

BEFORE THE WAIPĀ DISTRICT COUNCIL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 20 – Airport Northern
Precinct Extension to the Operative Waipā
District Plan

SUMMARY STATEMENT OF EVIDENCE OF LISA JACK

LANDSCAPE AND VISUAL AMENITY

14 March 2023

1. My name is Lisa Jack. I am employed by Harrison Grierson as a Principal Landscape Architect. My qualifications and experience are set out in my Primary Statement of Evidence date 28 February 2023. I repeat the confirmation in my Primary Statement of Evidence that I have read and agree to comply with the Code of Conduct for Expert Witnesses (2023).
2. The Airport Business Zone currently applies to approximately 41ha of the Site under the Operative Waipā District Plan (“District Plan”), with industrial and airport related activities in existing Airport Business zoning established to the east of the Site. PC20 proposes to extend this existing Airport Business Zone to enable industrial related uses to be carried out within the full site boundary. PC20’s effect on public views to the Site would be to broaden the area supporting these uses to the boundary of Middle and Narrows Roads.
3. The Landscape and Visual Assessment Report (“LVA”) which I authored in support of PC20 made the following conclusions:
 - (a) Character changes for the Site from a pastoral rural setting with agricultural values to a built form and structure associated with the ‘Airport Business Zone’ are enabled and expected in relation to the eastern area of the Site, which is already zoned accordingly. Changes in character for the western part of the Site are expected in the future and connected with identified future growth areas in the District Plan and the Waka Kotahi ‘Southern Links’ designation.
 - (b) Mana whenua engagement identified that significant sight lines to Pirongia should be retained and enhanced through street layout and orientation, which is reflected in the proposed Structure Plan (“Structure Plan”).
 - (c) Landscape effects will be associated with a change in use from rural to industrial, involving earthworks to create building platforms and the removal of some rural vegetation with landscaping. Due to the largely level topography of the Site, the most significant earthworks would be those associated with the removal of a small hill.
 - (d) Visual amenity effects will be associated with the extension of the existing Airport Business Zone. Public views for those in transit would be brief and consistent with views experienced in the existing industrial area to the east of the Site. Views for neighbouring residents would be static and include a notable change in character but would be softened by existing rules and the proposed landscaping provisions, along with the visual break created by the Bat Habitat Areas.

- (e) I have assessed that the overall effects of the above will be low for the wider area, and low-moderate for neighbouring residents. This is due to approximately 41ha of the Site area already enabling development in line with the Airport Business Zone, and due to the proposed Bat Habitat Areas, landscape buffer and building setback provisions.
- 4. I made recommendations that have been included in the Structure Plan and PC20 provisions. These require:
 - (a) Amendments to the existing zone rules to require precinct boundaries to include landscape buffers with other zones. The proposed provisions include specific standards that add to the existing District Plan rules to further dictate the height and extent of these buffers.
 - (b) An additional rule to provide vegetation screening buffers of a specific height and depth between the Airport Business Zone and adjacent zones where no road separates them.
- 5. These recommendations have been incorporated into the PC20 provisions. I consider these amendments are appropriate to visually soften the change in rural character and amenity values as seen from the surrounding rural landscape.
- 6. Since writing the LVA Report, the Structure Plan has been amended to include an area of the Site identified as 'Bat Habitat Areas', which consists of a 50m wide corridor, and a significant proportion of the area referred to as the Hub. Planning provisions protect particular existing trees in these areas and they will be the subject of enhancement planting. The location of these areas also provides further visual amenity and softening of views to the proposed change in character as seen by residents on Middle Road.
- 7. Landscaping provisions are proposed to create buffers between the proposed Airport Business Zone and Rural Zone boundaries where no road separates them. A landscaping buffer and building setback provision is specified for boundaries with Rural zoned properties. The future industrial built form along these boundaries will be setback at least 15m, which will minimise any bulk or overlooking effects in addition to the vegetated buffer that, once mature, will ensure these properties retain visual amenity values similar to existing boundary treatments within the Rural Zone.

8. The relevant submissions that I respond to in my primary evidence raise concerns relating to the loss of visual amenity values associated with a rural lifestyle environment, lack of greenbelt provision and the proposed removal of a small hill.
9. In my assessment the effect on visual amenity values associated with rural lifestyle environments is considered low for the wider environment, and low-moderate for adjacent residents considering the PC20 provisions. I have based this on the existing environment (including Hamilton Airport and other precincts of Titanium Park), the change in character already being provided for under the District Plan and the Waka Kotahi 'Southern Links' designation, along with areas identified for future zoning changes.¹ This assessment is also based on my recommended provisions that will soften and screen views to the Site.
10. I note that the existing Airport Business Zone has design guidelines that must be applied to any development within the area. These design guidelines (updated as necessary) will also apply to Northern Precinct. I consider these design guidelines appropriate to achieve an attractive and high-quality development for finer grained landscape outcomes below the requirements of the existing and proposed provisions.
11. I also prepared a Rebuttal Statement in which I responded to submitters evidence. In summary:
 - (a) Jim Snowball provided evidence seeking a greenbelt between PC20 and existing rural lifestyle blocks that are privately owned. Mr Snowball's evidence does not introduce any new topics to what was responded to in my primary evidence. My rebuttal evidence included no further comment.
 - (b) Bruce Cuff provided evidence in opposition to PC20, including concerns of an absence of consideration of the 'Rukuhia Neighbourhood Zone' within the LVA, and adverse effects to this area due to height differences of sites. My rebuttal evidence illustrated that views to the Rukuhia Neighbourhood were considered as part of the LVA. Viewpoints included an elevated location near the Rukuhia Neighbourhood (VP10) and another investigated viewpoint located at 3323 Ohaupo Rd, which was considered representative of views available from 3347 Ohaupo Rd. My rebuttal evidence stated that views to PC20 were not available from the investigated viewpoint at 3323 Ohaupo Rd, and that the landscape and

¹ Appendix S1 of the WDP.

visual impact to the Rukuhia Neighbourhood area remained as the originally assessed 'very low' from identified viewpoints.

- (c) Mr Cuff's evidence suggested the removal of the small hill on the southern part of the site may provide increased sight lines to Airport activities. My rebuttal evidence set out that from a landscape and visual perspective, I consider the reduction in enabled building height (from ground level) provided by the removal of the small hill results in a lower landscape and visual effect to the wider community. Development of buildings will not be elevated in comparison to those enabled by the surrounding Airport Business Zone and are likely to screen views of the Airport and its activities.

- 12. In response to these factors, I believe that PC20 has adequately addressed and responded to changing landscape and visual amenity values. It is my opinion that the proposed Structure Plan and planning provisions are sufficient to ensure a future environment that visually integrates with existing and future uses.

Lisa Jack
Harrison Grierson

A handwritten signature in black ink, appearing to read 'Lisa Jack', with a large, stylized flourish underneath.

14 March 2023