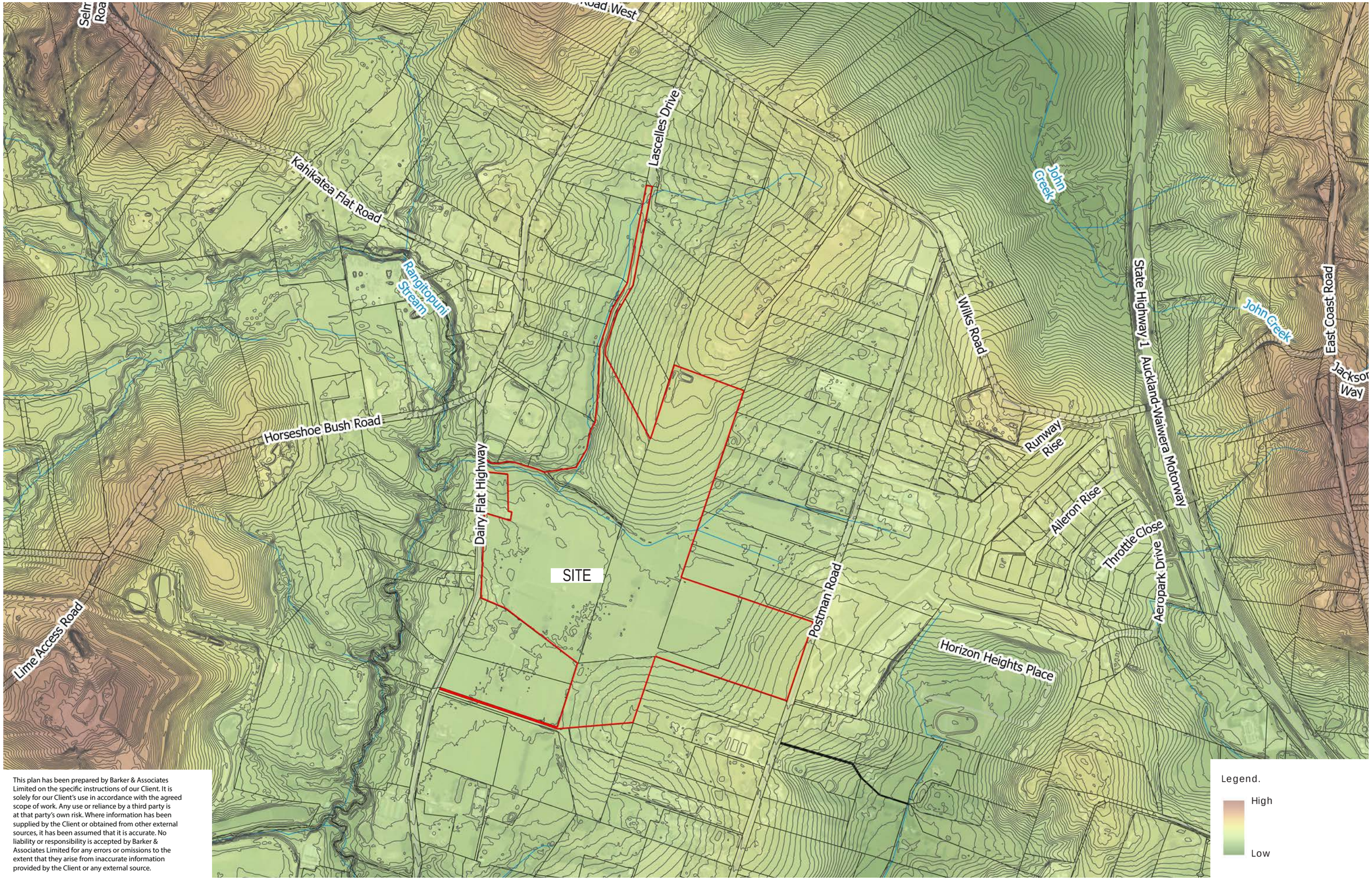

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Drawing | Figure 4 - Elevation

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 4/x

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Legend.

Site Boundary

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Drawing | Figure 5 - Stg1 Masterplan

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 5/x

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Legend.

