

# Appendix B

## AMETI Stage 2A Landscape Architecture and Visual Effects

### Evidence of Christopher Richard Bentley

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of Resource Consents and a Notice of Requirement for the development of Stage 2A of the Auckland Manukau Eastern Transport Initiative

**STATEMENT OF EVIDENCE OF CHRISTOPHER RICHARD BENTLEY  
ON BEHALF OF AUCKLAND TRANSPORT  
LANDSCAPE ARCHITECTURE AND VISUAL EFFECTS**

**1. INTRODUCTION AND EXPERIENCE**

**1.1** My name is Christopher Richard Bentley. I am a landscape architect and Partner of Boffa Miskell Limited, a national firm of consulting planners, ecologists and landscape architects.

**1.2** I have been engaged by Auckland Transport to provide evidence on the potential landscape and visual amenity effects for the Auckland Manukau Eastern Transport Initiative (**AMETI**). I hold a New Zealand Certificate of Survey Draughting and a post-graduate Diploma in Landscape Architecture (1983). I am a Fellow and Registered Member of the New Zealand Institute of Landscape Architects and have practiced as a landscape architect and urban designer for over 30 years. I am an approved New Zealand Transport Agency (NZTA) urban design advisor and a member of the New Zealand Urban Design Forum.

**1.3** Over the past 17 years I have provided landscape and urban design input to a wide range of highway infrastructure projects including double tracking of the Western Rail Line, Northern Corridor Improvements SH18-SH1, AMETI Stage 2B, SH20 Mt Roskill, East Taupo Bypass, SH 1 Northern Toll Road, SH 20 Manukau Harbour Crossing, SH 1 Newmarket Viaduct replacement, and SH 1 Victoria Park Tunnel project.

**1.4** I have been involved in the AMETI Stage 2A project (the **Project**) since mid February 2017. I was not involved in the earlier assessments or design development phases of the Project.

1.5 I have reviewed the landscape and visual assessment (**LVA**) that accompanied the notified application (Volume 4, Appendix N), which was dated 9 December 2016 and prepared by Ben Frost (Beca Ltd). However, for this hearing I have undertaken my own independent assessment using the Boffa Miskell LVA methodology and reached my own findings in relation to the Project. I have not produced a separate detailed LVA report, but rather assessed the potential effects to a level that enabled me to make a conclusion on the findings of the notified LVA.

1.6 I am familiar with the area that the Project covers and the local roading network in the vicinity of the Project.

## 2. EXECUTIVE SUMMARY

2.1 I have been commissioned by Beca as Auckland Transport's Landscape and Visual expert for the AMETI Stage 2a hearing.

2.2 A Landscape and Visual Assessment (LVA) was prepared by Beca and lodged with the Notice of Requirement (NOR) and resource consent applications. I have reviewed this and undertaken my own assessment. Generally, I concur with the findings of the Beca LVA.

2.3 In summary I consider that the AMETI Stage 2A project will have the following landscape, visual and natural character effects.

2.4 I conclude that Sector 1 will have positive landscape and visual effects due to the enhancement of the Panmure Town Centre intersection, the provision of planted medians and street trees, provision of a shared use path and the creation of pocket parks.

2.5 Overall, for Sector 2, I conclude that the Project will result in moderate - low (no more than minor) adverse landscape, natural character and visual effects. Should stabilisation works, associated with the excavation on the Sunset Road Reserve escarpment result in high adverse natural character effects, the effects can be mitigated to a moderate – low effect with planting as outlined in my evidence.

2.6 Auckland Council's Team Manager Biodiversity requested (as noted in Council's hearing report) that the natural rock exposures of volcanic tuff be left uncovered and

permanently visible to the public given the geology of the embankment is the basis for the escarpment being scheduled as an ONF in the AUP. I have concerns that the end result, once the cut face of the escarpment is rendered safe with rock bolts and rock fall mesh, could result in high adverse natural character effects. In my opinion the effect of leaving the cut face exposed can only be determined once the engineering works have been completed. At this stage it should be assessed by Auckland Council's Team Manager Biodiversity and an NZILA registered landscape architect to determine the extent of exposed geology and or planting so that any natural character and visual effects are mitigated to an acceptable level. I note that this has been addressed in the proposed NOR conditions appended to Council's hearing report (Condition 20.5(i)).

- 2.6** I conclude that Sector 3 will generate positive landscape and visual effects as a result of the enhancements to the road corridor, including planted medians, street trees, separate cycle and pedestrian pathways, and linear open space adjoining the northern edge of the busway.

### **3. CODE OF CONDUCT**

- 3.1** My qualifications as an expert are set out above. I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2014. I have complied with the Code of Conduct in preparing this evidence. Except where I state that I am relying on the evidence of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

### **4. BACKGROUND**

- 4.1** AMETI is the collective name given to a group of transport projects for the eastern suburbs of Auckland. AMETI is designed to provide an integrated multi-modal transport system that supports population and economic growth in East Auckland. It does this by providing improved alternative modes of transport beyond reliance on private vehicles, thereby helping to manage the effects of congestion on roads.

- 4.2** AMETI Stage 2A connects the Panmure and Pakuranga Town Centres and surrounding suburbs with the Panmure Transport Hub. It includes the reconfiguration of the Panmure Roundabout to a signalised intersection, provision of a new 2.4 kilometre dedicated busway from this intersection along Lagoon Drive,

across the Tamaki River, and along Pakuranga Road to the intersection with Ti Rakau Drive. AMETI Stage 2A will also provide for shared and dedicated cycle and footpaths, stormwater treatment devices and landscaping. AMETI Stage 2A will require widening of Lagoon Drive and Pakuranga Road (on the northern side) and duplication of the Panmure Bridge on a parallel alignment with the existing bridge. The resource consents and Notice of Requirement (**NOR**) for AMETI Stage 2A will provide for the Project's construction, operation and maintenance. While Stage 2A has some elements that facilitate later stages of the AMETI Project, it is a stand-alone scheme that will provide a multi-modal transport corridor providing for better connections and accessibility between (and within) Panmure and Pakuranga Town Centres for all transport users.

- 4.3** The traffic modelling that accompanied the notified application was updated in May 2017. This was to anticipate the ongoing and projected population growth within the Auckland eastern suburbs and the increase in traffic volumes along Lagoon Drive and Pakuranga Road. On the basis of this updated modelling, it has been determined that minor amendments to the design of the intersections at Ti Rakau Drive/Pakuranga Road, and Lagoon Drive/Church Crescent, are required to optimise flows and increase capacity at these intersections. These design changes are described in Mr Duncan Humphrey's evidence and reflected in the updated Hearing Plan set attached to that evidence. My evidence has taken these minor amendments into account and addresses the effect of these changes, and any mitigation that may be required.

## **5. SCOPE OF EVIDENCE**

- 5.1** My evidence will address the following matters:

- (a) Methodology;
- (b) Existing Environment;
- (c) Project Description;
- (d) Assessment of Landscape and Visual Effects;
- (e) Comments on Proposed Conditions;

- (f) Comments on Reporting Planner's Report;
- (g) Comments on Submissions; and
- (h) Conclusion.

## 6. METHODOLOGY

- 6.1** I have undertaken a detailed review of the notified engineering drawings as contained in Volume 3 – Plans and Drawings. This includes Appendix A – Operational Scheme Plans (drawings 3311120-CE-4000 to 3311120-CE-4010), Appendix B –Landscape Plans (drawings 439003-AR-4100 to 439003-AR-4304), Appendix C – Plans of Structures and Typicals (drawings 3311120-SE-5001 to 3311120-CE-5115), Appendix D – Construction Scheme Plans (drawings 3311120-CE-6000 to 3311120-CE-6010), and Appendix E – Erosion and Sediment Control Plans (drawings 3311120-CE-1901 to 3311120-CE-6428).
- 6.2** I have also reviewed the notified version of the AMETI Stage 2A LVA and the Urban and Landscape Design Framework (**UDLF**) as well as relevant planning documents, including Volume. 1 – Notice of Requirement, Volume 2 – Assessment of Environmental Effects and Pakuranga Regional Consents Addendum, as well as the Section 92 responses that focused on landscape and visual amenity effects.
- 6.3** In addition to reviewing the above documents, I walked and photographed the entire route of the Project which has assisted in informing my professional opinion on the potential effects. These photographs have been referred to in my evidence and are attached in **Appendix 1**, Site Context Photographs.
- 6.4** My assessment has been undertaken with reference to the Boffa Miskell LVA methodology which has evolved using national and international guidance. These include the Quality Planning Landscape Guidance Note (the RMA Quality Planning Resource, 2013) with its signposts to examples of best practice (including: the UK guidelines for Landscape and Visual Impact Assessment and the New Zealand Landscape Institute Guidelines for Landscape Assessment).
- 6.5** Consistent with the Boffa Miskell LVA methodology, the types of effects of this project that I have identified and evaluated are summarised as follows:

- (a) Landscape effects: Change in the physical landscape elements and features, including vegetation and earthworks, which may change the landscape character (including natural character, if within the coastal environment, streams or waterbodies) or value.
- (b) Visual effects: The visual change to the environment as experienced by residents and visitors. Visual effects can be fixed (as in a view from a house) or transitory (i.e. from a vehicle on a road, or from within a park/ reserve or walkway / cycling route).

