Boffa Miskell

Carrington Road Corridor Improvements Project

Landscape Effects Assessment
Prepared for Auckland Transport
13 February 2025

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1.0 Introduction

Boffa Miskell Ltd ('BML') has been engaged by Auckland Transport ('AT') ('the applicant') to assess the potential landscape and visual amenity effects of a corridor improvements along Carrington Road ('the Project). The Project includes reallocation of road space and widening for bus priority, improved active mode facilities, stormwater management, place-making, and safety improvements to serve the adjoining Carrington Residential Development, and support AT's long-term network objectives.

This report provides a written assessment of the potential landscape and visual amenity effects associated with this Project in relation to its local and wider context.

2.0 Project Overview

Carrington Road is a 1.6km-long arterial road on the Auckland isthmus which connects New North Road at the Mt Albert Town Centre in the south; and Great North Road at the Point Chevalier Town Centre in the north. Auckland Transport (AT) has proposed the Carrington Road Improvements Project (CRIP) to serve planned growth and intensification in the area; and to achieve the long-term strategic network outcomes for the corridor, particularly a higher level of service for active modes and public transport.

To these ends, the CRIP comprises the following road upgrades which include a section of widening on the western side of the road between Woodward Road and State Highway 16 (SH16):

- Bus/special vehicle lanes (TBC) for most of the corridor length in both directions, and new/relocated bus stops;
- Improved walking and cycling facilities along the entire corridor length in both directions, new midblock crossings, and a new pedestrian bridge to supplement the existing Mt Albert Rail Bridge;
- Upgraded intersections along the entire corridor length, including four new/upgraded signalised intersections,
- New stormwater management infrastructure, including treatment and conveyance swales on Segar Avenue; and
- Public realm placemaking/landscaping, and new street trees.

In conjunction, Watercare Services Limited (Watercare) has proposed the Point Chevalier Watermain No. 2 Project (the Watermain) along Carrington Road. The Watermain is a Ø750mm concrete-lined steel (CLS) pipeline approximately 1km in length between Seaview Terrace and Sutherland Road, and forms part of a wider scheme to improve supply, maintain levels of service, and provide resilience to both the Point Chevalier and Khyber water supply zones. The design and planning for the Watermain has been expedited to realise efficiencies with the CRIP, and to enable the projects to be constructed concurrently.

Unless otherwise noted, the CRIP and Watermain projects are referred to collectively in this report as 'the Project'. The Project extent is shown at Figure 1.

Figure 1: Project location and extent

A full Project Description can be found in Section 3 of the Assessment of Effects on the Environment (AEE) report. Further the Carrington Road preliminary design drawings together with the Urban Design Strategy have been included as part of the application. Importantly, along with civil and structural engineering the landscape design drawing set is included in the preliminary design drawing package. This includes tree removals plans and soft landscape plans (including retained trees, specimen tree locations, soft landscaping types together with typical details).

The urban design strategy outlines a range of important matters and strategies in relation to the existing receiving environment, its various influences together with the project response. This document has assisted in informing and guiding the outcomes of the project.

3.0 Assessment Approach

This assessment has been undertaken and peer reviewed by NZILA registered landscape architects with reference to the Te Tangi A Te Manu, Aotearoa New Zealand Landscape Assessment Guidelines (2022) and Quality Planning Landscape Guidance Note[1] and its

[1] https://www.qualityplanning.org.nz/node/802

signposts to examples of best practice. This assessment has been undertaken from a Te Ao Pakeha world view using the terminology of Te Tangi a te Manu and therefore does not purport to fully understand the connection and values held by Iwi who are associated with the whenua or awa of the site and its relationship to the wider area.

The full methodology and outline of the effects ratings used in this assessment is provided in Appendix 1. A summary of the methodology is provided in Section 3.1 below.

3.1 Familiarisation of the Project and Receiving Environment

3.1.1 Desktop Analysis of the Project and Receiving Environment

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

- The statutory setting of the Project and surrounding context;
- Base map data (such as contours and aerial photography);
- Project design and drawings (BECA Limited);
- Arboricultural Effects Assessment (Stuart Barton, Arbor Connect);
- Cultural Values Assessment (CVA).

3.1.2 Review of Statutory Context

A review of the statutory context of the Project and its environs was undertaken in preparation for this assessment. This included a review of the relevant provisions in the Resource Management Act 1991 ('RMA') and the Auckland Unitary Plan ('AUP') (**refer Section 4.0**).

3.1.3 Review of material in consideration of Cultural Landscape Values

Mana Whenua have associations to the area and we understand those that have a particular interest in the Project include Ngāti Whātua Ōrākei, Ngāi Tai ki Tāmaki, Ngāti Pāoa, Ngāti Maru, Te Ākitai Waiohua, Ngāti Tamaterā, Ngaati Whanaunga, and Te Patukirikiri.

As outlined at Section 6.2 of the AEE, regular Hui have occurred as part of consultation and have included an interactive presentation and discussion with representatives of these iwi. These have dated back to September 2022. A presentation on 11 December 2024 to representatives of the above iwi included matters such as cultural context, ecological context, land use and heritage, views and vistas, stormwater strategy, material reuse and soft landscape which have contributed to the Urban Design Strategy of the Project.

In relation to the cultural landscape values, the following discussion points are considered important to outline.

- Some of the features within the wider landscape include Te Waitematā and the Waitakere Ranges to the North and West, Waiōrea and Te Tokaroa (Meola Reef) to the north and Ōwairaka / Te Ahi Ka a Rakataura to the south.

- In a closer vicinity to the Carrington Road site sits the awa and puna Te Wai o Rakataura and Te Wai inuroa o Rakataura as well the awa Te Auaunga.
- Carrington Road itself is a ridgeline which likely meant it was historically a key connecting route. It also links it into the surrounding context of the whenua and maunga layout of this part of Tāmaki Makaurau.
- The site sits on a ridgeline that is understood to have once been clad in a Kauri, podocarp and broadleaved tree forest type.
- Views and vistas occur along Carrington Road and there is opportunity to show how the design outcomes can connect to the wider whenua and the significant landmarks along the corridor.

We understand that a Cultural Values Assessment (CVA) was provided during the preceding Detailed Business Case (DBC) for the Project, but an updated document for the resource consent application was not available at the time of writing. This is addressed further in the AEE. We understand that meaningful engagement will continue between Mana Whenua groups and the applicant as the Project progresses including when developing a ULDP which is proposed in the conditions of consent.

3.1.4 Review of Project drawings

Project drawings have been reviewed as part of the assessment process. Notable drawing sets that are most relevant to the landscape and visual aspects of the Project include:

- Carrington Road Improvements Project, Concept Design Report including Appendix 1 ‘Concept Design Drawings’, 18 October 2024, BECA Limited;
- Arboricultural Assessment and associated drawings (Stuart Barton, Arbor Connect);
- Carrington Road Corridor Upgrade, Urban Design Strategy, December 2024, BECA Limited and Boffa Miskell Limited;
- Carrington Road Improvements Project, Preliminary Design Report, 18 December 2024, BECA Limited and Boffa Miskell Limited; and
- Carrington Road – Preliminary Design Drawing Set, 18 December 2024, BECA Limited and Boffa Miskell Limited.

Other drawings attached to the AEE should be referred to and reviewed alongside this assessment.

3.1.5 On-Site Analysis of the Receiving Environment

A visit to Carrington Road was undertaken on 1 November 2024 in fine weather conditions. The site visit involved travelling along Carrington Road and its intersections with surrounding streets with pauses to observe vegetation (including trees), interfaces and the nature and extent of visibility for existing (and proposed) viewing audiences.

Viewpoint photographs were captured along and adjacent to the road corridor to provide representative views from a variety of viewing audiences which are located at a range of viewing distances and locations and can be found in **Appendix 2**.

4.0 Statutory Context

A full description of the statutory planning context and relevant statutory provisions for this proposal is set out in the Assessment of Environmental Effects ("**AEE**"). The reasons for consent and permitted activities are set out in Section 4 of the AEE. A summary of the statutory provisions which are relevant to the assessment of landscape and visual amenity effects, and this Project specifically, are set out below.

4.1 Resource Management Act 1991

In relation to the Landscape Effects Assessment, the Resource Management Act 1991 (RMA), specifically includes matters pertaining to the preservation of natural character[2], the protection of outstanding natural features and landscapes[3] maintenance and enhancement of amenity values[4] and the quality of the environment[5].

