



LANDSCAPE & VISUAL ASSESSMENT

NORTHERN PRECINCT EXPANSION

APRIL 2022

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1.0 INTRODUCTION

1.1 INTRODUCTION

This document has been prepared by Harrison Grierson (HG) on behalf of Titanium Park Ltd and Rukuhia Properties Ltd. This independent landscape and visual assessment relates to a plan change request to Waipa District Council. The request seeks to amend the district plan to provide an expansion of the 'Airport Business Zone' located at Titanium Park, Hamilton Airport as identified in Figure 1.

This report gives an overview of the existing landscape and visual components within the site and surrounds, and assesses the landscape and visual effects of the proposed structure plan. The landscape assessment reviews and assesses the physical nature of the site and effects of the proposed change to it that will be facilitated by the Northern Precinct Expansion; while the visual assessment will assess the visual nature of the site and effects of proposed change.

It should be noted that the recommendations made in this report have been incorporated within and have informed the proposed structure plan and plan change request policy.

1.2 PROPOSAL

The plan change request is for the expansion to the Northern Precinct located adjacent to the 'Airport Business Zone'. The plan change request relates to a site approximately 130ha as shown with the red outline in Figure 1 (adjacent).

The plan change request is to expand the 'Airport Business Zone' within the Northern Precinct. The request consists of a new structure plan and policy for the area.

Figure 2 (page 2) shows the existing structure plan, and Figure 3 (page 2) illustrates the proposed Structure Plan for this site, Titanium Park - Northern Precinct.

The proposed Structure Plan provides predominantly industrial land use with a small area of convenience retail services and offices in the centre called the 'Hub'. This will serve immediate users within the industrial precinct. Landscape buffers are identified along the boundaries of Raynes Road, Middle Road and State Highway 3 (SH3) as well as the north-eastern boundary between the site and rural zoning.

Three primary entries have been identified on Raynes Road, SH3 and the corner of Middle and Narrows Road. Vehicle access will not be available from lots to these roads other than these entries, and one additional minor entry on Raynes Road.