**6.6** To determine the overall nature and significance of landscape and visual effects, I have considered both the sensitivity of the landscape and magnitude of change resulting from a proposed development, to the viewing audience. Generally, I consider residential and recreational viewing audiences the most sensitive to change, and travelling and working (i.e. local businesses) viewing audiences I consider less sensitive.

**6.7** To confirm the visual catchment and viewing audiences of the Project, I reviewed aerial photography and conducted a site visit from publicly accessible locations within the surrounding context.

**6.8** For each of the effects anticipated, I have assigned a level of effect rating. An outline of the effects ratings used in my assessment is provided in **Appendix 2**. In summary, the effects ratings are based upon a seven-point scale which ranges from very low to very high. I have then translated the effects from this seven-point scale into RMA terms, i.e. minor or more than minor effects.

## **7. EXISTING ENVIRONMENT**

**7.1** The Project area extends from the Panmure Town Centre in the west, along Lagoon Drive and over the Tamaki River to Pakuranga Town Centre in the east. The land use pattern extends from a commercial land use at Panmure Town Centre, along the foreshore of the Panmure Basin and Tamaki River to a residential / suburban environment of Pakuranga Road.

**7.2** The Project has been divided into three sectors in the Beca LVA, which are defined by changes in landscape character defined by landform, land use and urban patterns<sup>1</sup>.

**7.3** The three sectors in the Beca LVA are: Sector 1 Lagoon Drive (Panmure Town Centre); Sector 2 Lagoon Drive (Panmure Basin); Sector 3 Pakuranga Road (Pakuranga Suburb).

**7.4** The key features of each Sector are:

(a) Sector 1 Lagoon Drive (Panmure Town Centre)

- (i) Views of Maungarei / Mt Wellington from the western end of Lagoon Drive;
- (ii) Small scale commercial premises, terraced housing, and a series of open car parking areas flanked by the brick façade of the Panmure Town Centre retail strip to the north;
- (iii) Rising terrain from Panmure Basin up to Queens Road.

(b) Sector 2 Lagoon Drive (Panmure Basin)

- (i) Panmure Basin Outstanding Natural Feature (**ONF**) **Appendix 3: Section D10 of the AUP** – provisions relating to ONFs;
- (ii) Native vegetation, predominately Pohutukawa, along the Basin's embankment;
- (iii) Moderate to steeply rising terrain from the edge of Lagoon Drive including the escarpment at Sunset Road Reserve ONF;
- (iv) Pedestrian walkway and bridge that connects with a wider path network around the perimeter of the Panmure Basin Tuff Ring ONF;

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<sup>1</sup> AMETI Stage 2A Landscape and Visual Assessment, Prepared by BECA Ltd, 9 December 2016

- (v) Panmure Bridge and its interface with the Tamaki River.
- (c) Sector 3 Pakuranga Road (Pakuranga Suburb)
- (i) Generally flat terrain that is elevated approximately 5–10m above the Tamaki River;
  - (ii) A five lane road corridor - merging into four lanes between Millen Ave and Panmure Bridge then into three lanes across the Bridge;
  - (iii) Traditional low rise suburban development, dominated by housing from the 1960s and 1970s throughout its length;
  - (iv) Two small open spaces areas, including Kerswill Corner Reserve directly abutting a large swathe of mangroves at the intersection of Pakuranga Road and Kerswill Place, and Ti Rakau Corner Reserve at the intersection of Pakuranga Road and Ti Rakau Drive.

**7.5** For the purposes of my evidence and assessment I concur with the Beca LVA and adopt this description.

## **8. PROJECT DESCRIPTION**

**8.1** The key physical changes (of relevance to the Beca LVA) that will occur within each Sector of the Project are:

- (a) Sector 1 Lagoon Drive (Panmure Town Centre)
  - (i) Replacement of the Panmure roundabout with a signalised intersection;
  - (ii) Addition of a segregated busway on the northern side of (existing) Lagoon Drive, passing through a mixture of adjoining commercial buildings and carparks;
  - (iii) Addition of several small public 'pocket parks' / open spaces around the new intersection;

- (iv) Addition of new shared pedestrian / cycle path immediately to the north of the proposed busway;
  - (v) Extensive tree and shrub planting within the medians and adjacent to the shared pathway;
  - (vi) 10-12m high light poles along the length of the main alignment.
- (b) Sector 2 Lagoon Drive (Panmure Basin)
- (i) Addition of a segregated busway on the northern side of (existing) Lagoon Drive, passing through a mixture of adjoining commercial and residential properties;
  - (ii) Addition of new shared pedestrian / cycle path immediately to the north of the proposed busway;
  - (iii) Further excavation of the existing embankment on the northern side of Lagoon Drive and soil nail / retaining walls constructed up to 12m high;
  - (iv) Inclusion of noise walls between 1.8-2m high and in one location 2.0m above the soil nail / retaining wall and adjacent to residential properties.
  - (v) Addition of a small 'pocket park' at the intersection of Lagoon Drive and Church Crescent;
  - (vi) Addition of a second 'pocket park' / open space area at the end of Bridge Street and to the north of Lagoon Drive;
  - (vii) Extensive tree and shrub planting within the medians and adjacent to the shared pathway;
  - (viii) Addition of a new two lane Panmure Bridge for the busway that also includes provision for a 4.3m wide shared path on the northern side;

- (ix) Removal of the existing marina building adjacent to the eastern bridge abutment and reconfiguration of adjacent retaining structures and public walkways;
  - (x) Upgrade and addition of some new aprons and headwalls with addition of riprap on the foreshore. The longest rip-rap apron size will be 7m long x 8.25m wide x 0.6m deep. The deepest will be 6.25m long x 6.4m wide x 1m deep; and
  - (xi) 10-12m high light poles along the length of the main alignment.
- (c) Sector 3 Pakuranga Road (Pakuranga Suburb)
- (i) Acquisition and removal of the 'front line' of residential properties along the northern side of Pakuranga Road to accommodate the new busway, cycleway, and pedestrian paths;
  - (ii) Addition of a busway on the northern side of (existing) Pakuranga Road;
  - (iii) Addition of a new segregated cycle and pedestrian path immediately to the north of the proposed busway;
  - (iv) Reconfiguration of Kerswill Corner Reserve;
  - (v) Addition of a 'Terramesh' mechanically stabilised earth (**MSE**) retaining wall and associated boardwalk/platforms adjacent to the coastal marine area (**CMA**) to the east of Kerswill Place. This includes a riprap apron for a new stormwater outfall;
  - (vi) Addition of a linear park/ open space near the intersection of Williams Ave and Pakuranga Road. This includes residual land between Williams Ave and Tamaki Bay Drive;
  - (vii) Extensive tree and shrub planting within the medians and adjacent to the shared pathway;

- (viii) Addition of a large area of native coastal planting at the southern abutment of the Panmure Bridge;
- (ix) Addition of 1.8m high noise walls along residential property boundaries to the north of Pakuranga Road. There are no noise walls proposed for properties to the south of Pakuranga Road; and
- (x) 12m high light poles at spacings ranging between 30m and 55m located within the central road median and median/swale separating the busway from vehicle lanes and both 12m and 4m high light poles located on the south side of Pakuranga Road at spacings ranging between 35m and 57m.

8.2 For the purposes of my evidence and assessment I concur with the Beca LVA on the relevant changes above.

## 9. ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS

9.1 For simplicity I have assessed the landscape and visual effects of the Project for each of the three Sectors previously defined in the Beca LVA. I have assessed the effects under the following headings: Landscape Effects, Natural Character Effects, and Visual Effects and provided a summary of my findings including whether I agree or disagree with the findings of the Beca LVA.

9.2 My assessment focusses on the landscape and visual effects of the completed Project, ie the operational effects. Whilst there will be adverse effects generated during the construction phase, they will be temporary. Therefore, my assessment has focused on the completed works and associated landscape mitigation at the end of construction.

9.3 I have reviewed the recent design changes to the intersections at Church Crescent / Lagoon Drive and at Ti Rakau Drive / Pakuranga Road and I am of the opinion that the changes make little or no difference to the landscape or visual effects of the project. The changes relate to traffic management at these intersections and do not result in adverse landscape or visual effects.