The extent of the Project is not located within the coastal environment or within or alongside any lakes rivers or their margins and therefore s6(a) does not apply. The Project does not physically impact any Outstanding Natural Features or Landscapes, with the closest being an Outstanding Natural Feature (ID 13, North-west Motorway lava flow, Western Springs approximately 400m to the east.

In relation to the amenity values of a landscape these are considered to include the "*natural and physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes".*[6] These aspects are considered in this report in relation to potential effects on views and visual amenity.

4.2 Auckland Unitary Plan Operative in Part

4.2.1 Zoning

The majority of the works will be located within the road corridor (unzoned) and will be a permitted activity. Notwithstanding this, due to the linearity of the road corridor, the Project is located alongside a number of zones in the AUP. Further, the proposed widening of the road corridor will also mean that the Project alignment will be located within some of these zones. Widening will occur most notably to the west of the existing road corridor between Gate 4 and the State Highway 16 Bridge, thereby extending into the Business – Mixed Use Zone. It is worth noting however that the Wairaka Precinct boundary setback (described in Section 4.2.2 below) provides the space for the Project. The assumption is therefore that the required land take will ultimately be acquired and vested as road through future consents being granted within the Precinct land.

The Project will occur within or interface with the following zones:

[2] Section 6(a)

[3] Section 6(b)

[4] Section 7(c)

[5] Section 7(f)

[6] RMA. Part 1, 2(1).

- **Business – Mixed Use Zone:** Focused along the north western portion of the Carrington Road Corridor. The project will partially extend within this zone (refer Purple colour in Figure 2 below).
- **Business – Town Centre Zone:** Focused around Mount Albert Town Centre at the intersection of New North Road and Carrington Road (refer Pink colour in Figure 2 below).
- **Residential – Mixed Housing Urban Zone:** occupying a large portion of the eastern interface to the project, in addition to a short section between Benfield Avenue and Woodward Road in the south western portion (refer light orange colour in Figure 2 below).
- **Special Purpose – Healthcare Facility and Hospital Zone:** Focused at the north eastern end of the project bound by Sutherland Road and Segar Avenue (refer grey colour on eastern side of Carrington Road in Figure 2 below).
- **Special Purpose – Tertiary Education Zone:** Forming part of the western interface for the project, represented by Unitec Institute of Technology Campus (refer grey colour on western side of Carrington Road in Figure 2 below).
- **Open Space – Informal Recreation Zone:** A small reserve (Braemar Reserve) with access the south eastern portion of the Project (refer green colour on eastern side of Carrington Road in Figure 2 below).
- **Residential – Terrace Housing and Apartment Building Zone:** Located either side of the southern end of the Project near Mount Albert Town Centre (refer dark orange colour on eastern side of Carrington Road in Figure 2 below).

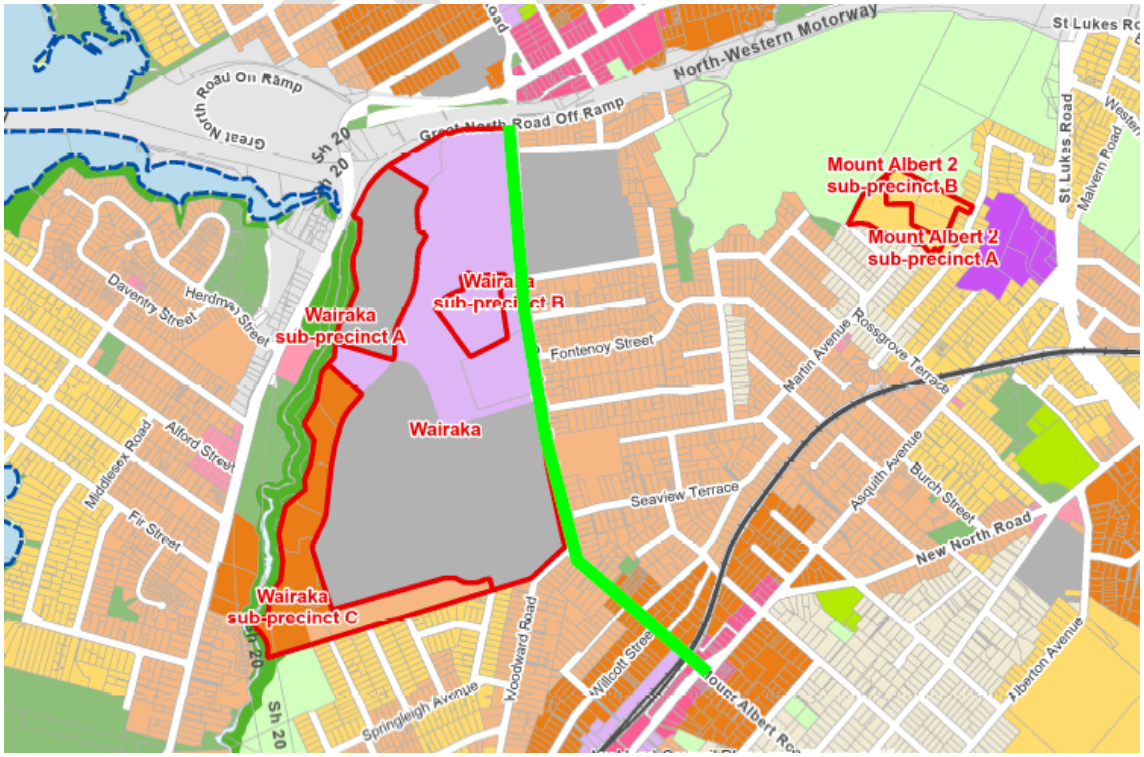

Figure 2: Auckland Unitary Plan Zones in the local and broader context of the Project, with Carrington Road annotated with green line.

4.2.2 Wairaka Precinct

The Wairaka Precinct (the 'Precinct') forms a large portion of the western interface of the Project, whereby the project will extend into this precinct (in addition to the underlying Business – Mixed Use Zone as previously outlined).

The Precinct spans from the northwestern motorway at Point Chevalier in the north to Woodward Road in the south, and from Oakley Creek in the west to Carrington Road in the east. This area encompasses contiguous land blocks owned by the Unitec Institute of Technology (Unitec), the Crown, the Waitematā District Health Board, a private landowner, and Ngāti Whātua Ōrākei.

The purpose of the Precinct is to support a vibrant urban community by accommodating ongoing development and operation of a tertiary education facility, alongside a variety of community, recreational, and social activities. It also fosters the growth of a compact residential community and a range of commercial services. Business and innovation activities are encouraged, especially those that benefit from proximity to a major tertiary institution. The Precinct supports new development that creates an inclusive urban environment for a diverse population, local employees, and visitors, while fostering positive connections with the surrounding communities of Point Chevalier, Mt Albert, and Waterview.

The Precinct will offer a range of housing types to support Auckland's growth and cater to a diverse population. A central community hub, focused around the campus, will host a mix of community, commercial, and social services, providing opportunities for people to live, work, and learn within the Precinct and enjoy the high-quality amenities of the Wairaka environment.

Chapter I334 (Wairaka Precinct) in the AUP further details the relevant objectives and polices, activities and standards in addition to mattes of control and assessment criteria. It is noted that certain standards will be relevant to this Project particularly given its interface and partial encroachment into the zone. The key standards are outlined below.

I334.6.6 Precinct Boundary Setback

(3) Buildings on land fronting Carrington Road must be set back a minimum width of 28.2m when measured from the eastern edge of the Carrington Road road reserve as at 1 November 2015. This setback area may be used for walkways, cycleways, public transport facilities, site access, street furniture, outdoor dining and cafes. Other areas within the 28.2m not used for these activities must be landscaped. This setback does not apply once the road widening affecting the Wairaka Precinct Carrington Road frontage has been vested in the Auckland Council.

I334.6.7 Tree Protection

(1) In addition to any notable tree, Subject to Standard I334.6.7(2) below, the following trees identified in I334.11.2 Precinct plan 2 – protected trees and in Table I334.6.7.1 below must not be altered, removed or have works undertaken within the dripline except as set out in I334.6.7(2) below. Trees located within an existing or future road-widening area along Carrington Road frontage are not subject to this control.

(2) Tree works to the trees identified below must be carried out in accordance with all of the provisions applying to Notable Trees in D13 Notable Tree Overlay, with the exception that up to 20 per cent of live growth may be removed in any one year.