Site Boundary

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Drawing | Figure 6 - Stg2 Masterplan

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 6/x

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Drawing | Figure 7 - Stg1 & 2 Changes

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 75 150 300 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 7/x

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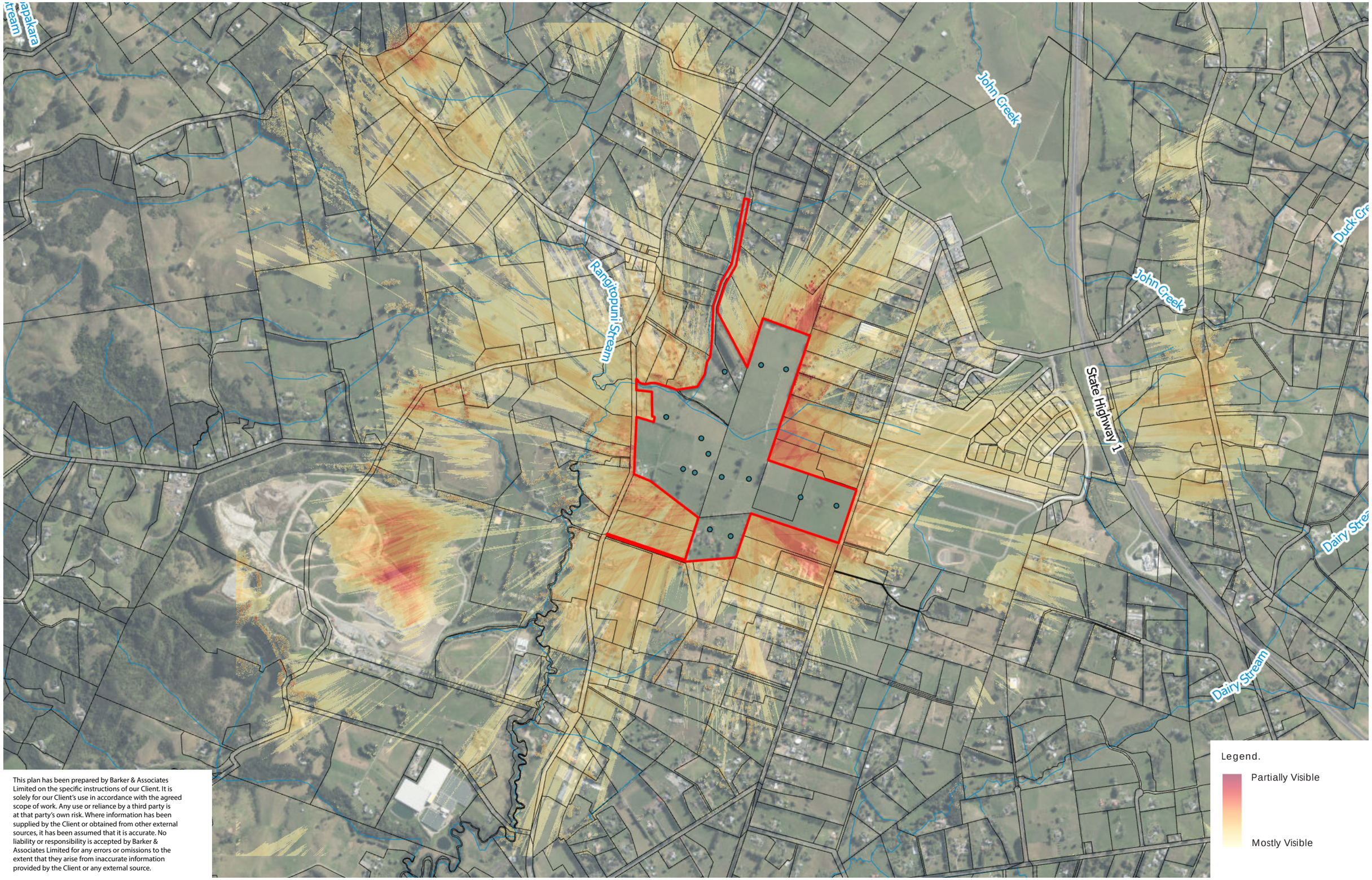