### **Sector 1 Lagoon Drive (Panmure Town Centre)**

### *Landscape Effects*

- 9.4 The proposal will increase the road width on the northern side of Lagoon Drive to accommodate the bus lanes and shared path. With the exception of the removal of several commercial buildings and a few trees, the proposal will have a low level of adverse landscape effects. The new road layout provides for planted medians and two pocket parks. Once the proposed pocket parks are completed and tree and shrub planting has matured, overall, the landscape effects will be positive.

### *Natural Character Effects*

- 9.5 The Natural Character Assessment: Auckland Region prepared by Stephen Brown Environments Ltd in 2009 identified the extent of the Coastal Environment and areas of High Natural Character Value based on a range of Natural Character Attributes. This document has been referred to as guidance for the identification of the extent of the coastal environment. The line depicting the extent of the coastal environment within the assessment does not include any area within Sector 1. Therefore, the project will not result in any adverse natural character effects for Sector 1.

### *Visual Effects*

- 9.6 The viewing audience in this Sector mainly consists of road users. There are very few residential properties in the Sector and their outlook tends to be away from the road. While the proposal will increase the width of the road in this Sector, the introduction of planted medians will reduce the expansiveness of the road surface and the overall effect. The inclusion of 'pocket parks' and street tree planting, is an improvement from the current bland streetscape. Therefore, I consider the Project will result in positive visual effects for Sector 1.
- 9.7 I agree with the Beca LVA findings, that the area has a low sensitivity to change due to the presence of the existing road corridor, high volume of traffic along Lagoon Drive, and the mix of commercial and residential properties. I also agree with the Beca LVA conclusions that the overall landscape and visual effects will be positive in Sector 1.

### **Sector 2 Lagoon Drive (Panmure Basin)**

## *Landscape Effects*

- 9.8** The proposal involves widening the existing transport corridor footprint along the northern side of Lagoon Drive to accommodate the outer edge of the busway and the shared path. The busway is generally located within the existing 4 lane carriageway, apart from a small portion of the outer bus lane where it extends into the toe of Sunset Reserve (as shown on the notified Volume 3, Appendix C - Plan of Structures and Typicals drawing 3311120-CE-5105 Rev D, cross sections 10 & 11). The shared path is located within a cut into the embankment to the east of the carriageway. This leaves the Panmure Basin Tuff Ring intact, but results in extensive earthworks and retaining walls along the eastern side of Lagoon Drive, including a large area of excavation into the Sunset Road Reserve embankment, which is part of the wider Panmure Basin ONF. The proposal also includes an additional bridge across the Tamaki River directly beside the existing Panmure Bridge.
- 9.9** The Sunset Road Reserve embankment is covered with vegetation and is a feature of this part of Lagoon Drive. In my opinion the excavation along Lagoon Drive has the potential to generate adverse landscape effects on the existing landscape character of the ONF. An alternative design option (Option 9) avoided excavation into the Sunset Road Reserve embankment. This option was rejected for reasons explained in the Further Options Assessment (FOA)<sup>2</sup> and in paragraph 9.3 of Mr Masefield's evidence. Option 9 would have high adverse landscape, visual and natural character effects, given the potential impacts on the coastal marine area (CMA) and on the Pohutukawa that edge the lagoon, which have landscape, natural character and cultural significance. I understand that iwi advised during consultations that they preferred the alignment to the north, rather than impact on lagoon edge.
- 9.10** A number of design options to treat the excavated embankment were considered. My observations of the existing Sunset Reserve embankment are that it is soft and eroding. This is broadly consistent with the description in Schedule 6 of the Auckland Unitary Plan (Operative in Part) (AUP(OIP)) which states the embankment as "relatively soft alluvial ground". I have also observed that at

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<sup>2</sup> Included as Appendix M, in Volume 4 of the notified documentation set

present, much of the face is currently covered with erosion protection mesh and engineered retaining structures faced with Punga logs.

**9.11** The design team and the Erosion and Sediment Control Consenting Report<sup>3</sup> identified that the cut slope is predominantly cemented weathered tuff and will resist erosion. Hence, the Beca urban and landscape designers originally proposed to leave part of the rock face unplanted to show the geology, and one of the typical sections shows this<sup>4</sup>. However, based on a recommendation by Ben Frost (author of the LVA), this idea was discarded and it was proposed that the entire soil nail wall be planted to restore a more natural landscape character. I have reviewed this and support this proposed treatment; although I note that exposure of part of the wall is now proposed (as discussed below under Natural Character Effects).

**9.12** The Beca LVA recommends planting a monoculture of Muehlenbeckia (a coastal native ground cover plant), along the excavated slope. I do not agree that this is the best solution. Instead, my recommendation is more aligned to the proposed NOR condition 20.3, which states that the Urban and Landscape Design Plan shall address “*methods to incorporate appropriate native plants into the full length of the soil nail wall that will provide continuous vegetative screening of the structure*”. I recommend a mix of native groundcover species to complement the Muehlenbeckia, including small ferns and other ground covers, which will look more natural and be more in keeping with character of the area (refer Viewpoint 1, Photomontage, **Appendix 4**). I agree with the Beca LVA findings that the proposal will generate moderate (more than minor) adverse landscape effects (due to the change to the landform (loss of cliff like landform) and loss of overhanging vegetation (including trees). In my opinion this would result in a reduction in the perception of naturalness of the ONF). Once the works are completed and the planting is established, providing a wider range of native plants are incorporated into the proposal, the adverse landscape effects will be reduced to moderate – low. Whilst planting the slope will cover any engineering stabilisation elements and create a vegetated face (with low stature plants), it cannot recreate the degree of verticality and overhanging treed characteristic that currently exists.

**9.13** The Project also requires the inclusion of a new busway bridge which will be built beside the existing Panmure Bridge. It will be 1.7m higher at the northern end to have less of a physical effect on the Mokoia Pā site. By way of a summary,

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<sup>3</sup> Appendix L in Volume 4 of the notified documentation set

<sup>4</sup> Refer Section D-D on Landscape plan 3311120-AR-4302 Rev A.

construction of the new bridge beside the existing Panmure Bridge will involve the removal of houses on the northern bank of the Tamaki River and the removal of the Panmure Marina Building and associated wharfs and piers on the southern bank.

- 9.14** The Project also includes the provision of a new small park on the north eastern bank of the river, which will assist to identify the presence of the Mokoia Pā and significance of this site to Mana Whenua. This small park, combined with the proposal to make a 'feature' of the remnants of the historic swivel bridge and revegetate the banks and shallows of the Tamaki River, will help to mitigate the landscape effects of the proposal.
- 9.15** When taking into account the highly modified environment of the Tamaki River, the presence of two existing bridges in the vicinity of the Project (Panmure Bridge and Waipuna Bridge), the surrounding urban context and provision of a new small park, I am of the opinion that the proposal will generate moderate-low (no more than minor) adverse landscape effects in Sector 2.

#### *Natural Character Effects*

- 9.16** The Natural Character Assessment: Auckland Region prepared by Stephen Brown Environments Ltd in 2009 identifies Sector 2 extends within the Coastal Environment, therefore natural character has been assessed. The Project will generate some adverse effects on the Natural Character of the coastal environment in Sector 2, as a result of works within the coastal environment along Lagoon Drive and the Tamaki River Coastal Marine Area (**CMA**). I will focus my evidence on the works within the Panmure Basin ONF and CMA.
- 9.17** As discussed above, Sunset Road Reserve forms part of the wider Panmure Basin ONF. As outlined earlier in my evidence, the Project seeks to cut into this part of the reserve to facilitate the busway and shared use path. Sunset Road Reserve is physically separated from the Panmure Basin by Lagoon Drive and is highly modified by former road earthworks. It is part of a wider landform that extends as a headland towards the Tamaki River. The steepest section of the landform is at Sunset Reserve where the AUP (OIP) has an ONF overlay.



Figure 1: AUP (OIP) with ONF overlay

- 9.18** On very close inspection, the cut face of the escarpment reveals patterns of the underlying geology, which may have been exposed as a result of earthworks to build Lagoon Drive.
- 9.19** To describe its current condition, the escarpment is almost completely covered in vegetation consisting of a few native trees but mostly a mix of exotic weed species which provides a degree of naturalness (refer existing photo, Viewpoint 1, **Appendix 4**). Despite the weedy nature of the vegetation, the constrained vista along Lagoon Drive does give motorists and pedestrians an impression of naturalness due to the dominance of the landform and vegetation. Although most of the escarpment is covered with vegetation, there are areas where the geology is exposed and appears to be stable enough to have been left without erosion protection.
- 9.20** I consider the Project will result in moderate (more than minor) adverse effects on the natural character of this section of Lagoon Drive, as it is further modifying an already modified landform. However, the qualities of this landform can be reinstated in part if it is covered with native vegetation, as proposed.
- 9.21** As a result of recent consultation with Council on proposed conditions (in November 2017), Auckland Council's Team Manager Biodiversity requested (as noted in Council's hearing report) that the natural rock exposures of volcanic tuff be left uncovered and permanently visible to the public given the geology of the

embankment is the basis for the escarpment being scheduled as an ONF in the AUP.