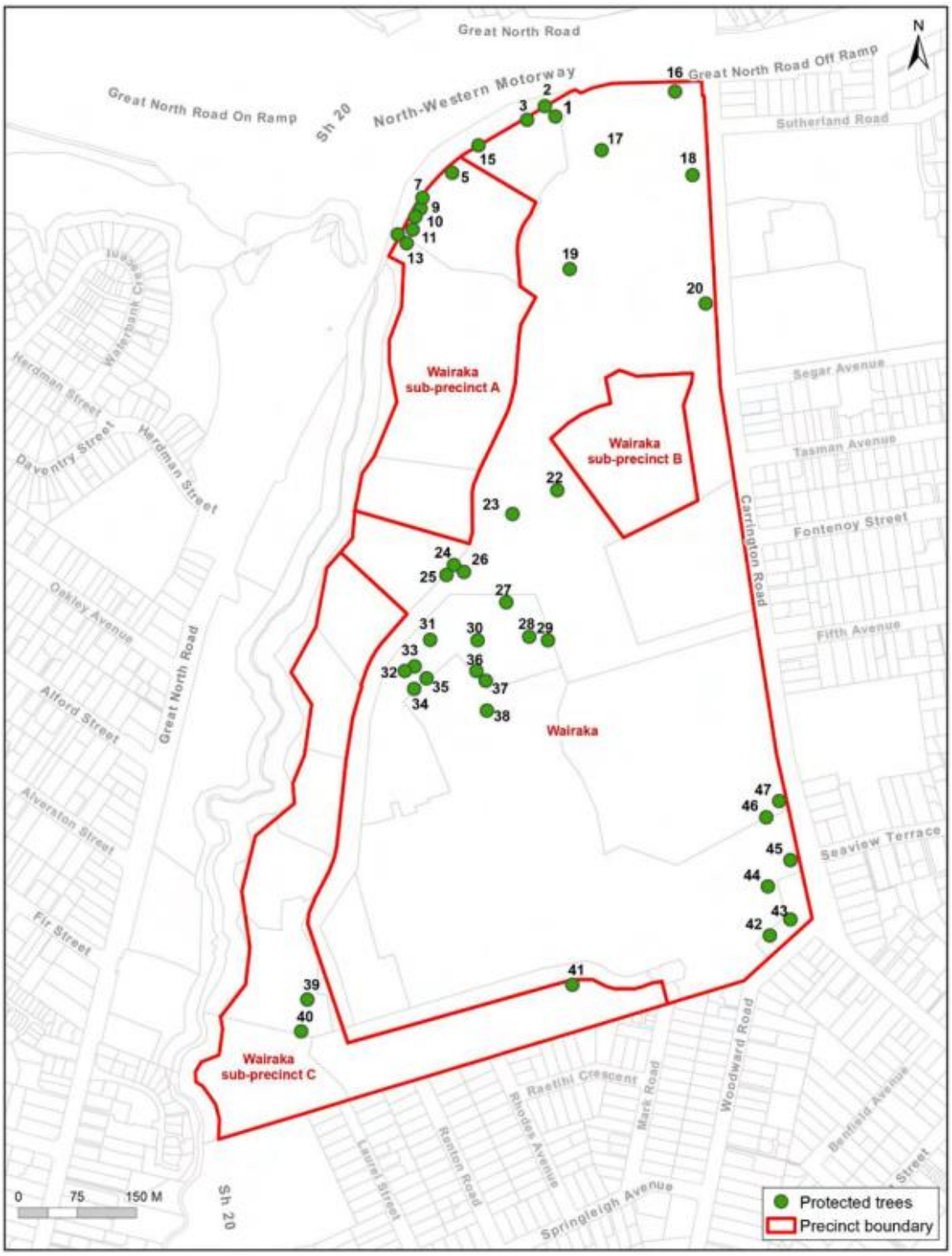

Figure 3: Wairaka: Precinct plan 2 – Protected Trees

5.0 Landscape Characteristics and Values

5.1 Landform

The grade of the road and local context is relatively gentle and sits at around the 50RLm at the Carrington Road Intersection with New North Road, before a localised drop in elevation in the vicinity of the rail corridor. The topography then gradually rises back to the 50RLm mark between Counsel Terrace and Woodward Road before gradually descending to around 24RLm near Segar Avenue. The elevation remains broadly consistent as it meets the edge of the SH16 road boundary.

Figure 4: Image of the gentle undulating grade of part of the Carrington Road topography

The topography of the site is reflective of the broader area which features gentle undulating grades with a broad reduction in level as it transitions towards the coast and wider Waitematā Harbour.

5.2 Vegetation Patterns and Open Space

In terms of vegetation along the corridor, grass berms of irregular widths exist along the extent of the road which are either kerbside along the carriageway, or at the interface of neighbouring properties. Broadly speaking however, the extent of grass berms is relatively limited and inconsistent.

The interface with properties, in addition to fences and walls, features a variety of hedges or climbing vegetation established on boundary walls. Vegetation including trees overhanging areas of the road corridor and feature a range of native and exotic species. Notably a

Pohutukawa exists at 901 New North Road, which is nearby the existing Carrington Road rail bridge near New North Road. Further, a line of Pohutukawa exist on land at 5 Sutherland Road (Whatua Kaimane Marae) and overhangs the eastern side of the Carrington Road road corridor.

Figure 5: Image of a Pohutukawa on land at 901 New North Road.

Figure 6: Image of Pohutukawa within Whatua Kaimane Marae together with other established trees on the Carrington Road corridor

A number of other trees exist along the western edge of the road corridor and within the land of the Wairaka Precinct. Some of this vegetation is identified in the Precinct (such as a sky flower near the former Unitec Building 1), however it is noted that a number of these listed trees have been removed through current redevelopment of the Precinct land (refer to the Arboricultural Assessment and associated drawings prepared by Arborlab for further details). Generally speaking, the road corridor features limited vegetation cover and little vegetation of note from a landscape perspective, however it is noted that two Puriri Trees (Tree No. 122 and 126 as per Tree Survey Report) are significant to mana whenua, and are located within the Project area of works.

In terms of open space, the corridor interfaces with Braemar Reserve which meets the southern portion of Carrington Road on the eastern side. The open space has two points of access – one from Carrington Road and the other from Braemar Terrace. The open space is modest in size (1,869m^2) featuring an open grass area and a playground. A narrow walkway to the open space connects to Carrington Road. This open space will not be directly impacted by construction works or the operation of the Project from a landscape perspective as it occurs beyond the extent of the Project area.

5.3 Urban Development and Land use

The site is characterised by the road environment of Carrington Road which is classified as a Primary Arterial with a single lane on each side of the road. The road facilitates as a key vehicular (including buses) route between Mount Albert Town centre and Point Chevalier Town Centre. The road features an at grade cycle lane and is identified as a major route on the Auckland's cycle network, connecting to the North Western Cycleway.

Describing the route from south to north, the site begins at the intersection of New North Road and Carrington Road. The Mount Albert Town Centre (aligned along New North Road) features a variety of local commercial businesses, restaurants and shops, centred along New North Road, with a portion of the public realm undergoing a significant upgrade which was completed in 2017.

Figure 7: Image of Mount Albert Town Centre (intersection of Carrington Road and New North Road)

From Mount Albert Town Centre, Carrington Road crosses over a rail bridge (Mount Albert Rail Bridge), which traverses over the western line rail corridor which supports 3 lanes of traffic (2 southbound and 1 north bound). On the eastern side of the bridge a slip lane exists, originating from Prospero Terrace, which is a small side road. This formed slip lane facilitates neighbouring properties at 222 (the Learning Corner Childcare) and 224 Carrington Road (private residence featuring 9 units).

Figure 8: Image of Mount Albert rail bridge and slip lane on eastern side

Residential development of typical housing stock features either side of Carrington Road until the intersection with Woodward Road. On the eastern side of the road corridor, from this point, residential development continues on the eastern side of the road (in addition to Gladstone Primary School), up until Segar Avenue. Medial facilities/ institutions exist in one section of the road (including Onelink[7] and Biomed Limited[8]), in addition to the Whatua Kaimarie Marae[9]. Further north, along Sutherland Road another day care (Collectively Kids[10]) exists in addition to a neighbouring residential property which backs onto SH20.