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Drawing | Figure 8 - ZTV

North

Revision | A
Job Number | 19264

Scale | 1:10000
Date | 13/02/2026

0 125 250 500 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 8/x

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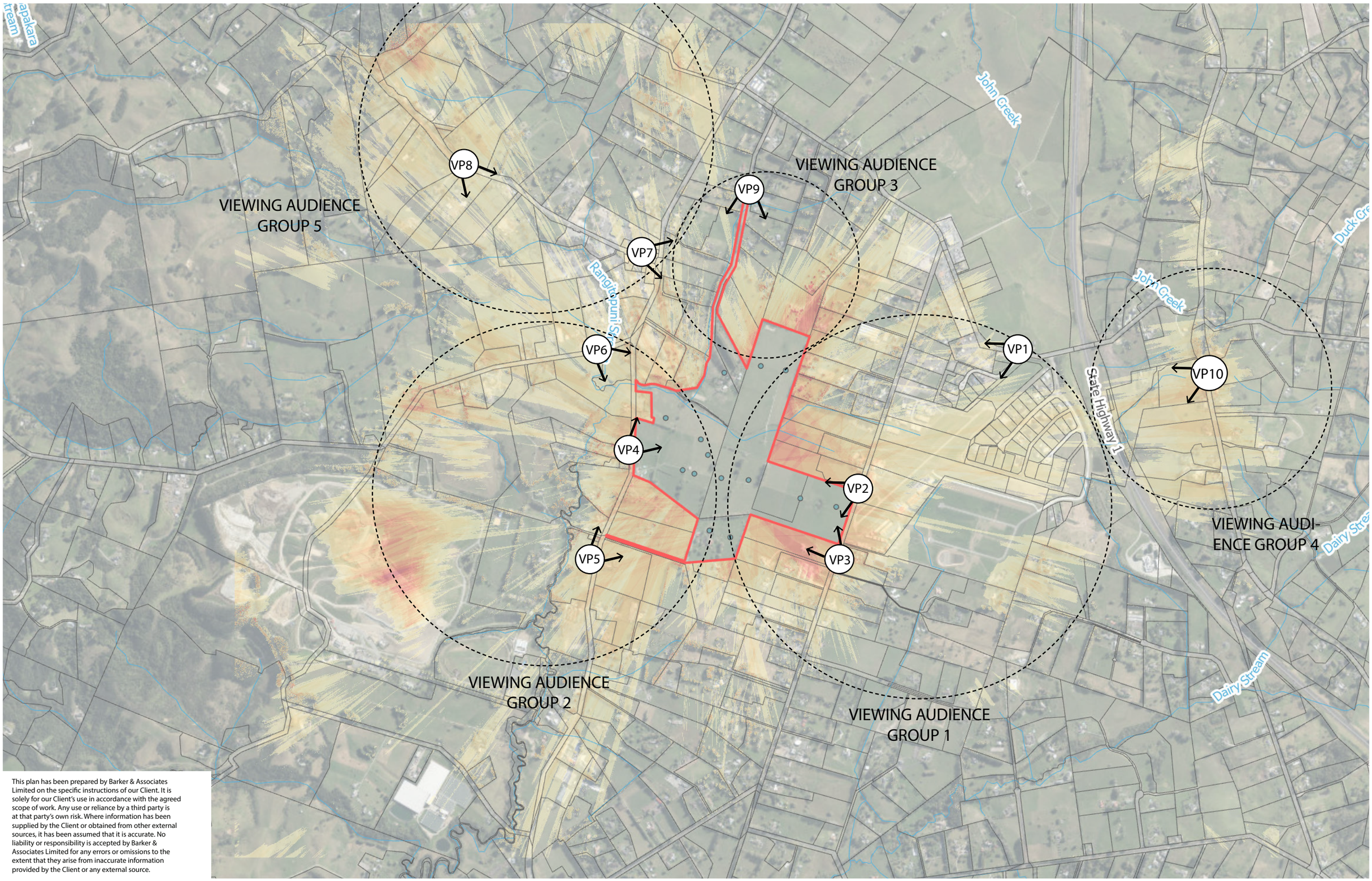

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Drawing | Figure 9 - VAGs and VPs