- 9.22** The escarpment is however unstable and according to the project geotechnical engineers will need soil nails and the application of rock fall mesh across the face of the escarpment to render it safe.

I appreciate the logic of this and support the concept of making the geology visible. I also have concerns that the end result, once the cut face of the escarpment is rendered safe with rock bolts and rock fall mesh, could result in high adverse natural character effects. In my opinion the effect of leaving the cut face exposed can only be determined once the engineering works have been completed. At this stage it should be assessed by Auckland Council's Team Manager Biodiversity and an NZILA registered landscape architect to determine the extent of exposed geology and or planting as addressed in the revised NOR and RC Conditions, 20.5i.

- 9.23** The potential natural character effects of the Project on the Tamaki River and Panmure Basin (including the proposed busway bridge) will be generated from the upgrade of stormwater outfalls along Lagoon Drive, removal of vegetation on the banks of the river (at the bridge abutments), and the introduction of an additional bridge structure. The location on the Tamaki River, where the proposed bridge would be positioned, is modified and urbanised. It contains houses facing the river with jetties, moorings and boats plus two road bridges.

- 9.24** In my opinion, the removal of buildings, jetties and moorings (including the Panmure Bridge Marina building), combined with coastal revegetation of the river banks and river shallows will assist in mitigating the effects of the proposal, such that they have a low (less than minor) adverse effect on the natural character of the Tamaki River.

- 9.25** On the whole, the Panmure Basin to the west of Lagoon Drive, retains a degree of naturalness, despite its location in an urban environment. The eastern edge of the basin is, however, modified, containing a stone wall along much of the coastal interface. A number of stormwater outfall structures (which are not specifically covered in the Beca LVA) will be upgraded along this eastern interface adjacent to Lagoon Drive. It is considered that these structures will result in very low (less than minor) adverse natural character effects as they continue to build upon the existing modified coastal edge.

**9.26** With consideration of the above, I disagree with the Beca LVA that the effects on the wider Panmure Basin ONF will be negligible overall. I believe the excavation into the Sunset Road Reserve escarpment will have moderate-low adverse effects on the wider Panmure Basin ONF. This equates to a no more than minor effect (as detailed in **Appendix 2**). This impact is due to the effects on the coastal edge from the proposed stormwater outfall upgrades and the excavation along the escarpment. I also consider that this section of the ONF, with its overhanging vegetation, has a direct correlation to people as part of the Panmure Basin landscape and provides experiential natural character values for people traveling along Lagoon Drive.

#### *Visual Effects*

**9.27** There is virtually no residential viewing audience for the works associated with the widening of Lagoon Drive, as the houses are located above the road on the landform with outlooks to the north towards Mt Wellington and west over the Panmure Basin lagoon and towards the wider Auckland isthmus, including several significant volcanic cones. Residents located around the Panmure Basin have very limited views of Lagoon Drive (if visible at all), because of the Pohutukawa trees that line the basin Tuff Ring. The main viewing audience is motorists using Lagoon Drive, as pedestrians use the existing (wider) recreational path that follows the foreshore and is below the road. The footpath on Lagoon Drive is hard against the road and the escarpment, and is very narrow.

**9.28** I consider that motorists along Lagoon Drive have a low sensitivity to visual change. My view is based on the fact that motorists are transitory in nature and therefore any effects are for a very short duration. Lagoon Drive's greatest amenity value in my opinion is the view of the lagoon, which would remain unchanged. The greatest degree of visual change will take place on the northern edge of Lagoon Drive, away from the coastal edge. I agree with the Beca LVA that the increased width and reconfiguration of the carriageway, whilst noticeable, will be offset by the addition of new median planting and street trees. Planting associated with noise and retaining walls will also soften the appearance of these structures and in combination with additional pocket park/ open space areas, will increase the overall quality of the viewing experience. Views to Mt Wellington will also be more attainable for motorists travelling toward Panmure as a result of the road widening. Due to the motorists' low sensitivity to change, and that the change caused by the proposal will be away from the greatest area of visual amenity, I consider that the

visual effects on motorists will be low (less than minor) once the mitigation planting is established.

- 9.29** There are three types of viewing audience potentially affected by the works associated with the proposed busway bridge. They are nearby residential properties to the north, south and west of the existing bridge, as well as motorists and pedestrians crossing the existing Panmure Bridge.
- 9.30** In my opinion, photographs 17 – 22 in the Beca LVA accurately depict the context of the area and views towards the existing Panmure Bridge that may be gained from nearby properties.
- 9.31** I agree with the Beca LVA that for residents to the north of the proposed bridge along the Tamaki Estuary embankment (particularly along Bridge Street), the proposed bridge will reinforce the horizontal line of the existing bridge and that this change is broadly consistent with the character of existing structures in the view for these residents. Nevertheless, I do not entirely agree with the Beca LVA that the adverse visual effects for these residents would be low. I do recognise that the majority of residents would experience low adverse visual effects; however for residents along Bridge Street, notably Nos 13, 15 and 17, the busway bridge would be in closer proximity than that presently experienced and would form a greater part of their view. I therefore consider that these residents would experience adverse visual effects of moderate-low (no more than minor).
- 9.32** Residents south of the existing bridge, will experience some adverse visual effects from the introduction of the proposed busway bridge. I agree with the Beca LVA findings that the existing bridge will provide partial screening of the proposed bridge, and that they will likely 'read' as one structure. However, in my opinion the adverse visual effects upon these viewing audiences would not be negligible as indicated in the Beca LVA. In my opinion the inclusion of an additional bridge in this view will result in further loss of visual connection to the Tamaki River, in addition to some additional visual clutter (particularly due to the difference in pier configuration). Therefore, I consider that the adverse visual effects resultant from the Project would be low (less than minor) upon 7 or 8 residential viewing audiences.
- 9.33** The attached visual simulation (refer Viewpoint 2 in **Appendix 4**), illustrates the change in view resulting from the addition of the proposed busway bridge for residents and members of the public located along the southern embankment of the

Tamaki Estuary (north of both bridges). I do not wholly agree with the Beca LVA that the adverse visual effects would be low for all residents. I am of the opinion that for residents north of the bridge along the southern embankment, that due to the increase in built form and proximity of the bridge moderate-low effects (no more than minor) would be experienced.

- 9.34** Viewing audiences located on the existing bridge currently consist of motorists and some pedestrians and cyclists. Pedestrians and cyclists will be relocated to the proposed busway bridge (instead of the current bridge). Motorists will remain on the existing bridge and will typically be lower than the proposed bridge (less so at the eastern end), which will obscure views of the Tamaki River to the east. As motorists are transitory, focused on the activity they are engaged within, and experience the view for a short duration, I consider the proposed busway bridge will generate moderate-low (no more than minor) adverse visual effects on this viewing audience.
- 9.35** Pedestrians and cyclists currently have to share a very narrow path on the eastern side of the existing bridge; however as mentioned earlier these viewing audiences will be moved to the eastern edge of the proposed busway bridge where they will navigate a 4m wide shared path with viewing points along the length of the bridge. This improved design will also provide separation between the cyclists and pedestrians and provide an opportunity for users of the shared path to pause and appreciate the vista to the east. I consider the proposal will generate low positive visual effects for this viewing audience.
- 9.36** When considering the overall landscape and visual effects for Sector 2, I agree with the Beca LVA findings, that the Project will result in low to moderate effects. I interpret this as an effects rating of 'moderate-low' in the Boffa Miskell methodology, and therefore adverse landscape and visual effects on Lagoon Drive are considered no more than minor. I disagree that the effects on the wider Panmure Basin ONF will be negligible. I believe the excavation into the Sunset Road Reserve escarpment will have moderate-low (no more than minor) adverse effects on the wider Panmure Basin ONF once planted. This is because the escarpment and its overhanging vegetation are part of the Panmure Basin landscape that people traveling along Lagoon Drive experience. I agree with the Beca LVA that the busway bridge will generate low to moderate adverse landscape and visual effects (which is equivalent to an effects rating of 'moderate-low' in the Boffa Miskell methodology, or no more than minor), except for pedestrians, cyclists and bus patrons who are likely to experience positive visual effects.