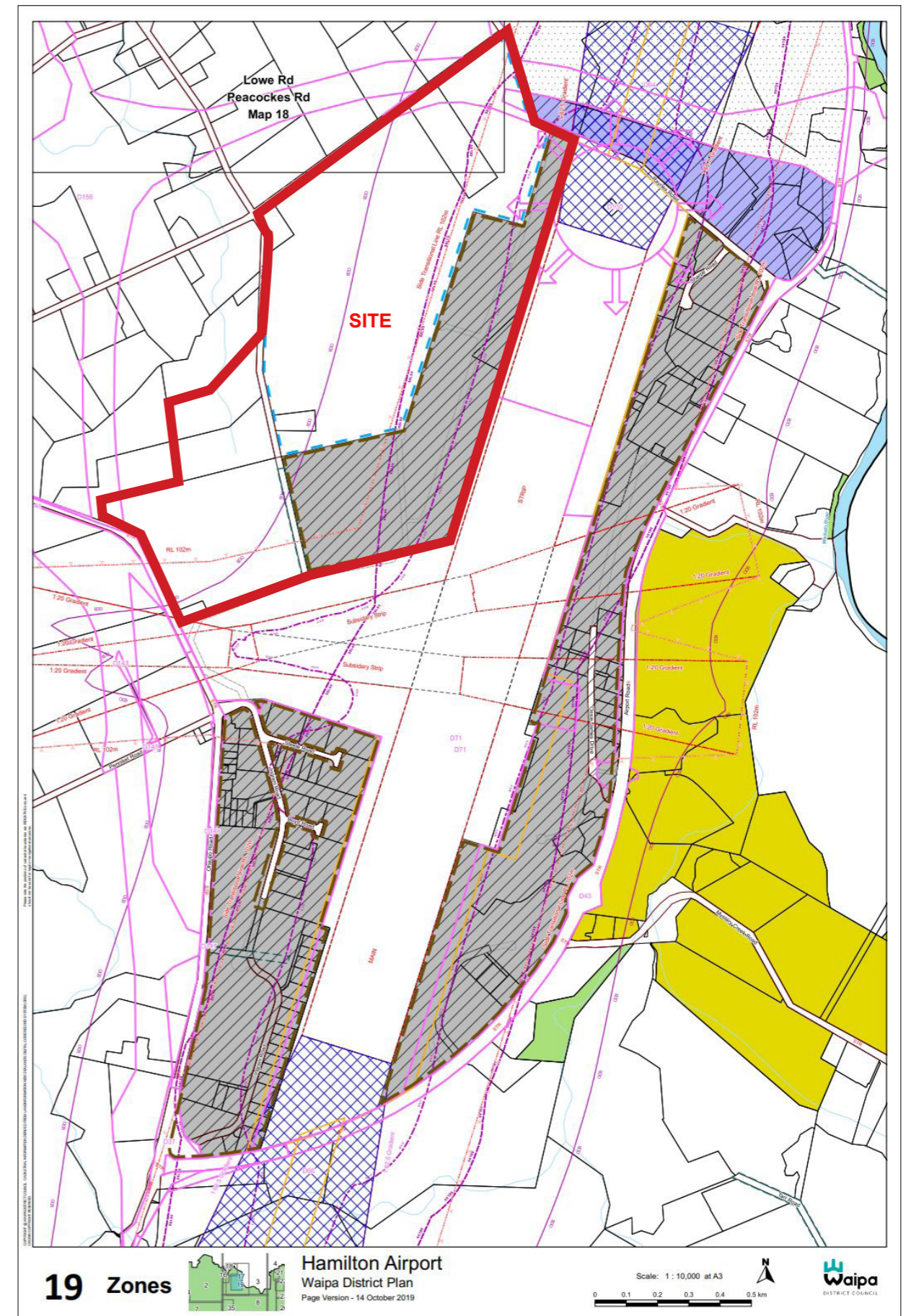


FIG 1 - PROPOSED EXPANSION FOR NORTHERN PRECINCT