North

Revision | A
Job Number | 19264

Scale | 1:15,000
Date | 13/02/2026

0 125 250 500 m

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 9/x

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VP1

VP2

Client	AW HOLDING 2021 LIMITED	Drawing	Figure 10 - Viewpoint 1-2	North		Revision	A	Scale		DRAW	ES	Status	Draft	Auckland Surf Park Landscape and Visual Effects Assessment	B&A Urban & Environmental
						Job Number	19264	Date	13/02/2026	REVIEW	JM	Sheet	10/x		

VP3

VP4

Client | AW HOLDING 2021 LIMITED

Drawing | Figure 11 - Viewpoint 3-4

North

Revision | A
Job Number | 19264

Scale |
Date | 13/02/2026

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 11/x

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VP5

VP6

Client | AW HOLDING 2021 LIMITED

Drawing | Figure 12 - Viewpoint 5-6

North

Revision | A
Job Number | 19264

Scale |
Date | 13/02/2026

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 12/x

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VP7

VP8

Client | AW HOLDING 2021 LIMITED

Drawing | Figure 13 - Viewpoint 9-10

North

Revision | A
Job Number | 19264

Scale |
Date | 13/02/2026

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 13/x

Auckland Surf Park
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VP9

VP10

Client | AW HOLDING 2021 LIMITED

Drawing | Figure 14 - Viewpoint 7-8

North

Revision | A
Job Number | 19264

Scale |
Date | 13/02/2026

DRAW | ES
REVIEW | JM

Status | Draft
Sheet | 14/x

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Appendix 6 – Visual Simulations

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Auckland Surf Park

Visual Simulations

JANUARY 2026

VISUAL SIMULATIONS

DOCUMENT PURPOSE

DESIGNATION SUPPORTING INFORMATION

The purpose of this document is to illustrate the visual effects of possible development at the Auckland Surf Park site. The supporting information will inform parties of the proposed site through a series of simulated renders and photographs. Selected Viewpoints* depict a concept massing derived from the proposed designation from locations around the site.
The selected areas were highlighted as areas of importance and required investigation. A detailed methodology was used to record the viewpoints to allow for high quality and replicable images. Refer to the Appendix for the processes used.

*Viewpoints are locations selected as being those places from where a proposed activity or development may be visible and is likely to result in noticeable effects on the landscape, the view, and potentially the people who experience that view. - BPG 10.2

VIEWPOINT LOCATIONS

VIEW POINT LOCATION RATIONAL

4 Key viewpoints have been selected to illustrate the visual effects of the proposed surf park massing example within the local area. The following pages demonstrate visual effects of the massing example through a series of renders which depict the views of:

View 1	-	Diary Flat Highway South
View 2B	-	Diary Flat Highway North
View 4	-	Postman Road
View 10	-	East Coast Road

The proposed views effectively communicate the proposed design in relation to the site and the effects on the surrounding area.

VIEW 1 - VS1 28mm DIARY FLAT HIGHWAY SOUTH

VIEW 1

VS1 DIARY FLAT HIGHWAY AT THE JUNCTION WITH CONNECT ROAD, LOOKING IN AN EAST DIRECTION.
CAMERA LENS: 28MM
TIME: 10:24AM DATE: 27.06.2023