### **Sector 3 Pakuranga Road (Pakuranga Suburb)**

#### *Landscape Effects*

- 9.37** The existing environment of Pakuranga Road and the adjacent residential neighborhood is dominated by a five lane highway with a concrete median. This part of Pakuranga Road is devoid of street trees and median planting. Residential properties adjoin the highway and have responded to the road environment through construction of high fences and planting to provide a physical barrier between themselves and the road. The sensitivity to change for the landscape within this sector of the Project is considered low due to the absence of high value landscape elements considered to have high value. The only area which I consider to have some landscape value is the grass embankment leading to the CMA of the Tamaki River (known as Kerswill Corner Reserve).
- 9.38** The Project involves removing over 30 residential houses on the northern side of Pakuranga Road as well as a widening of the road to accommodate the new busway and segregated pedestrian and cycle paths. Vehicle traffic will be separated from the busway and the busway from the pedestrian/cycle paths by planted medians, which will break up the expanse of the road. A temporary linear park / open space, created from residual land where houses have been removed, will provide a green open parkway edge to the pedestrian/cycle path. In the future a grass strip and an avenue of street trees will adjoin the shared path. Future housing will activate the edge and provide passive surveillance of the public realm. An MSE wall (with a section of sheet piles) is proposed along the grassed esplanade reserve at Kerswill Corner Reserve. This wall will extend down to the edge of the CMA. My understanding is that 'terramesh' will be used to construct a retaining wall with coastal and estuarine plants established across the face.
- 9.39** As outlined above, I consider that the sensitivity to change for this sector of the Project is low and, in my opinion, there are limited areas with high landscape value. Because of these reasons, and because the Project will enhance the qualities of the landscape, providing new elements and features, I consider the landscape effects on Pakuranga Road will be positive.

#### *Natural Character Effects*

- 9.40** The Natural Character Assessment: Auckland Region prepared by Stephen Brown Environments Ltd in 2009 identifies Sector 3 extends within the Coastal Environment, therefore natural character has been assessed. There are very few natural features along the Pakuranga Road Sector. The only area with natural character, due to its relationship to the coastal environment, is the grassed esplanade reserve at Kerswill Corner Reserve mentioned above.
- 9.41** The proposed batter slope extends to mean high water springs (**MHWS**). The only vegetation to be removed is grass, but the sloping bank will be covered with engineered fill (refer cross section 23 and 24 on drawings 3311120-CE-5111 and 3311120-CE-5111 Rev B). The outer face of the batter is proposed to be terramesh with soil pockets to enable the outer face to be vegetated. I agree with the evidence of ecologist, Ms Emily Jones, that the terramesh batter slope should be mass planted with "low estuarine or coastal shrubs". I also agree with the landscape plan (drawing 439003-AR-4107 Rev B) that coastal native species are used and that there is an opportunity to naturalise the edge treatment. Once the batter slope is vegetated, the potential for adverse natural character effects will be very low (less than minor).

#### *Visual Effects*

- 9.42** As mentioned earlier, most residential properties along Pakuranga Road have fences and planting to separate them from the busy highway. The main viewing audience is therefore motorists. I consider that the motorists' sensitivity to visual change is low, due to their transitory experience of the road corridor and the nature of their activity. However, I do recognise that these viewing audiences would travel for up to one kilometre along Pakuranga Road, and that the duration of their experience would be more than a brief moment. In my opinion, the journey along Pakuranga Road in its current state lacks any significant areas of visual amenity apart from the grassed esplanade reserve at Kerswill Corner Reserve as mentioned above. Therefore, in my opinion, the widened road corridor, incorporating planted medians and a linear parkway open space on the north eastern edge, will result in positive visual effects upon these viewing audiences and improve their experience along Pakuranga Road.
- 9.43** I agree with the Beca LVA findings, that the Project in Sector 3 will have a low sensitivity to change and the overall landscape and visual effect will be positive. The Project will have very low adverse natural character effects in this Sector.

## **10. COMMENTS ON PROPOSED CONDITIONS**

**10.1** I have reviewed the proposed NOR conditions relating to landscape and visual effects, as appended to Council's hearing report. I understand that the proposed NOR conditions apply to the designation, and that corresponding with the designation process, a conceptual level of design of the corridor has been undertaken to inform the NOR. The conditions I have focused my review on are NOR and RC Condition 20 – Urban Design and Landscape Plan. In summary, I support the conditions as proposed.

**10.2** I understand that the detailed design of the Proposal will be in general accordance with the information provided by the Requiring Authority in the NOR, AEE and supporting documents referenced under the General Conditions, as well as chapters 3 and 5 of the Urban and Landscape Design Framework (ULDF).

## **11. COMMENTS ON REPORTING PLANNER'S REPORT**

**11.1** I have reviewed the Council planner's report and NoR Conditions. I agree with the findings of Council's Consultant Landscape Architect, Mr Rob Pryor and support the proposed conditions of consent.

**11.2** In response to the clarification requested under the heading 'Landscape and visual amenity' on p141, I note that viewing platforms are shown on the notified plans.

## **12. COMMENTS ON SUBMISSIONS**

**12.1** I have reviewed the submissions received in regard to the Project and identified two submissions which relate to landscape and visual effects. These submissions are submission No. 38: Panmure Bridge Marina & Barry Scott Family Trust and Submission No. 73: Frank Parr.

**12.2** Submission No. 38 raises a number of concerns; however I will only speak to matters of particular relevance to the landscape and visual effects, which are located on page 2 of Submission 4. Paragraph 1 of page 2 states, *"Having two dissimilar bridges side by side is ugly and an eyesore, not in keeping with the character of the area and detrimental to the environment."*

**12.3** I do not agree that two bridges side by side are “ugly and an eyesore”; although I recognise that two bridges sitting side by side is unusual, and there will be some differences between the form of the two structures. I consider that locating the bridges alongside each other minimises the adverse visual effects for a number of reasons:

(a) Condition and sensitivity of receiving environment: The receiving environment of the bridge is partially modified and sits alongside an existing road corridor. In my opinion, environments displaying similar elements and activities to what is proposed have a lower sensitivity to change, and a heightened capability of absorbing new built elements. In my opinion, locating the proposed bridge in this location is an appropriate proposal; and

(b) The Project allows a consolidation of similar built form within a limited area: The location of the proposed busway bridge alongside the existing bridge allows both continuity of similar structures within one location, and the preservation of the receiving environment in less modified locations. A second crossing located away from the proposed location would potentially affect a receiving environment of greater landscape and amenity value and an area absent of built form, modified embankments and greater visual amenity. It is more logical, in my opinion, to locate the bridge alongside the existing bridge and contain visual effects and landscape effects in one area, thereby preserving unmodified adjacent areas that display greater visual amenity and landscape value.

**12.4** I do not agree that the proposed bridge is not in keeping with the character of the area and is detrimental to the environment. As outlined above, the receiving environment of the bridge is already partially modified and sits alongside an existing road corridor. In my opinion the proposed bridge in this location is in keeping with the character of the local area.

**12.5** Paragraph 3 of page 2 also states “*The appearance of the bridge is inappropriate and unsympathetic. The design disregards height, form and scale in a particularly attractive and historic area.*”

**12.6** I do not agree that the appearance of the bridge is inappropriate and unsympathetic and disregards height, form and scale. A number of design initiatives are apparent, which in my view, are an improvement to the design of the existing bridge. This includes reducing the number of piers by increasing the bridge span, arching the beams of the deck, and providing a visually permeable guardrail with lookout points, providing new viewpoint opportunities for pedestrians and cyclists. With consideration to the appropriateness of the bridge, I have addressed this in relation to extract 1 above, with regard to the condition and sensitivity of the receiving environment, and the consolidation of built form within one location.

**12.7** Submission No. 73: Frank Parr focuses on the concern of reducing the number of general traffic lanes along Lagoon Drive and suggests the following to retain the current number of lanes (4): *“5, A vertical concrete retaining wall instead of a batter be used to increase space for the four lanes”*.

From a landscape perspective, I do not agree that increasing the cut into the Panmure Basin ONF (which in my opinion would be a likely scenario), to accommodate a vertical retaining wall and retain four lanes is an appropriate response to the ONF. The ONF would remain as a landscape feature, although altered, in the current proposal. It is my understanding that the current proposal has sought to minimise the impact on this landform and provide appropriate solutions to successfully retain its integrity. I am also of the opinion that a vertical concrete wall, or any vertical wall, would appear as a severe response and result in significant adverse visual change.

### **13. CONCLUSION**

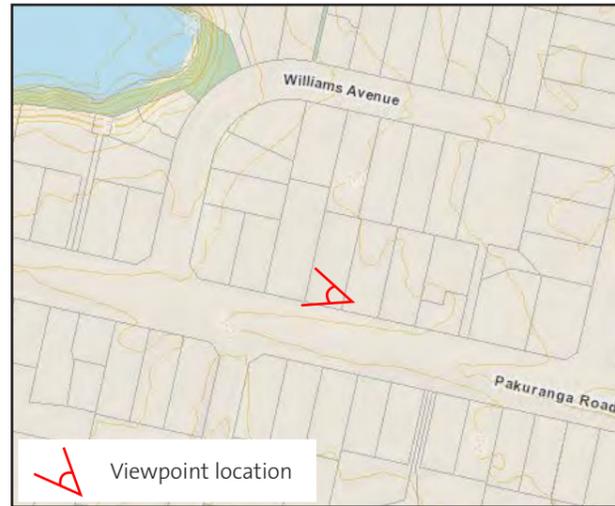
**13.1** In my opinion the AMETI Stage 2A Project will generate both positive and adverse landscape, natural character and visual effects. The adverse effects are limited to Sector 2, being the Lagoon Drive escarpment excavation and the busway bridge over the Tamaki River.