[7] 2 Segar Avenue

[8] 52 Carrington Road

[9] 11 Sutherland Road

[10] 28 Carrington Road

Figure 9: Image of typical housing stock and side roads along Carrington Road

North of Woodward Road and south of the North Western Motorway is the Wairaka Precinct. This area currently featuring various Unitec Buildings (including derelict/disused buildings) set within a 'park like' open setting and recently cleared land form the bulk of the road interface. Recent development in the northern end of the site together with intersection updates at Gate 1 also feature and signalise the transitional state of this land.

The future development land use of this area is indicated in the underlying Business – Mixed Use Zone of the AUP which exists on land roughly north of Firth Avenue, east of the road corridor. The Precinct description and relevant provisions found in Chapter I of the AUP also indicates the anticipated development outcomes of the area.

Figure 10: Example of currently disused Unitec Buildings

Figure 11: Example of redevelopment within Wairaka Precinct

5.4 Visual Catchment and Viewing Audiences

As a linear corridor, and due to the nature of the works (being characteristics of major road upgrades), the visual catchment is broadly restricted to within the carriageway, the interfaces of the road and side roads. It is recognised that as the neighbouring Precinct is in an area of transition, there are future viewing audiences that do not exist at present that should be taken into account in relation to the Project.

The viewing audiences have been identified as the following groups:

Group Reference	Viewing Audiences
Group 1	• Travelling Viewing Audiences People located along the Carrington Road Corridor, Segar Avenue, side streets[11] and the Railway users (including those embarking and disembarking the concourse/ station
Group 2	• Mount Albert Town Centre - Workers and Visitors to Mount Albert Town Centre
Group 3	• Existing Residential Viewing Audiences and Future Residential viewing audiences in Wairaka Precinct[12]
Group 4	• People at Whatua Kaimarie Marae[13] • Workers and visitors to businesses along Carrington Road[14] • People visiting Medical Facilities[15] • Workers and visitors to Gladstone Primary School • Future Mixed use Viewing audiences in Wairaka Precinct[16]
Group 5	• Visitors to Braemar Reserve

6.0 Assessment Framework

Landscape and visual amenity effects result from natural or induced change in the components, character or quality of the landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities. All these impacts are assessed to determine their effects on character and quality, amenity as well as on public and private views.

[11] Including Prospero Terrace, Willcott Street Counsel Terrace, Benfield Ave, Woodward Road, Seaview Terrace, Unitec Gate 4, Fifth Ave, Farm Road (Gate 3), Fontenoy Street, Tasman Ave, Unitec Gate 2, Unitec Gate 1, Sutherland Road

[12] Including potential future commercial business and residential properties which interface and overlook the road corridor

[13] 11 Sutherland Road

[14] The Lodge Cafe (201 Carrington Road), The Learning Corner (Day Care Centre, 222 Carrington Road), Collectively Kids (Day Care Centre, 28 Carrington Road)

[15] Auckland Regional Alcohol and Drug Services (1025/50 Carrington Road) and Onelink (2 Segar Avenue)

[16] Including potential future commercial business and residential properties which interface and overlook the road corridor

Effects arise from change in the values associated with the landscape, not as simply as a result of the change itself. Visual amenity effects are the result of change to the landscape and are a consequence of that change.

The process of change itself, that is the construction process and/or activities associated with the development, also carry with them their own visual amenity effects however, these are distinct from those generated by a completed development.

The landscape and visual amenity effects generated by any particular project can, therefore, be perceived as:

- positive (beneficial), contributing to the visual character and quality of the environment;
- negative (adverse), detracting from existing character and quality of environment; or
- neutral (benign), with essentially no effect on existing character or quality of environment.

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

- The degree to which the Project contrasts, or is consistent, with the qualities of the surrounding landscape;
- The proportion of the Project that is visible, determined by the observer's position relative to the objects viewed;
- The distance and foreground context within which the Project is viewed;
- The area or extent of visual catchment from which the Project is visible;
- The number of viewers, their location and situation (static or moving) in relation to the view;
- The backdrop and context within which the Project is viewed;
- The predictable and likely known future character of the locality; and
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

Change in a landscape and 'visibility' of the Project does not of itself, constitute an adverse landscape or visual amenity effect. It is the effect on the values of the landscape, positive, adverse or benign that need to be understood and evaluated. The aim is to provide a high amenity environment through appropriate design outcomes that can provide an adequate substitution for the currently experienced amenity.

6.1 Landscape Effects

Landscape effects are derived from changes in the physical landscape, which may give rise to changes in its character and how this is experienced over time. This may in turn affect the values ascribed to the landscape.

Potential landscape effects in this assessment relate to the following landscape attributes:

- Landform
- Vegetation Patterns and Open Space
- Urban Development and Land use

6.2 Visual Amenity Effects

Visual amenity effects are effects on landscape values as experienced in views. They are a technique to help understand landscape effects and are a subset of landscape effects. Visual amenity effects are considered for both temporary (construction effects) and permanent (operational effects) of the Project.

Potential effects considered in this assessment relate to the following visual amenity attributes:

- Visual quality and composition (legibility, coherence, setting, scenic quality)
- Visibility (extent of visibility to the Project area)
- Views (viewing audience and views afforded to, from and within the Project area).

Based on the above, the visual assessment for the Project focuses on the potential visual amenity effects arising (through the construction and operation of the Project). The focus of the assessment is on the nature and level of effects within the Project extents and how this translates to effects for immediately adjacent land uses (existing and future but acknowledging that the existing land uses will change in the future).

6.3 Consideration of Effects

The effects are evaluated in two stages as described below. First, during the Project's construction phase, where modifications to the landscape values in the Project area are necessary for implementation. Landscape and visual amenity effects during construction are generally considered temporary and subject to variation, often intensified by the presence of heavy machinery and construction activities. In the second stage—the operational phase of the Project—the overall significance and value of landscape and visual changes are examined, leading to an assessment of the Project's impact on landscape character, natural character, and visual amenity.

The two categories of effects are outlined as follows:

- **Temporary Effects** (Construction Effects): Outlines the expected impacts on the landscape features, and values arising from the Project's construction. It also addresses visual amenity effects for both public and private viewers impacted by construction activities.
- **Permanent Effects** (Operational Effects): Outlines the effects on the landscape after completion (including integrated landscape mitigation measures), the significance of physical landscape changes, and the overall impact of the Project on landscape character and visual amenity for both public and private viewers.

Finishing works are expected to include lighting, signage, road, footpath / cycleway details and line markings, streetscape elements and landscaping (including trees). These are to be determined at the future detailed design stage of the Project.

6.4 Positive Effects

This section identifies the positive effects resulting from the Project. These include:

- The provision of high-quality walking and cycling facilities to provide improved connectivity to points along the corridor; and

- The Mana Whenua AT Forum have agreed to use cultural narratives formed as part of Carrington Residential Development, taking place within the Wairaka Precinct. This provides opportunities to enhance the character and identity of the neighbourhood including the potential introduction of mahi toi elements to reinforce local identify.

7.0 Assessment of Construction Effects

7.1 Summary of Construction Activities within Existing Environment

Construction compounds, laydown areas, machinery, earthworks, and material storage will be distributed throughout the Project extents, generally within existing road corridor locations. Where necessary, night work will introduce artificial lighting into the existing urban environment. Landscape impacts related to construction activities within the Project extents will include the widening of the Carrington Road road corridor, installation of high-quality walking and cycling facilities, bridge construction (Mount Albert Road Bridge) and stormwater infrastructure.

Vegetation (including trees) is planned for removal to allow for the widening of the Carrington Road road corridor. This includes trees and shrubs (some of which are native) located both within the corridor and on nearby private properties. Grass berms and lawn areas along the corridor will also be cleared.