PHOTOGRAPH

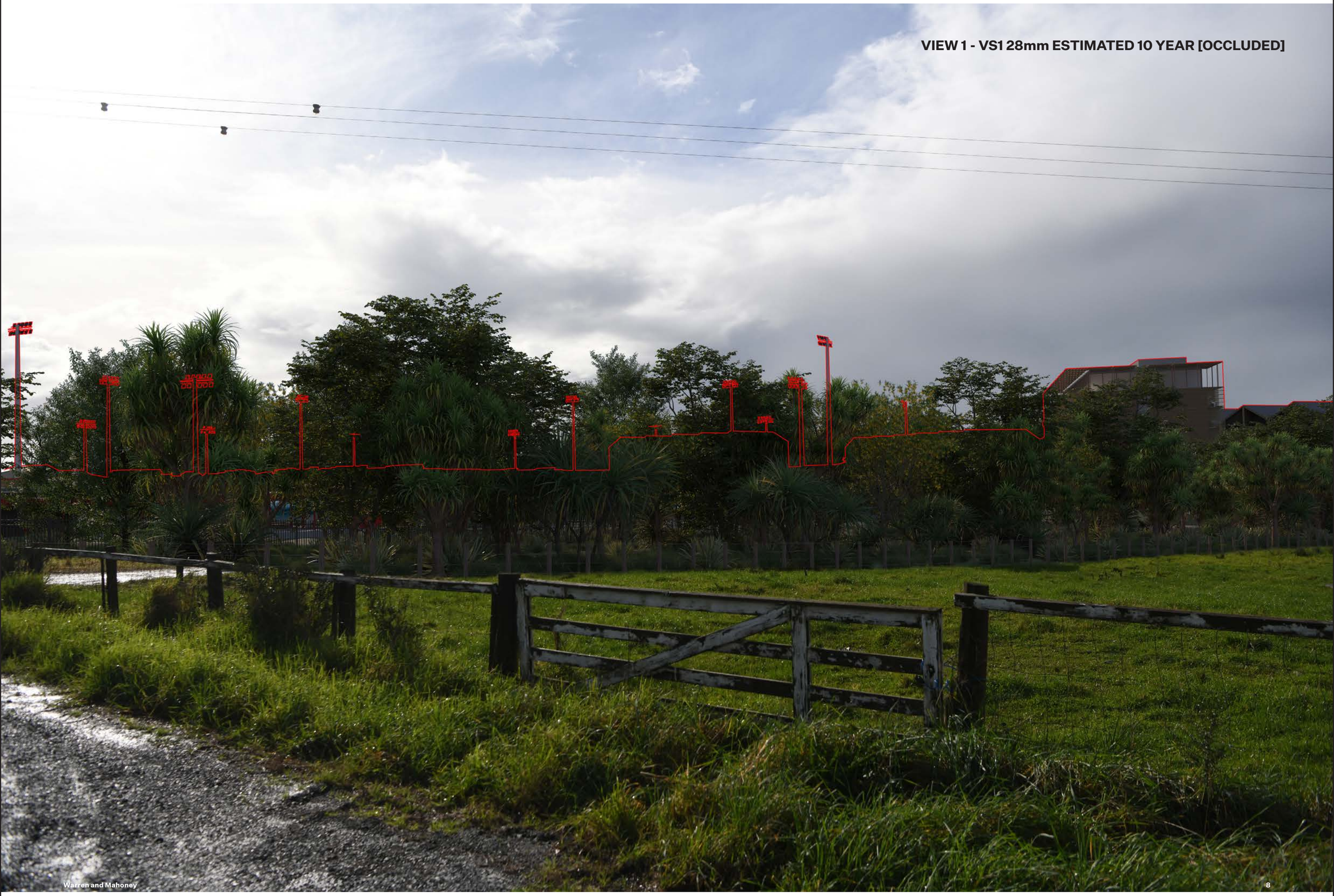
LOCATION

VIEW 1 - VS1 28mm EXISTING

VIEW 1 - VS1 28mm AT COMPLETION

VIEW 1 - VS1 28mm ESTIMATED 10 YEAR

VIEW 1 - VS1 28mm ESTIMATED 10 YEAR [OCCLUDED]



VIEW 1 - VS1 50mm DIARY FLAT HIGHWAY SOUTH

VIEW 1

VS1 DIARY FLAT HIGHWAY AT THE JUNCTION WITH CONNECT ROAD, LOOKING IN AN EAST DIRECTION.
CAMERA LENS: 50MM
TIME: 10:24AM DATE: 27.06.2023

PHOTOGRAPH

LOCATION

VIEW 1 - VS1 50mm EXISTING

VIEW 1 - VS1 50mm AT COMPLETION

VIEW 1 - VS1 50mm ESTIMATED 10 YEAR

VIEW 1 - VS1 50mm ESTIMATED 10 YEAR [OCCLUDED]

VIEW 1 - VS2B 28mm DIARY FLAT HIGHWAY NORTH 1

VIEW 2B

VS2B DIARY FLAT HIGHWAY SOUTH OF NUMBER 1373 , LOOKING IN AN SOUTH EAST DIRECTION.
CAMERA LENS: 28MM
TIME: 15:33PM DATE: 21.11.2023

PHOTOGRAPH

LOCATION

VIEW 2B - VS2B 28mm EXISTING

VIEW 2B - VS2B 28mm AT COMPLETION

VIEW 2B - VS2B 28mm ESTIMATED 10 YEAR

VIEW 2B - VS2B 28mm ESTIMATED 10 YEAR [REDLINE]