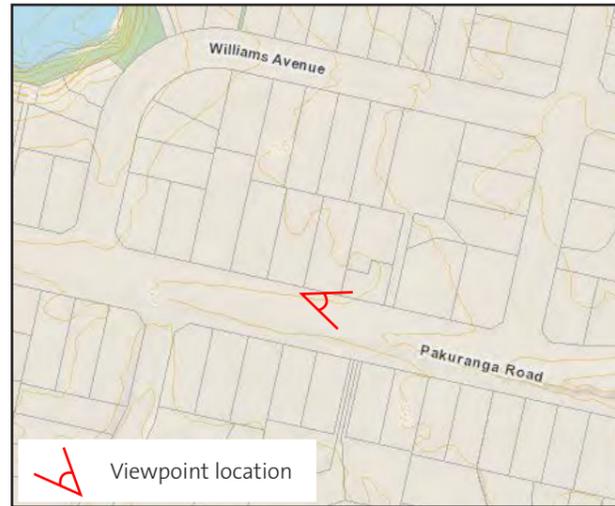
**13.2** I conclude that Sector 1 will have **positive landscape and visual effects** due to the enhancement of the Panmure Town Centre intersection, the provision of planted medians and street trees, provision of a shared use path and the creation of pocket parks.

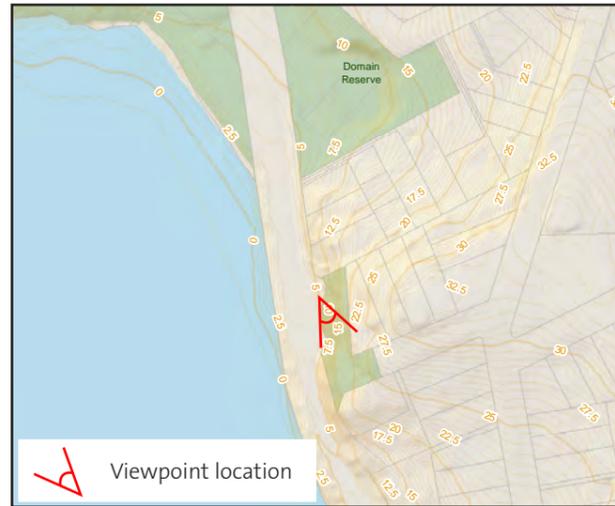
- 13.3** Within Sector 2, I conclude that the excavation into the Sunset Road Reserve ONF will result in **moderate adverse** (more than minor) **landscape effects** due to the removal of vegetation and modification of the landform, **moderate adverse** (more than minor) **natural character effects** due to the loss of natural character, and **low adverse** (less than minor) **visual effects** due to the limited viewing audience and the proposed mitigation, involving exposing the geology and or native planting of the soil nail wall. If the mitigation involves planting, the adverse landscape and natural character effects will be reduced to **moderate – low**.
- 13.4** I conclude that the busway bridge within Sector 2 will generate **low adverse** (less than minor) **natural character effects** due to the highly modified state of the river banks and presence of the existing bridge, **low adverse** (less than minor) **visual effects** for residents adjoining the Tamaki River south of the existing bridge, and up to **moderate-low** (no more than minor) **adverse visual effects** for residents adjoining the Tamaki River, north of the bridge. There will be **moderate – low adverse** (no more than minor) **visual effects** for motorists using the old bridge and **positive visual effects** for people using the new bridge.
- 13.5** Overall I conclude that the Project will result in moderate - low (no more than minor) adverse landscape, natural character and visual effects for Sector 2.
- 13.6** I conclude that Sector 3 will generate positive landscape and visual effects as a result of the enhancements to the road corridor, including planted medians, street trees, separate cycle and pedestrian pathways, and linear open space adjoining the northern edge of the busway.
- 13.7** Overall I am of the opinion that the Project will enhance the amenity of the Project area and that where there are adverse landscape and visual effects these are limited (to Sector 2), and can be mitigated sufficiently such that, overall, they will be no more than minor and will protect the values of the overall natural character of the Panmure Basin.

Christopher Bentley  
28 November 2017

## **APPENDIX 1: Site Context Photographs**











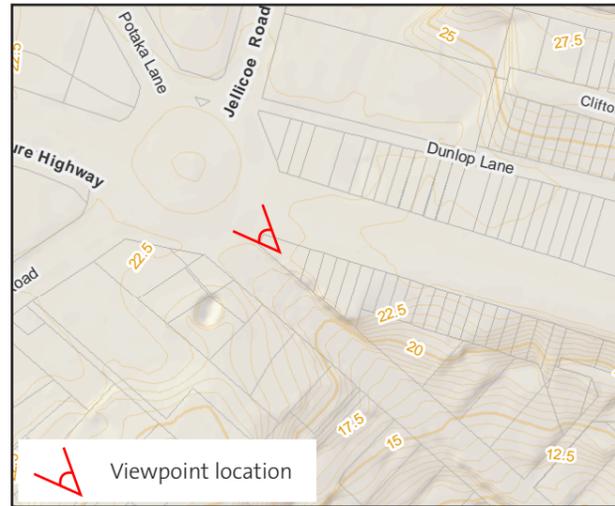
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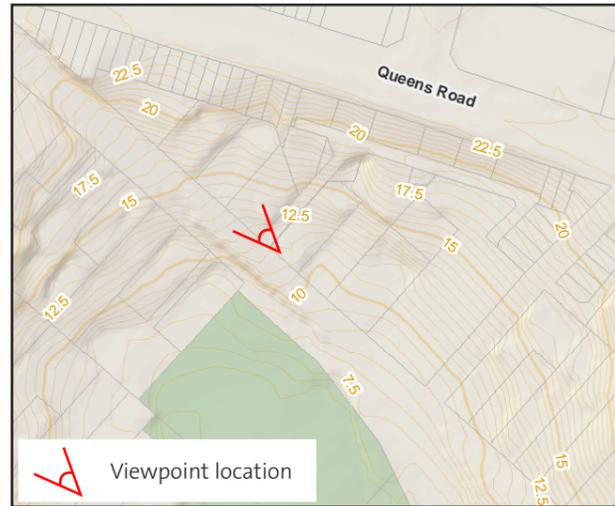
SITE CONTEXT PHOTOGRAPHS