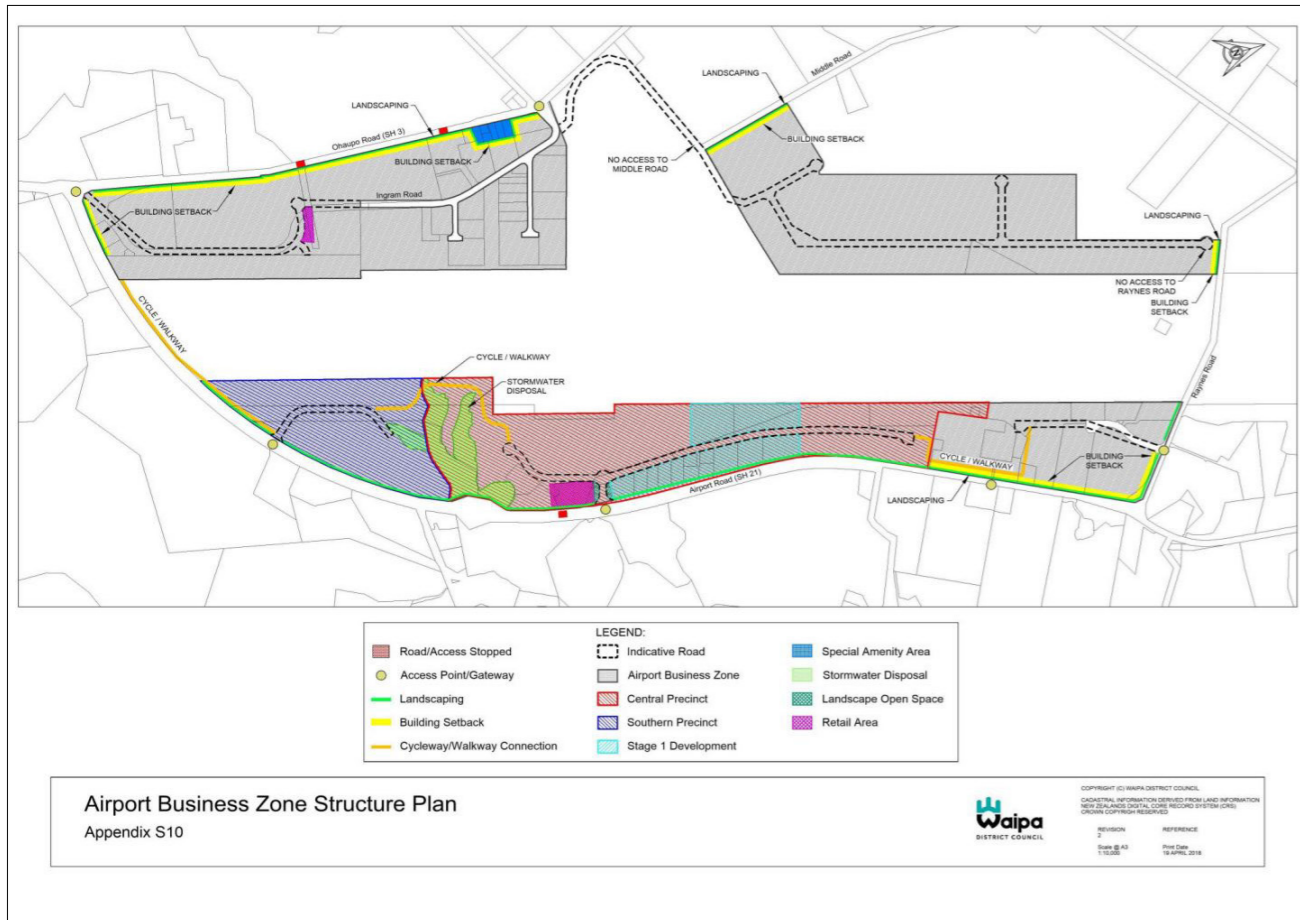


FIG 2 - CURRENT AIRPORT PRECINCT STRUCTURE ZONE MAP