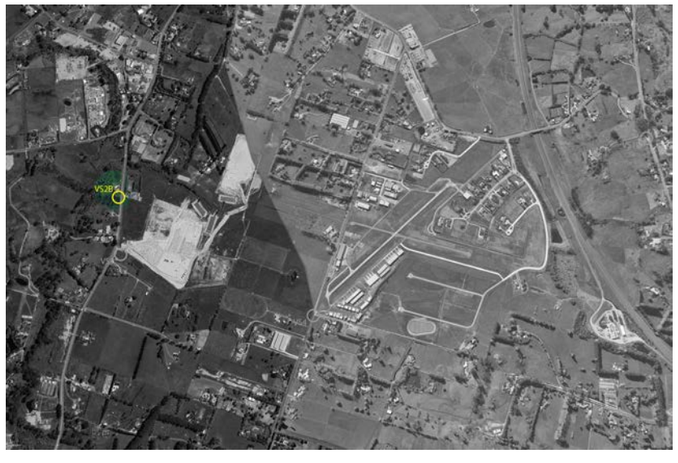
VIEW 1 - VS2B 50mm DIARY FLAT HIGHWAY NORTH 1

VIEW 2B

VS2B DIARY FLAT HIGHWAY SOUTH OF NUMBER 1373 , LOOKING IN AN SOUTH EAST DIRECTION.
CAMERA LENS: 50MM
TIME: 15:34PM DATE: 21.11.2023

PHOTOGRAPH

LOCATION



VIEW 2B - VS2B 50mm EXISTING

VIEW 2B - VS2B 50mm AT COMPLETION


VIEW 2B - VS2B 50mm ESTIMATED 10 YEAR

VIEW 2B - VS2B 50mm ESTIMATED 10 YEAR [REDLINE]

VIEW 4 - VS4 28mm POSTMAN ROAD

VIEW 4

VS4 POSTMAN ROAD AT THE SOUTHERN END OF THE NORTH SHORE AIRPORT RUNWAY, LOOKING IN A WEST DIRECTION.
CAMERA LENS: 28MM
TIME: 11:03AM DATE: 27.06.2023

PHOTOGRAPH

LOCATION

VIEW 4 - VS4 28mm EXISTING

VIEW 4 - VS4 28mm

VIEW 4 - VS4 28mm [REDLINE]

VIEW 4 - VS4 50mm POSTMAN ROAD

VIEW 4

VS4 POSTMAN ROAD AT THE SOUTHERN END OF THE NORTH SHORE AIRPORT RUNWAY, LOOKING IN A WEST DIRECTION.
CAMERA LENS: 50MM
TIME: 11:03AM DATE: 27.06.2023

PHOTOGRAPH

LOCATION

VIEW 4 - VS4 50mm EXISTING

VIEW 4 - VS4 50mm

VIEW 4 - VS4 50mm [REDLINE]

VIEW 10 - VS10 28mm EAST COAST ROAD

VIEW 10

VS10 EAST COAST ROAD SOUTH OF WILKS ROAD, LOOKING IN A WEST DIRECTION.
CAMERA LENS: 28MM
TIME: 10:57AM DATE: 26.11.2025

PHOTOGRAPH

LOCATION

VIEW 10 - VS10 28mm EXISTING

VIEW 10 - VS10 28mm AT COMPLETION

VIEW 10 - VS10 28mm ESTIMATED 10 YEAR

VIEW 10 - VS10 50mm EAST COAST ROAD

VIEW 1

VS10 EAST COAST ROAD SOUTH OF WILKS ROAD, LOOKING IN A WEST DIRECTION.
CAMERA LENS: 50MM
TIME: 10:58AM DATE: 26.11.2025

PHOTOGRAPH

LOCATION

VIEW 10 - VS10 50mm EXISTING

VIEW 10 - VS10 50mm AT COMPLETION

VIEW 10 - VS10 50mm ESTIMATED 10 YEAR

APPENDIX

SIMULATION AND PHOTOGRAPHY METHODOLOGY

A DETAILED METHODOLOGY HAS BEEN RECORDED SO THAT EACH OF THE SIMULATED AND PHOTOGRAPHED IMAGES CAN BE RECREATED BY AN OUTSIDE PARTY. THIS ALLOWS EACH IMAGE TO BE REVIEWED FOR ITS ACCURACY AND QUALITY SO THAT THE IMAGES CAN BE USED AS SUPPORTING EVIDENCE OF THE PROPOSED DESIGNATION.