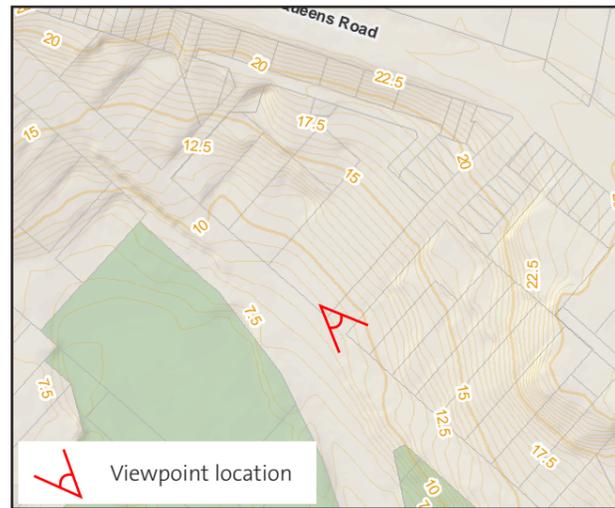
APPENDIX 1

23 November 2017









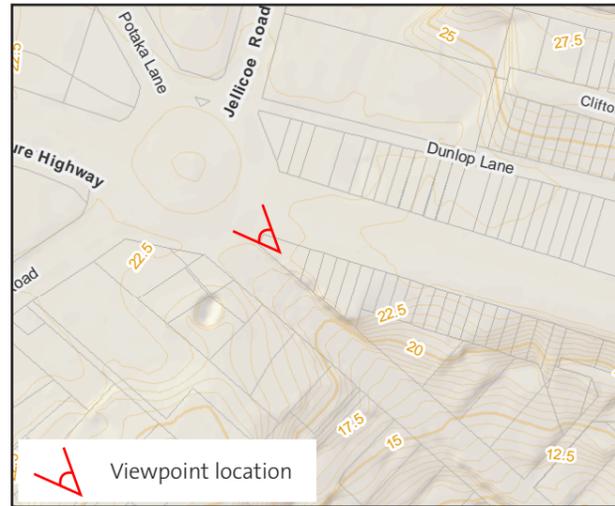
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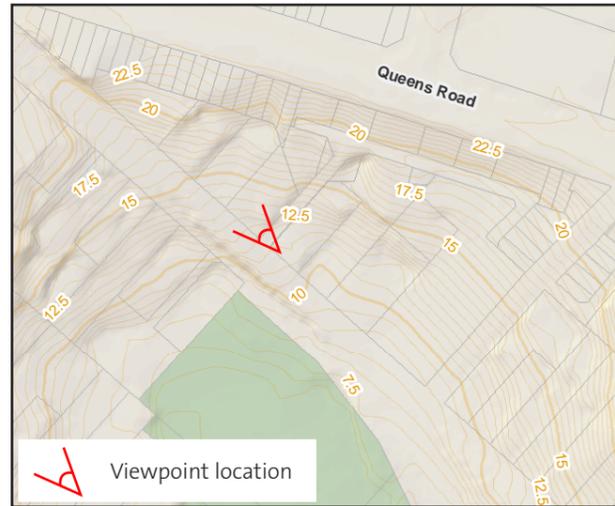
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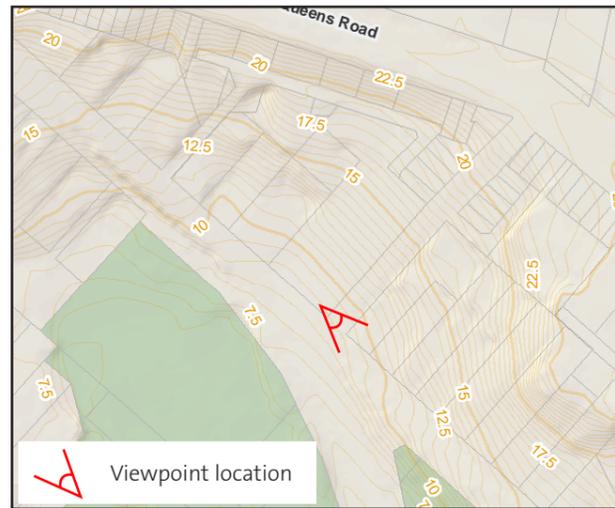
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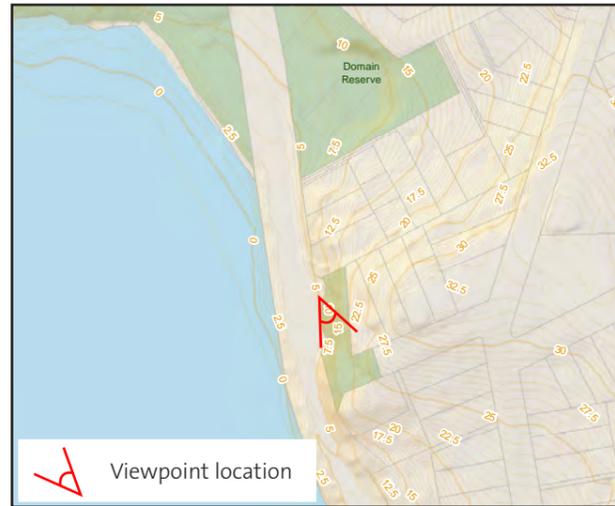
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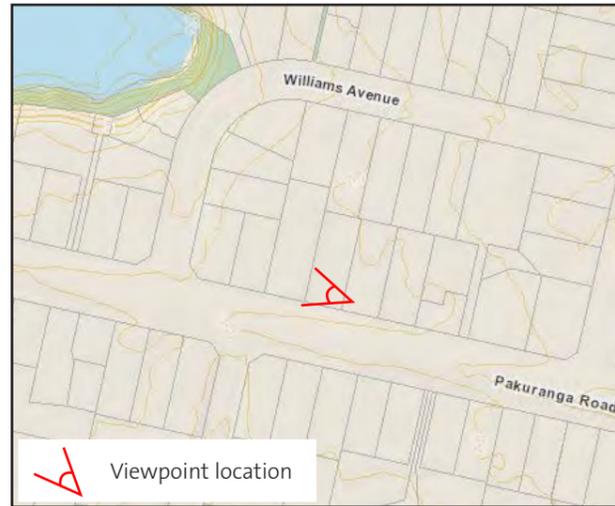


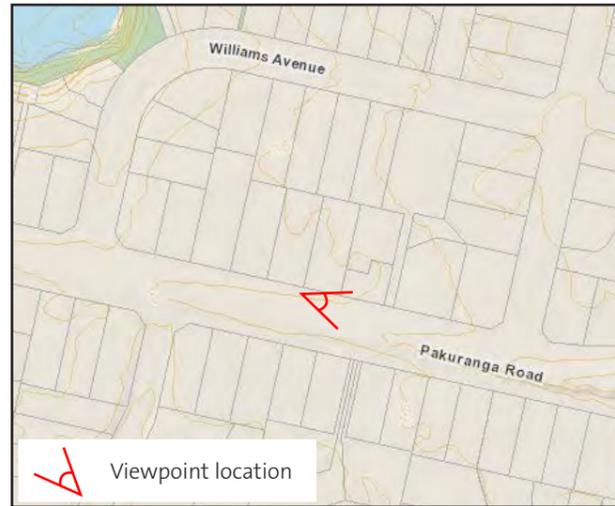












## APPENDIX 2: Effects Ratings and Definitions

Effect Rating	Use and Definition
<b>Very High:</b>	Total loss to the characteristics or key attributes of the receiving environment and /or visual context amounting to a complete change of landscape character.
<b>High:</b>	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.  <i>Oxford English Dictionary Definition</i> <i>High: adjective- 1. Extending above the normal level. 2. Great in amount, value, size, or intensity.</i>
<b>Moderate- High:</b>	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.
<b>Moderate:</b>	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.  <i>Oxford English Dictionary Definition</i> <i>Moderate: adjective- average in amount, intensity, or degree</i>
<b>Moderate - Low:</b>	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.
<b>Low:</b>	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.  <i>Oxford English Dictionary Definition</i> <i>Low: adjective- 1. Below average in amount, extent, or intensity.</i>
<b>Very Low:</b>	Very low or no modification to key elements/ features/ characteristics of the baseline or available views, i.e. approximating a 'no change' situation.



Determining minor effects for the purpose of notification determination and non-complying activities

**APPENDIX 3: Section D10 of the AUP – provisions relating to ONFs**

## **D10. Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay**

### **D10.1. Background**

These provisions give effect to Policy 15(a) of the New Zealand Coastal Policy Statement 2010, and the Regional Policy Statement objectives and policies in B4.2 Outstanding natural features and landscapes.

The objectives and policies in this chapter apply to all activities undertaken in areas identified in the Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay, both above and below mean high water springs.

The factors in Policy B4.2.2(4) have been used to determine the features that have outstanding natural feature values. Areas with outstanding natural feature values are shown on the Plan maps and identified in Schedule 6: Outstanding Natural Features Overlay Schedule.

The factors in Policy B4.2.2(1) have been used to determine the areas with outstanding natural landscape value. Areas with outstanding natural landscape values are shown on the Plan maps and identified in Schedule 7 Outstanding Natural Landscapes Overlay Schedule.

The rules that apply to use and development in areas scheduled as outstanding natural landscapes are contained in D11 Outstanding Natural Character and High Natural Character Overlay.

### **D10.2. Objectives [rcp/dp]**

[The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]

- (1) Auckland's outstanding natural features and outstanding natural landscapes are protected from inappropriate subdivision, use, and development.
- (2) The ancestral relationships of Mana Whenua with outstanding natural features and outstanding natural landscapes are recognised and provided for.
- (3) Where practicable the restoration and enhancement of outstanding natural features and outstanding natural landscapes, including in the Waitākere Ranges Heritage Area and the Hauraki Gulf /Te Moana-nui o Toi/Tīkapa Moana, is promoted.
- (4) Existing rural production activities are recognised as part of landscape values including in outstanding natural features and outstanding natural landscapes.