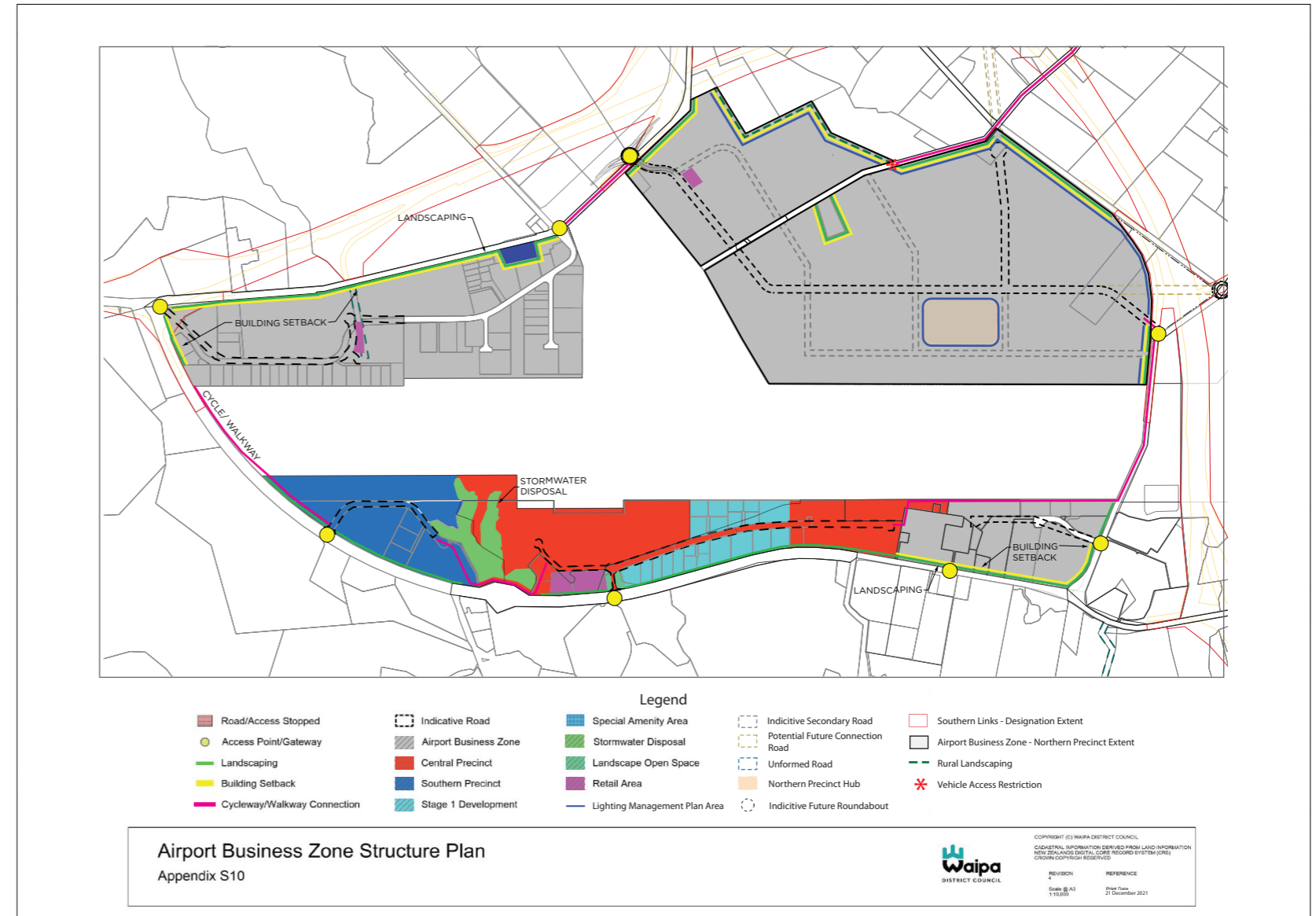
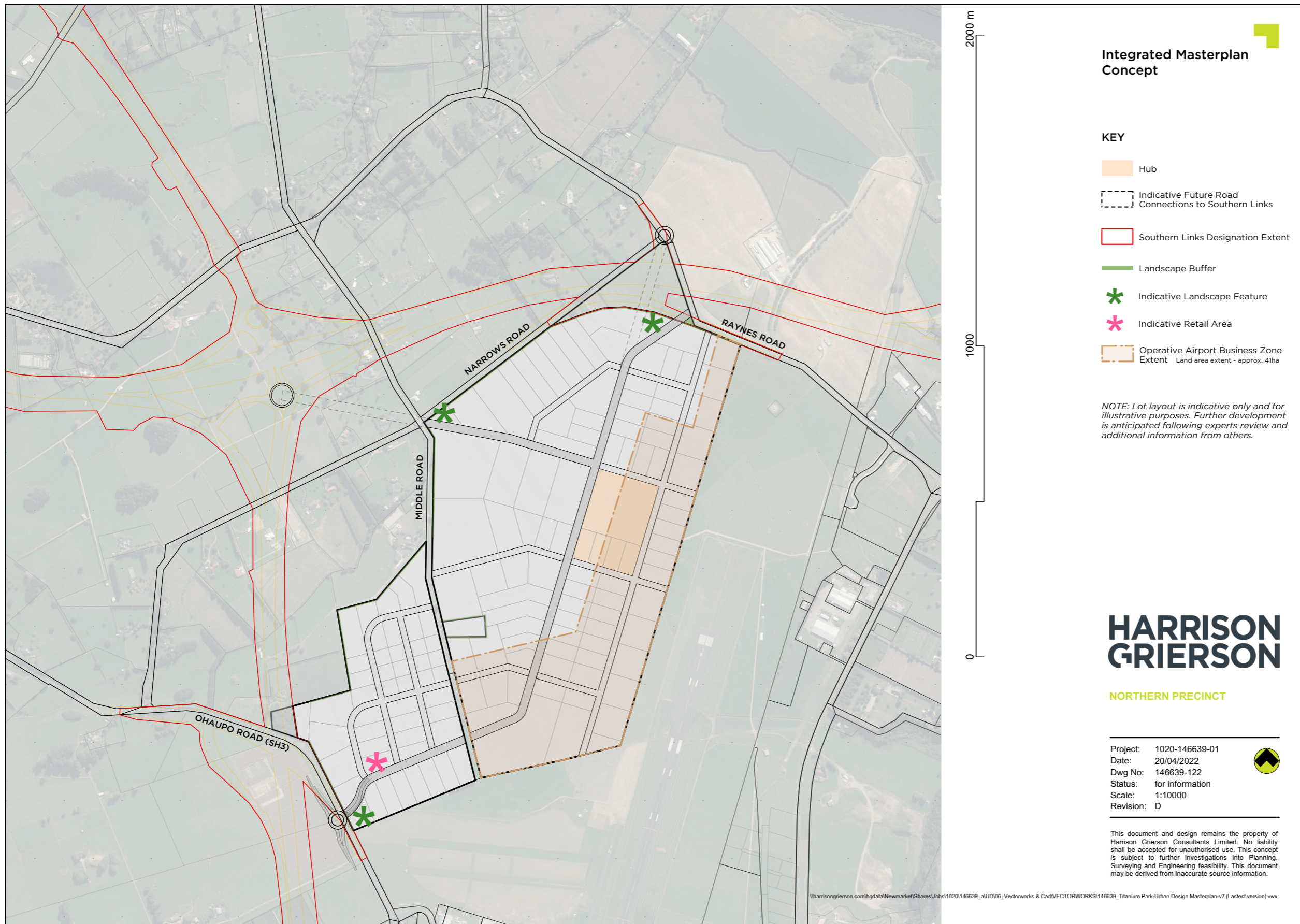