7.2 Recommended Measures to Avoid, Remedy or Mitigate Construction Effects

The mitigation measures for all activities and built elements during construction are outlined below. Note these recommended mitigation measures are generally reflected in the proposed conditions, in particular the Construction Environmental Management Plan condition:

Mitigation Measure	Effects Mitigated
Any site compounds and construction yards: reinstate construction and site compound areas by removing any left-over fill and shaping ground to integrate with surrounding landform. Reinstate with grass at the completion of works through coordination with adjoining landowners where practicable (e.g. Wairaka Precinct).	**Landscape Effects** – landscape integration with existing / planned environment **Visual Amenity Effects** – visual integration with existing / planned environment
Provision for hoarding around the boundaries of site compounds that face on to adjacent residential properties;	**Visual Amenity Effects** – reduces views towards construction works

Interpretation: where practicable, during construction, install construction hoardings with interpretive panels in selected areas which are in close proximity and visible to the public (e.g. open space and commercial areas with multiple shops), to provide information about the Project and its progress.	**Visual Amenity Effects** – reduces views of construction works. Reiterates works are temporary. Provides public with understanding of anticipated upgrade outcomes.
Vegetation clearance: wherever possible, limit the removal of noteworthy trees and indigenous vegetation.	**Landscape Effects** – retains existing/ established vegetation patterns **Visual Amenity Effects** – retains level of amenity provided by established urban trees
Where possible, mitigate effects related to lighting during night time works through the use of directional lighting.	**Visual Amenity Effects** – reduces light spill and glare on neighbours.

7.3 Effects on Landscape Characteristics and Values

The potential landscape effects during construction result from physical changes to the surrounding environment, which may alter its characteristics and values. When evaluating the physical changes during the construction of the Project, factors such as landform, vegetation, open space, urban development and land use, are considered. Additionally, the presence of construction elements and activities (such as machinery, laydown areas, and stockpiles) can temporarily modify the area's characteristics and values.

7.3.1 Landform

The Project will take place within a modified environment, shaped by residential and commercial development, along with supporting infrastructure. Landform changes will primarily result from grading to accommodate the proposed road levels and surfaces. No significant landform features will be impacted, and the overall landform values are anticipated to remain largely unchanged. Without mitigation implemented such as regrading and integrating disturbed areas any effects will be no more than **low-moderate**. It is also noted that such a scenario is particularly unlikely to take place. Given that the earthworks will take place within or alongside the existing road corridor in a highly modified environment, the effects, with mitigation, (notably removal of any leftover fill and integrating the project with the surrounding landform), are expected to be minimal. With the above considered, the effects during construction are expected to be **low** adverse.

7.3.2 Vegetation Patterns and Open Space

As outlined, open space will not be directly impact by construction works as the project occurs beyond the extent of the Braemar Reserve area. Therefore, existing landscape values provided by this open space will be retained through the project.

The project extent encompasses a variety of vegetation types typical of an established urban environment. Thirty-four will require removal for the proposed upgrade. Twenty-five of these will require resource consent for their removal, seven of which are in poor health or are pest plants. The remaining nine can be removed as a permitted activity, seven of which are in poor health or are pest plants. Tree owner approval will be required for the removal of the 43 trees. The most significant vegetation impacted by the works includes those trees identified in the Wairaka Precinct [17] Sky flower (Tree no. 127[18], all though considered in poor condition[19]), Liquidambar (Tree no. 95[20]) and Variegated Kohuhu Tree no 85[21], which are located on the western side of the road corridor.

In addition to the above trees, two Puriri (Trees 122 and 126) adjacent to the northern pocket and northwestern cycleway crossing have been identified as significant to mana whenua.

At least one of the trees in the Wairaka Precinct has previously been removed, which is the Mediterranean Cypress (Tree no 20 in the Precinct). Further, it is noted that the Tree Protection section of the Wairaka Precinct states that trees located within an existing or future road-widening area along Carrington Road frontage are not subject to the tree protection controls of Wairaka Precinct (I224.6.7 Tree Protection (1). In relation to the Puriri, the design will be amended in order to retain two identified Puriri Trees by shifting the crossing to the north and realigning the cycleway. Some tree pruning may be required which could include a Pohutukawa in 901 New North Road which is located near the proposed Mount Albert Pedestrian bridge.

With no mitigation implemented, and therefore no effort to retain or incorporate existing trees, effects during construction would be **moderate-high**. With vegetation clearance minimised during construction, and once replacement tree planting is established, **low-moderate** adverse effects are anticipated.

7.3.3 Urban Development and Land use

The Project runs along an established road corridor, supporting a mix of land uses, including residential, commercial, and an area of open space. Future development of the Wairaka Precinct will also facilitate mixed uses along the interface of the Project. Construction activities would impact some of these areas; however, it is expected that work within these zones can be integrated smoothly as part of the ongoing transport infrastructure upgrades.

These changes would primarily affect the outer edges of these land uses, and the widening of the road corridor to the west would create a new “interface” during construction. Without careful integration of these neighbouring land uses considered as part of the construction phases, effects are anticipated to be **moderate-high**.

[17] Chapter I, I334 Wairaka Precinct Plan 2 – Protected Trees

[18] Tree no. 18 in Wairaka Precinct

[19] Refer Arboricultural Effects Assessment

[20] Tree no. 47 in Wairaka Precinct

[21] Tree no. 45 in Wairaka Precinct

Activities during construction would however broadly remain within the established road corridor and the characteristics of these activities will align to the underlying attributes of a road environment in a state of transition. Integration of the project thorough careful consideration of neighbouring land uses will assist in managing effects. Given this context, the level of impact during construction is considered to be **low** adverse.

7.4 Visual Amenity Effects

Temporary visual amenity effects associated with the Project would result from the visibility of construction activities, equipment, and structures. These effects would impact various viewing audiences located within, adjacent to, and in the broader local area surrounding the Project.

Group 1

Traveling Viewing Audiences

The viewing audiences are situated along the road corridors and footpaths of the surrounding environment, including those traveling by vehicle, on foot, or by alternative modes like bicycles. Given the activities these audiences are engaged in, their sensitivity to visual change is expected to be lower.

While construction activities will bring a certain level of visual change, they will largely occur within or immediately adjacent to the existing road corridor. The presence of construction machinery within an established road corridor will also be familiar, similar to other roading upgrades commonly seen across Auckland. Although the scale of work along this corridor may be somewhat larger than usual, it will be clearly associated with the upgrade of a major arterial road. Without mitigation such as hoarding in areas of intensified construction activity where viewing audiences are particularly proximate, temporary visual amenity effects would be **low-moderate**. Considering the relatively brief duration of views experienced by most audiences, together with mitigation applied, the adverse effects during construction are anticipated to be no more than **low**.

Group 2

Mount Albert Town Centre

These viewing audiences are located within premises associated with Mount Albert Town Centre. For these audiences, visual change during the construction of the Project would occur away from New North Road (the main frontage to the businesses), and any views would be limited to those visiting for short durations or on those working within businesses. It is considered that the temporary construction effects introduced by the Project would generally be perceived as part of a transport infrastructure upgrade within the road corridor and alongside the existing Mount Albert Bridge. Considering the relatively low sensitivity to visual change associated with these audiences, any construction-related activity is expected to result in no more than **low-moderate** adverse visual amenity effects without mitigation. Implementation of hoarding and interpretation panels where practicable would reduce these adverse effects to a **low** level.

Group 3

Existing Residential Viewing Audiences and future residential viewing audiences in Wairaka Precinct.

Residential viewing audiences are considered to have a higher sensitivity to change, as they are likely to experience views from within their homes/ residences and from spaces typically

occupied during daylight hours, resulting in longer exposure than for those briefly passing through the area. Existing residential audiences form a primary group along the road corridor; residential viewing audiences are also anticipated as the Wairaka Precinct evolves.

Construction activities would generally be visible from one direction within these existing and future properties (e.g. from the west for those on the eastern side of Carrington Road and to the north for those on the southern side of Segar Ave). Construction activities associated with the proposed Mount Albert pedestrian bridge will also be visible, albeit in a localised area.

Despite the scope of construction, these activities will principally remain within the road corridor or within the Wairaka Precinct (where road widening is anticipated) and will be visually associated with road infrastructure upgrades. As such, even with increased visibility, construction work is expected to align with typical large-scale upgrades in an established major arterial corridor. It is anticipated that without construction hoarding in areas of intensified activity, interpretive panels in areas where larger groups of viewing audiences may be grouped (i.e. apartments within Wairaka Precinct, along with directional lighting and light shields, effects would be up to **moderate** during construction. With mitigation measures applied, adverse effects on residential viewing audiences, including existing and potential future residents, are anticipated to be **low - moderate** during construction.

Group 4

- People at Whatua Kaimarie Marae
- Workers and visitors to businesses along Carrington Road[22]
- People visiting Medical Facilities[23]
- Workers and visitors to Gladstone Primary School
- Future Mixed Use Viewing Audiences in the Wairaka Precinct

A range of viewing audiences are captured in this group, including future businesses as part of the Wairaka Precinct in addition to existing businesses, facilities, a school, as well as people at Whatua Kaimarie Marae.