### **D10.3. Policies [rcp/dp]**

[The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]

- (1) Protect the physical and visual integrity of outstanding natural landscapes by:
  - (a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to the values of the outstanding natural landscape;

- (b) maintaining the visual coherence and integrity of the outstanding natural landscape;
  - (c) maintaining natural landforms, natural processes and vegetation areas and patterns;
  - (d) maintaining the visual or physical qualities that make the landscape iconic or rare; and
  - (e) maintaining high levels of naturalness in outstanding natural landscapes that are also identified as outstanding natural character or high natural character areas.
- (2) Protect the physical and visual integrity of outstanding natural landscapes while taking into account the following matters:
- (a) the extent of anthropogenic changes to the natural elements, patterns, processes or characteristics and qualities;
  - (b) the presence or absence of structures, buildings or infrastructure;
  - (c) the temporary or permanent nature of any adverse effects;
  - (d) the physical and visual integrity and the natural processes of the location;
  - (e) the physical, visual and experiential values that contribute significantly to the natural landscape's values;
  - (f) the location, scale and design of any proposed development; and
  - (g) the functional or operational need of any proposed infrastructure to be located in the outstanding natural landscape area.
- (3) Protect the physical and visual integrity of outstanding natural features, including volcanic features that are outstanding natural features, by:
- (a) avoiding the adverse effects of inappropriate subdivision, use and development on the natural characteristics and qualities that contribute to an outstanding natural feature's values;
  - (b) ensuring that the provision for, and upgrading of, public access, recreation and infrastructure is consistent with the protection of the values of an outstanding natural feature; and
  - (c) avoiding adverse effects on Mana Whenua values associated with an outstanding natural feature.
- (4) Protect the physical and visual integrity of outstanding natural features, while taking into account the following matters:
- (a) the value of the outstanding natural feature in its wider historic heritage, cultural, landscape, natural character and amenity context;

- (b) the educational, scientific, amenity, social or economic value of the outstanding natural feature;
- (c) the historical, cultural and spiritual association with the outstanding natural feature held by Mana Whenua;
- (d) the extent of anthropogenic changes to the natural characteristics and qualities of the outstanding natural feature;
- (e) the presence or absence of structures, buildings or infrastructure;
- (f) the temporary or permanent nature of any adverse effects;
- (g) the physical and visual integrity and the natural processes of the location;
- (h) the physical, visual and experiential values that contribute significantly to the outstanding natural feature's values;
- (i) the location, scale and design of any proposed subdivision, use or development; and
- (j) the functional or operational need of any proposed infrastructure to be located within the outstanding natural feature.

IV-2016-404-02299: Federated Farmers of New Zealand]

- (5) Enable use and development that maintains or enhances the values or appreciation of an outstanding natural landscape or outstanding natural feature.
- (6) Provide for appropriate rural production activities and related production structures as part of working rural and coastal landscapes in outstanding natural landscape and outstanding natural feature areas.
- (7) Encourage the restoration and enhancement of outstanding natural landscapes and outstanding natural features where practical, and where this is consistent with the values of the feature or area.

#### D10.4. Activity Table

Table D10.4.2 Activity table specifies the activity status for use and development in areas identified as outstanding natural features on land above mean high water springs pursuant to section 9(3) of the Resource Management Act 1991.

The rules that apply to use and development in outstanding natural features and outstanding natural landscape areas below mean high water springs are contained in Chapter F Coastal.

The rules that apply to use and development in outstanding natural landscape areas are contained in D11 Outstanding Natural Character Overlay and High Natural Character Overlay.

The rules that apply to land disturbance activities in outstanding natural features and outstanding natural landscape areas are contained in E12 Land disturbance - District.

The rules that apply to vegetation management in outstanding natural features and outstanding natural landscape areas are contained in E15 Vegetation management and biodiversity.

The rules that apply to network utilities in outstanding natural features and outstanding natural landscape areas are contained in E26 Infrastructure.

**Table D10.4.1 Outstanding Natural Feature Code for activity tables applying to outstanding natural features**

<b>Feature code</b>	<b>Feature Type</b>	<b>Brief Description</b>
A1	Large landforms in working rural environments	Landforms that are sufficiently large and robust to withstand small-scale land disturbance or constructions without significant impact and which are currently used in working rural environments.
A	Large landforms	Landforms that are sufficiently large and robust to withstand small-scale land disturbance or constructions without significant impact.
V (V1 and V2)	Large volcanic landforms	V1: The publicly owned and mainly unmodified portions of the scoria cones, explosion craters and tuff rings of the Auckland and South Auckland volcanic fields, including all areas zoned as open space. V2: The privately owned and partially modified portions of the scoria cones, explosion craters and tuff rings of the Auckland and South Auckland volcanic fields.
B	Smaller more fragile landforms	Small landforms or other features that could be damaged or destroyed by relatively small-scale land disturbance or constructions.
C	Dynamic landforms and features	Landforms or features that rely on the continuation of natural physical processes beyond the feature for their continued existence such as shell spit, sand dune, and spring.
D	Exposures of geological material	Natural or man-made exposures that are sufficiently large and robust that small-scale land disturbance or rock sampling will have no significant impact, such as coastal cliffs.
E	Fragile exposures of geological material	Small, natural or man-made exposures or high value portions of exposures that could be damaged or destroyed by small-scale, land disturbance, sampling or construction.
F (F1 and F2)	Caves	Caves, such as lava and sea caves and their entrances, may, depending upon their depth underground, be susceptible to damage from significant land disturbance or constructions above them, or from changes in their catchments. Caves are divided into interior areas within 5 metres of the entrance F1, and exteriors F2.

#### D10.4.2 Activity table

Activity		Activity Status									
		A1	A	V1	V2	B	C	D	E	F1	F2
<b>Development</b>											
(A1)	Buildings and structures	P	RD	RD	RD	NC	NC	NC	NC	NC	RD
<b>Use</b>											
<b>Rural</b>											
(A2)	Farming not otherwise provided for in this table	P	P	P	P	P	P	P	P	P	P
(A3)	Grazing of sheep and goats	P	P	P	P	RD	RD	P	RD	NC	P
(A4)	Grazing of other stock	P	RD	NC	P						
(A5)	Fences (post and wire)	P	P	RD	RD	RD	RD	RD	RD	NC	NC
(A6)	Fences (except post and wire)	RD	RD	RD	RD	RD	RD	RD	RD	NC	NC
(A7)	Existing forestry	P	P	P	P	RD	RD	RD	RD	NC	RD
(A8)	New forestry	P	RD	NC	RD						
(A9)	Farm or forestry quarries	Pr	Pr	Pr	Pr	Pr	Pr	Pr	Pr	Pr	Pr

#### D10.5. Notification

- (1) Any application for resource consent for an activity listed in Table D10.4.2 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

#### D10.6. Standards

There are no standards in this section.

#### D10.7. Assessment – controlled activities

There are no controlled activities in this section.

#### D10.8. Assessment – Restricted discretionary activities

##### D10.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application.

- (1) The nature, form and extent of proposed works.
- (2) Effects on the landscape values of the feature.
- (3) The degree of geological modification.
- (4) The need for, or purpose of, the proposed use or development
- (5) Alternative methods and locations.
- (6) Protection or enhancement of the feature.
- (7) Effects on Mana Whenua values.

#### **D10.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria for restricted discretionary activities from the list below.

- (1) The extent to which the nature, form and extent of the proposed use or development adversely affects the criteria or values for which the feature was scheduled taking into account all of the following:
  - (a) whether the use or development will result in increased erosion, of the feature;
  - (b) whether the use or development will result in increased compaction or erosion of the feature, or changes to the vegetation will adversely affect the values for which the feature is scheduled;
  - (c) whether the use or development will result in ground disturbance or earthworks that will affect the values for which the feature is scheduled; and
  - (d) whether the use or development will interfere with natural processes associated with the feature.
- (2) The extent to which the proposed use or development will cause adverse visual effects, or adversely affect landscape values associated with the feature.
- (3) The extent to which the proposed use or development will cause any significant loss of geological value of a feature, taking into account the extent a feature has already been modified and whether further modification will cumulatively result in a significant loss of geological value.
- (4) The extent to which modification of a feature is necessary to provide for the proposed use or development and the proposed structure has a functional or operational need to be in the location proposed.
- (5) The extent to which the proposed use or development has a specific connection or relationship to the scheduled feature.
- (6) Whether there are alternative methods and locations available to undertake

the use or development that will not affect a scheduled feature.

- (7) Whether any site/s resulting from a subdivision can be developed without adversely affecting the values for which the feature is scheduled.
- (8) The extent to which the proposed works will protect the feature from damage, such as providing for erosion protection, or remediate previous damage, excluding any damage resulting from the use or development itself.
- (9) The extent to which the proposed use or development will adversely affect Mana Whenua values.
- (10) The extent to which, having had regard to the objectives and policies in E20 Māori Land, the proposed use and development provides for Mana Whenua, matauranga and tikanga values.

**D10.9. Special information requirements**

- (1) Any application for resource consent must be accompanied by a site plan showing the location of the Outstanding Natural Feature Overlay and the location of the proposed activity.

## **APPENDIX 4: Visual Simulation and Photomontage**



Existing View



Proposed View



Existing View



Proposed View



**Legend**

Proposed Bridge Location 

Viewpoint Location 

# AMETI STAGE 2A

PHOTOMONTAGE AND VISUAL SIMULATION

APPENDIX 4

6 JUNE 2017



Boffa Miskell

# AMETI STAGE 2A

PHOTOMONTAGE AND VISUAL SIMULATION

APPENDIX 4

6 JUNE 2017



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Legend

Proposed Bridge Location 

Viewpoint Location 



Existing View



Proposed View



Existing View



Proposed View