THE BEST PRACTICE GUIDE - VISUAL SIMULATIONS BPG 10.2 WAS REFERRED TO THROUGH THIS PROCESS.

IMAGE LOCATIONS

THE URBAN PLANNER SELECTED THE IMAGE LOCATIONS, MCKENZIE & CO SURVEY TEAM RECORDED ACCURATELY THE POSITIONS, FROM EITHER LOCATIONS THAT HAD ALREADY HAD PHOTOGRAPHY TAKEN OR IN ADVANCE OF PHOTOGRAPHY. THE LOCATIONS WERE THE BEST VIEWPOINTS SUPPLIED BY THE URBAN PLANNER TO BEST INDICATE THE PROPOSED WITHIN THE CURRENT CONTEXT.

THE IMAGE LOCATIONS WERE DERIVED THROUGH CONSULTATION TO CAPTURE LOCATIONS OF IMPORTANCE WHICH REQUIRED INVESTIGATION.

CAMERA LENS

A 28MM AND 50MM CAMERA LENS WAS USED IN THE CREATION OF THE PHOTOGRAPHS AT 45.7MP.

SIMULATED MODEL

GIS DATA AND A 3D MODEL SUPPLIED BY THE ARCHITECTURE TEAM ALONG WITH SURVEY DATA FROM MCKENZIE & CO AND LANDSCAPE ELEMENTS FROM THE LANDSCAPE TEAM WERE RECORDS UTILISED TO GENERATE A 3D MODEL OF THE PROPOSED TO ASSIST IN THE SIMULATION OF IMAGES.

LIGHTING

SIMULATED SHADING HAS BEEN USED WITH THE RENDERED MODEL TO BEST PORTRAY THE TIME OF THE PHOTOGRAPH TO IMPROVE ACCURACY. USING THE TIME, DATE AND LOCATION DATA HIGHLY ACCURATE LIGHTING SIMULATIONS CAN BE PRODUCED. THIS ALLOWS THE IMAGES TO MORE ACCURATELY EMULATE A TRUE SCENARIO.

PRESENTATION OF IMAGES

EACH IMAGE IS PRESENTED ON AN A3 SHEET AT AN A4 SIZE. THIS ALLOWS A READING DISTANCE* OF 380MM TO ILLUSTRATE A TRUE PERSPECTIVE, AS PER THE BPG.

* THE READING DISTANCE IS THE DISTANCE AT WHICH THE PHOTOGRAPH OR SIMULATION CORRECTLY RECONSTRUCTS THE PERSPECTIVE SEEN FROM THE VIEWPOINT LOCATION FROM WHICH THE PHOTOGRAPH WAS TAKEN.
- BPG 10.2

SOFTWARE USED

3DS MAX AND PHOTOSHOP WAS UTILISED TO COMBINE PHOTOGRAPHS AND RENDERED MODELS TO A SINGLE IMAGE. USING A REFERENCE POINT FOR EACH IMAGE THE PHOTOS WERE ALIGNED WITH A LEVEL ACCURACY.

ASSUMPTIONS

IT WAS ASSUMED THAT THE ALL MODELS RECEIVED CONTAINED ACCURATE DATA. IT WAS ASSUMED THAT GIS DATA AND MCKENZIE & CO SURVEY INFORMATION WAS ACCURATE TO GENERATE THE 3D MODELS.

LIMITATIONS

THE MASSING USED IN THE GENERATION OF THE IMAGES IS DERIVED FROM A PRELIMINARY DESIGN STAGE. HEIGHTS, ARRANGEMENT AND MASSING HAVE BEEN THE FOCUS OF THE INVESTIGATION, TRUE TEXTURE, MATERIALITY AND DETAIL ARE DEPICTED IN THE RENDERS. THESE ELEMENTS WOULD AID IN THE INTEGRATION OF THE DESIGN INTO THE LANDSCAPE AND THE IMPACT ON THE SURROUNDING CONTEXT.

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