These viewing audiences have a similar visual connection to the road corridor. Often activities at these premises occur indoors, however it is recognised that outdoor activities occur at Gladstone Primary School and Whatua Kaimarie Marae.

For those with activities focused indoors, viewing audiences will be less visually connected with the road corridor. Those undertaking outdoor activities may have a slightly elevated visual connection.

Notwithstanding this, works will principally occur in an established road corridor and the nature of the works will be clearly associated with a major roading infrastructure project. Whilst during construction, the level of visual amenity will be reduced when views are attained, these will be temporal and feature various peaks and troughs as the Project progresses. Accepting that there will be an element of visual disruption to these views, many viewing audiences are internalised. Where external views are attained in close proximity to the works, construction hoarding is recommended, for example nearby the Lodge Café, the Learning Corner and Collectively Kids. Consultation on hoarding should also be discussed with those at Whatua Kaimarie Marae for example. Without construction hoarding in areas of intensified activity, together with interpretive

[22] The Lodge Cafe (201 Carrington Road), The Learning Corner (Day Care Centre, 222 Carrington Road), Collectively Kids (Day Care Centre, 28 Carrington Road)

[23] Auckland Regional Alcohol and Drug Services (1025/50 Carrington Road) and Onelink (2 Segar Avenue)

panels in areas where larger groups of viewing audiences may be grouped (i.e. The Learning Corner or future mixed use activities associated with Wairaka Precinct), along with directional lighting and light shields, effects would be up to **low-moderate** during construction. With mitigation applied, it is considered any effects during construction will be no more than **low** adverse.

Group 5

Visitors to Braemar Reserve

Viewing audiences in the reserve are primarily focused on locations away from the road corridor where the bulk of the open space and facilities (playground) exist. Therefore, viewing audiences will generally only experience effects as they are entering or leaving the reserve onto Carrington Road. Viewing audiences would experience this for a short while as they move through the site and works would be seen in the context of the existing road corridor. Construction hoarding and interpretive panels are recommended near the entrance to the park from Carrington Road, if access is provided through the duration of construction. Without this mitigation, effects are anticipated to be up to **low** adverse. Implementation of mitigation will reduce effects to **very low** adverse.

8.0 Assessment of Operation effects

8.1 Summary of Operational Activities with Receiving Environment

The following points summarise the key changes to the receiving environment as a result of the project.

- Two general traffic lanes in each direction for the full length of corridor
- Southbound Special Vehicle Lane (SVL) (type TBC) the full length of the corridor (between bridges)
- Northbound SVL from Woodward Road to the Northwest Cycleway crossing
- Improved active modes (walking and cycling) facilities in both directions for the full length of the corridor
- New signalised intersections at Gate 1, Gate 3 and Woodward Road
- Upgraded signalised intersection at Gate 4
- Upgraded un-signalised intersections at Gate 2 (left in/left out) and existing side roads as appropriate
- New and relocated midblock crossings
- New/relocated bus stops
- Re-allocation of parking space
- Bridge improvements which includes widening (Mt Albert rail overbridge)

- Upgraded stormwater infrastructure
- Major utility infrastructure works (including Watercare, Vector and Chorus)
- Landscaping and public realm features.

This assessment accounts for a scenario with and without mitigation measures being implemented (outlined below). With mitigation measures implemented, the assessment considers the residual effects once the new vegetation has fully established, assumed to be after five years of growth, including any necessary plant or tree replacement in case of plant failure.

8.2 Recommended Measures to Avoid, Remedy or Mitigate Operational Effects

The following matters outlined below address the key elements of the Project that are likely to have permanent adverse effects on landscape character and values and visual amenity.

The below form the key recommendations for a landscape and visual perspective. Note these recommended mitigation measures are generally reflected in the proposed conditions, in particular the Urban and Landscape Design Plan condition:

Mitigation Measure	Effects Mitigated
Design features and methods for cultural expression and in order to reflect outcomes agreed through mana whenua engagement;	**Landscape Effects** – contributes to underlying cultural landscape values and characteristics **Visual Amenity Effects** – contributes to visual sense of place and corridor identity.
Design features associated with the landscape integration and management of stormwater, including both hard and soft landscaping;	**Landscape Effects** – provides for water sensitive design in urban environments, including water quality, promoting natural drainage, reduce incidents of flooding
A maintenance plan and establishment requirements over a three-year period for landscaping and five years for specimen trees following planting;	**Landscape Effects** – provides certainty that soft landscape outcomes are achieved
Consideration given around the form, function and exterior appearance of the Mount Albert pedestrian bridge.	**Landscape Effects** – contributes to underlying landscape values and characteristics **Visual Amenity Effects** – contributes to visual sense of place and corridor identity.

8.3 Effects on Landscape Characteristics and Values

Potential landscape effects stem from permanent physical changes to the surrounding environment, which may alter its characteristics and values. In evaluating these lasting changes, aspects such as landform, vegetation, open space, urban development and land use, are considered. Alterations to these attributes, along with the presence of permanent structures and elements, will also influence the character of the area.

8.3.1 Landform

Permanent changes to the landform will result from grading and similar earthworks required to establish the new road levels and surfaces. These effects are adequately addressed in the construction effects section of this assessment (Section 7.2.1), and no further landform changes are anticipated during the Project's operational phase. When determining the effect rating, it is expected that these effects will align with those anticipated during construction. Therefore, the operational phase's impact on the landform is considered to be **low-moderate** if regrading and integration of disturbed areas have not taken place, and **low** adverse if these measures have been implemented.

8.3.2 Vegetation Patterns and Open Space

Following completion of the project, it is expected that a number of trees will have been established along the Project corridor (refer project drawings). Without the establishment of replacement planting, adverse effects are considered to remain as **moderate-high**.

With the proposed mitigation planting, whilst initially the trees will not be of the same the size and scale of those removed, the proposed trees will, over time, grow into mature specimens, suitable for urban streetscape environments. Directly after construction, the adverse effects on vegetation values are anticipated to be **low**, as the new trees will not yet have reached the height and presence of those replaced. However, as these trees mature, they will enhance the area by contributing to its identity and sense of place. Therefore, once fully mature, these trees are expected to positively impact the vegetated cover of the road corridor, resulting in **beneficial** effects.

8.3.3 Urban Development and Land use

The Project is situated along a developed road corridor that supports various land uses, including residential, commercial, as well as a small area of open space. These established land uses will remain adjacent to the Project and reflect the urban character of the area. Following the completion of the Project, if the integration of these neighbouring land uses have not been appropriately considered, such as interface treatments, effects are anticipated to be **moderate-high**.

The intention however is that the upgraded road corridor will appropriately tie in with the neighbouring Wairaka Precinct (which is in a state of transition and a driver behind the project), and that the project will dovetail into the anticipated mixed-use outcomes which will interface with the upgraded road corridor.

It is considered the Project which involves the modernisation of the road corridor and improvements along the existing road corridor will be an appropriate adjustment to land use. In addition to signalised crossing points along the corridor, the provision of separated cycleways,

raised safety platforms at road intersections and the proposed Mount Albert pedestrian bridge will further strengthen an existing connectivity point between Mount Albert Town Centre and Carrington Road.

With the above considered, any effects on urban development and land use are on balance anticipated to be **beneficial**.

8.3.4 Visual Amenity Effects

The potential effects on the identified viewing audiences arise from the permanent physical changes to the receiving environment which may change the viewers perception of the Project area.

Group 1

Traveling Viewing Audiences

Permanent changes for traveling viewing audiences will result from a slight realignment and widening of Carrington Road and stormwater treatment and conveyance swales on Segar Avenue. These changes will occur within the established road corridor and align with typical expectations for a major arterial route as it adapts to the growing area it serves. Since these viewing audiences are transient, their exposure to the changes will be brief. Without achieving the goals of providing a high quality corridor environment and streetscape, adverse effects are anticipated to be **low**. Considering the improved streetscape amenities anticipated as part of the project, the permanent visual amenity effects on these audiences are anticipated to be **beneficial**.

Group 2

Mount Albert Town Centre

Following construction and without achieving a high quality corridor environment, permanent adverse visual effects on these viewing audiences would be **low**. Where an improved corridor environment is achieved, views towards the Project would be of a modernised transport corridor, enabling safe walking and cycling facilities and providing better connectivity to the town centre. The change observed would be of a similar nature to that currently observed. The greatest change would be the inclusion of the Mount Albert pedestrian bridge, located on the eastern side of the rail overbridge. This structure would build on and clearly relate to the existing overbridge structure. For those working within or visiting local business, it is considered the lower sensitivity these viewing audiences will have to change, combined with clear similarities the visible portions of the Project will have with the receiving environment, any residual effects will be **very low** adverse. This would principally be due to the additional visual bulk (albeit modest) of the bridge. Notwithstanding this, these views will also contain the overall improvements to the corridor bringing **beneficial** effects.

Group 3

Existing Residential Viewing Audiences and future residential viewing audiences in Wairaka Precinct.

Existing residential viewers adjacent to the project, in addition to future residential and mixed use viewing audiences in the Wairaka Precinct will experience the most noticeable changes due to their proximity to the Project together with their fixed and permanent views. In the scenario that a high quality corridor is not achieved, permanent adverse effects on these viewing audiences would be **low-moderate**.

For those immediately adjacent to the Project, their view will remain dominated by a major arterial road corridor, with vehicular traffic positioned similarly to the current condition. The proposed pedestrian footpath and cycleway will be prominent features in their view towards the Carrington Road road corridor. Slightly elevated effects may be bought on those nearby the proposed Mount Albert pedestrian bridge (up to **low** adverse), however this would be in the context of the rail corridor environment and alongside an existing bridge. Furthermore, the design of the bridge would be subject to achieving the objective in the UDLP which is to manage landscape and visual effects and for the project to contribute to a quality urban environment.

Across the balance of the road corridor, following the establishment of landscaping (including trees), views will be of a modernised transport corridor. With the above in mind the visual amenity effects on both existing and future residential audiences are expected to be **neutral**.

Group 4

- *People at Whatua Kaimarie Marae*
- *Workers and visitors to businesses along Carrington Road*[24]
- *People visiting Medical Facilities*[25]
- *Workers and visitors to Gladstone Primary School*
- *Future Mixed Use Viewing Audiences in the Wairaka Precinct*

Once the Project is complete, these viewing audiences will experience the road corridor in much the same way they do now. The corridor will continue to serve as passive advertising for their businesses and remain a prominent feature in their view. Without the quality improvements being achieved, adverse effects are anticipated to be **low**. With mitigation measures considered, together with the overall corridor improvements through modernization as well as the similarities between the Project and the existing environment, the visual amenity effects are considered to be **neutral**.

Group 5

Visitors to Braemar Reserve

For visitors to Braemar Reserve, it is not anticipated that there will be any discernible change from the main portion of the reserve which is set back from the road. The greatest change would be at the interface of the reserve and road corridor where the reserve is serviced by a walkway. This brief exposure to the upgraded road corridor for reserve users would result in **very low** adverse effects if high quality improvements are not realised, or **beneficial** (or at worst, **neutral**) effects if these goals are achieved.

9.0 Conclusion

In summary the Project will be developed through a largely existing urban environment. A large portion of the project will occur within the road corridor. The Project will also occur within the

[24] The Lodge Cafe (201 Carrington Road), The Learning Corner (Day Care Centre, 222 Carrington Road), Collectively Kids (Day Care Centre, 28 Carrington Road)

[25] Auckland Regional Alcohol and Drug Services (1025/50 Carrington Road) and Onelink (2 Segar Avenue)

Wairaka Precinct land, alongside the existing road corridor, however it is noted that the widening of Carrington Road is an anticipated outcome in the Precinct and is a driver behind the Project.

The Project will occur within and alongside an existing road corridor and will signify significant infrastructure upgrades within an established transport orientated environment. Effects during construction are often greater than those during operation (once the project is completed), due to construction activities occurring prior to the completion of mitigation measures such as tree planting and the ultimate appearance of above ground structures and therefore construction effects are temporary. Further, without the implementation of mitigation measures, effects will be slightly more elevated. The greatest landscape effects with mitigation implemented will be **low-moderate** due to the proposed tree removal, noting that vegetation will be established as part of the project. The greatest visual amenity effects with mitigation implemented will be on residents along the corridor, and these are expected to be **low-moderate**.

Upon completion, with mitigation measures such as tree planting in place, the long-term and residual effects of the project can be fully appreciated. Effects during operation (following mitigation) will range from **Low** adverse to **neutral** and **beneficial**.

While the Project introduces some changes to the surrounding environment, it aims to deliver high-quality design and environmental improvements. Ultimately, it will provide enhanced transport facilities, benefitting both current and future populations amid urban growth and intensification.

Appendix 1: Methodology Statement

22 November 2023

This assessment method statement is consistent with the methodology (high-level system of concepts, principles, and approaches) of 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022. The assessment provides separate chapters to discuss landscape and visual effects but is referred to throughout as a Landscape Effects Assessment in accordance with these Guidelines. Specifically, the assessment of effects has examined the following:

- *The existing landscape;*
- *The nature of effect;*
- *The level of effect; and*
- *The significance of effect.*

The Existing Landscape

The first step of assessment entails examining the existing landscape in which potential effects may occur. This aspect of the assessment describes and interprets the specific landscape character and values which may be impacted by the proposal. The existing landscape is assessed at a scale(s) commensurate with the potential nature of effects. It includes an understanding of the visual catchment and viewing audience relating to the proposal including key representative public views. This aspect of the assessment entails both desk-top review (including drawing upon area-based landscape assessments where available) and field work/site surveys to examine and describe the specific factors and interplay of relevant attributes or dimensions, as follows:

Physical –relevant natural and human features and processes;

Perceptual –direct human sensory experience and its broader interpretation; and

Associative – intangible meanings and associations that influence how places are perceived.

Engagement with tāngata whenua

As part of the analysis of the existing landscape, the assessment should seek to identify relevant mana whenua (where possible) and describe the nature and extent of engagement, together with any relevant sources informing an understanding of the existing landscape from a Te Ao Māori perspective.

Statutory and Non-Statutory Provisions

The relevant provisions facilitating change also influence the consequent nature and level of effects. Relevant provisions encompass objectives and policies drawn from a broader analysis of the statutory context and which may anticipate change and certain outcomes for identified landscape values.

The Nature of Effect

The nature of effect assesses the outcome of the proposal within the landscape. The nature of effect is considered in terms of whether effects are positive (beneficial) or negative (adverse) in the context within which they occur. Neutral effects may also occur where landscape or visual change is benign.

It should be emphasised that a change in a landscape (or view of a landscape) does not, of itself, necessarily constitute an adverse landscape effect. Landscapes are dynamic and are constantly changing in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important when assessing and managing landscape change is that adverse effects are avoided or sufficiently

mitigated to ameliorate adverse effects. The aim is to maintain or enhance the environment through appropriate design outcomes, recognising that both the nature and level of effects may change over time.

The Level of Effect

Where the nature of effect is assessed as **'adverse'**, the assessment quantifies the level (degree or magnitude) of adverse effect. The level of effect has not been quantified where the nature of effect is neutral or beneficial. Assessing the level of effect entails professional judgement based on expertise and experience provided with explanations and reasons. The identified level of adverse natural character, landscape and visual effects adopts a universal seven-point scale from **very low** to **very high** consistent with Te Tangi a te Manu Guidelines and reproduced below.

Landscape Effects

A landscape effect relates to the change on a landscape's character and its inherent values and in the context of what change can be anticipated in that landscape in relation to relevant zoning and policy. The level of effect is influenced by the size or spatial scale, geographical extent, duration and reversibility of landscape change on the characteristics and values within the specific context in which they occur.

Visual Effects

Visual effects are a subset of landscape effects. They are consequence of changes to landscape values as experienced in views. To assess where visual effects of the proposal may occur requires an identification of the area from where the proposal may be visible from, and the specific viewing audience(s) affected. Visual effects are assessed with respect to landscape character and values. This can be influenced by several factors such as distance, orientation of the view, duration, extent of view occupied, screening and backdrop, as well as the potential change that could be anticipated in the view as a result of zone / policy provisions of relevant statutory plans.

The Significance of Effects

Decision makers assessing resource consent applications must evaluate if the effect on individuals or the environment is less than minor[26] or if an adverse effect on the environment is no more than minor[27]. For non-complying activities, consent can only be granted if the s104D 'gateway test' is satisfied, ensuring adverse effects are minor or align with planning objectives. In these situations, the assessment may be required to translate the level of effect in terms of RMA terminology.

This assessment has adopted the following scale applied to relevant RMA circumstances[28] (refer to diagram below), acknowledging low and very low adverse effects generally equate to 'less than minor' and high / very high effects generally equate to significant[29].

[26] RMA, Section 95E

[27] RMA, Section 95E

[28] Seven-point level of effect scale. Source: Te tangi a te Manu, Pg. 15

[29] The term 'significant adverse effects' applies to specific RMA situations, including the consideration of alternatives for Notices of Requirement and AEEs, as well as assessing natural character effects under the NZ Coastal Policy Statement.

Appendix 2: Graphic Supplement

Together. Shaping Better Places.

Boffa Miskell is a leading New Zealand environmental consultancy with nine offices throughout Aotearoa. We work with a wide range of local, international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, Te Hīhiri (cultural advisory), engagement, transport advisory, climate change, graphics, and mapping. Over the past five decades we have built a reputation for creativity, professionalism, innovation, and excellence by understanding each project's interconnections with the wider environmental, social, cultural, and economic context.

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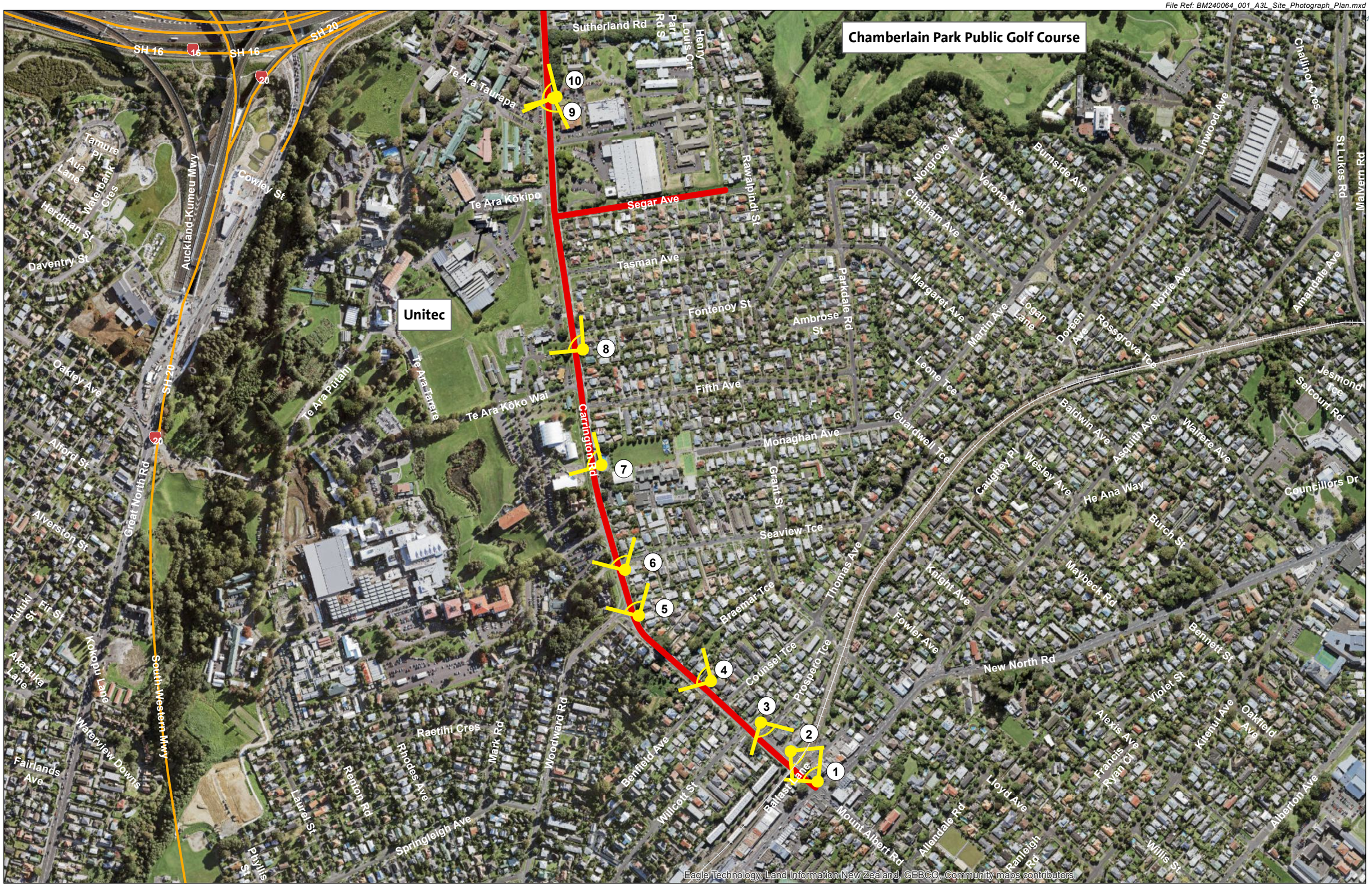
CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

LANDSCAPE EFFECTS ASSESSMENT GRAPHIC SUPPLEMENT

14 FEBRUARY 2025

File Ref: BM240064_001_A3L_Site_Photograph_Plan.mxd



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0 200 m

1:6,000 @ A3

Data Sources:
LINZ Data Service, and Eagle Techologies

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

- State Highway
- Rail
- Site Photographs 1 - 9
- Approximate Site Extent

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph Locations

Date: 10 February 2025 | Revision: 0

Plan prepared for Auckland Transport by Boffa Miskell Limited

Project Manager: Hanna.O'Donoghue@boffamiskell.co.nz | Drawn: HWi | Checked: TLi

Figure 1

Site Photograph 1: View looking north west from the intersection from Carrington Road and New North Road towards the Carrington Road bridge.

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is 50 cm	

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 1

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Site Photograph 2: View from Carrington Road bridge lookin south-east towards the intersection of Carrington Road and New North Road

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is 50 cm	

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 2

Date: 10 February 2025 | Revision: 0

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Project Manager: Hanna.O'Donoghue@boffamiskell.co.nz | Drawn: HWi | Checked: TLi

Site Photograph 3: View looking south-east towards Carrington Road railway bridge from the intersection of Carrington Road and Prospero Terrace.

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is	50 cm

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 3

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Site Photograph 4: View from the intersection of Counsel Terrace and Carrington Road, looking north west along Carrington Road.

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is 50 cm	

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 4

Date: 10 February 2025 | Revision: 0

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Site Photograph 5: View from the intersection of Woodward Road and Carrington Road, looking north west along Carrington Road.

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is	50 cm

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 5

Date: 10 February 2025 | Revision: 0

Plan prepared for Auckland Transport by Boffa Miskell Limited

Project Manager: Hanna.O'Donoghue@boffamiskell.co.nz | Drawn: HWi | Checked: TLi

Site Photograph 6: View from the intersection of Seaview Terrace and Carrington Road, looking north west along Carrington Road.

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Viewpoint Details

Horizontal Field of View	: 40°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is	50 cm

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photograph 6

Date: 10 February 2025 | Revision: 0

Plan prepared for Auckland Transport by Boffa Miskell Limited

Project Manager: Hanna.O'Donoghue@boffamiskell.co.nz | Drawn: HWi | Checked: TLi

Site Photograph 7: Photograph from Carrington Road looking north-west towards Building 174.

Site Photograph 8: View from Carrington Road looking north-west towards Tai Poutini Polytecnic Auckland Campus.

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Viewpoint Details

Horizontal Field of View	: 90°
Vertical Field of View	: 30°
Projection	: Rectilinear
Image Reading Distance @ A3 is 20 cm	

CARRINGTON ROAD CORRIDOR IMPROVEMENTS PROJECT

Site Photographs 7 & 8

Date: 10 February 2025 | Revision: 0

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Site Photograph 9: View looking south-west from a location on Carrington Road adjacent to the Unitec Campus.

Site Photograph 10: View looking north-west from a location on Carrington Road towards Builidng 1 within the Unitec Campus.

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Viewpoint Details

Horizontal Field of View	: 90°
Vertical Field of View	: 30°
Projection	: Rectilinear
Image Reading Distance @ A3 is 20 cm	

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