FIG 3 - PROPOSED STRUCTURE PLAN AMENDMENTS



**Integrated Masterplan
Concept**

KEY

- Hub
- Indicative Future Road Connections to Southern Links
- Southern Links Designation Extent
- Landscape Buffer
- ✱ Indicative Landscape Feature
- ✱ Indicative Retail Area
- Operative Airport Business Zone Extent Land area extent - approx. 4ha

NOTE: Lot layout is indicative only and for illustrative purposes. Further development is anticipated following experts review and additional information from others.

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NORTHERN PRECINCT

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FIG 3.1 - PROPOSED MASTERPLAN

1.3 SCOPE OF ASSESSMENT

The scope of this assessment is to review the landscape and visual effects on the site and surrounding landscape as a result of the plan change request and the development it facilitates, with a view to providing guidance for positive outcomes which are incorporated into the plan change.

This assessment includes the preparation of a report that comprises three parts in the body.

- An Existing Character Assessment, which reviews the site and surrounding landscape character both physically and visually.
- A Landscape Assessment to assess physical effects of expanding the Airport Business zone.
- A Visual Assessment, which determines the visual sensitivity and assesses the visual effects of expanding the 'Airport Business zone'.

Mechanisms to enhance and improve the proposed structure plan and supporting policy have been provided by way of recommendations, which have informed the final structure plan and policy presented as part of the plan change request. Further positive outcomes that could be achieved in future stages of development have also been identified to assist with master planning development.

1.3.1 SITE VISITS

The site and greater surrounds were inspected in December 2021. Access to private property was not available, therefore the review was undertaken from public viewpoints. A 35mm camera lens at 1.6m height was used for all photographs taken.

1.3.2 DESK TOP STUDY

The following information was reviewed and considered as part of a desktop study during the appraisal process:

- Google maps aerials and street view
- Aerials
- Topographical maps, contour information (existing only)
- Cadastral maps
- Waipa District Plan (incl Section 10 - Airport Business Zone and Appendix S01 - Future Growth Cells)
- Waipa 2050 District Growth Strategy
- Southern Links Designation Plans by Waka Kotahi
- Draft Structure Plan Document - Titanium Park, Northern Precinct

1.3.3 STATUTORY CONSIDERATIONS UNDERPINNING THE ASSESSMENT

Waipa District Plan identifies 41ha of the site as 'Airport Business Zone', and the balance as 'Rural'. Of the 'Rural' zone, 59ha is identified as 'Possible Future Growth Area' in the Waipa District Council plan appendix, with the balance as 'Future Extension Direction'. The 'Hamilton Airport Growth Map - 14 March 2019' (Figure 4) illustrates this.

The proposed landscape and visual effects on the site are assessed with the understanding that future zone changes that facilitate industrial and commercial development are anticipated within the Waipa District Plan.

Waka Kotahi have designated land for a future state highway and connections, 'Southern Links' (D156). This is identified by the pink outline in Figure 4 adjacent. Part of this designation intersects with the site on two sides, to the North and the West.

The proposed landscape and visual effects on the site are assessed with the understanding that effects as viewed from areas within the Southern Links designation are of a temporary nature until the land is developed.

It is noted that the Waipa District Plan Section 10 'Airport Business Zone - Titanium Park' sets out performance standards, that together with associated rules indicate that any new development in the 'Airport Business Zone' must result in a high quality visual outcome as per the objectives laid out in Section 10.

For the purposes of this assessment it is understood that these rules would apply to any extension of the 'Airport Business Zone' (as modified by the plan change request). This report identifies a number of existing rules that need revision as well as consequential changes which need to be made to the 'Airport Business Zone' Structure Plan.

1.3.4 CONSULTANT REPORTS

The following consultant reports have been reviewed as part of this assessment:

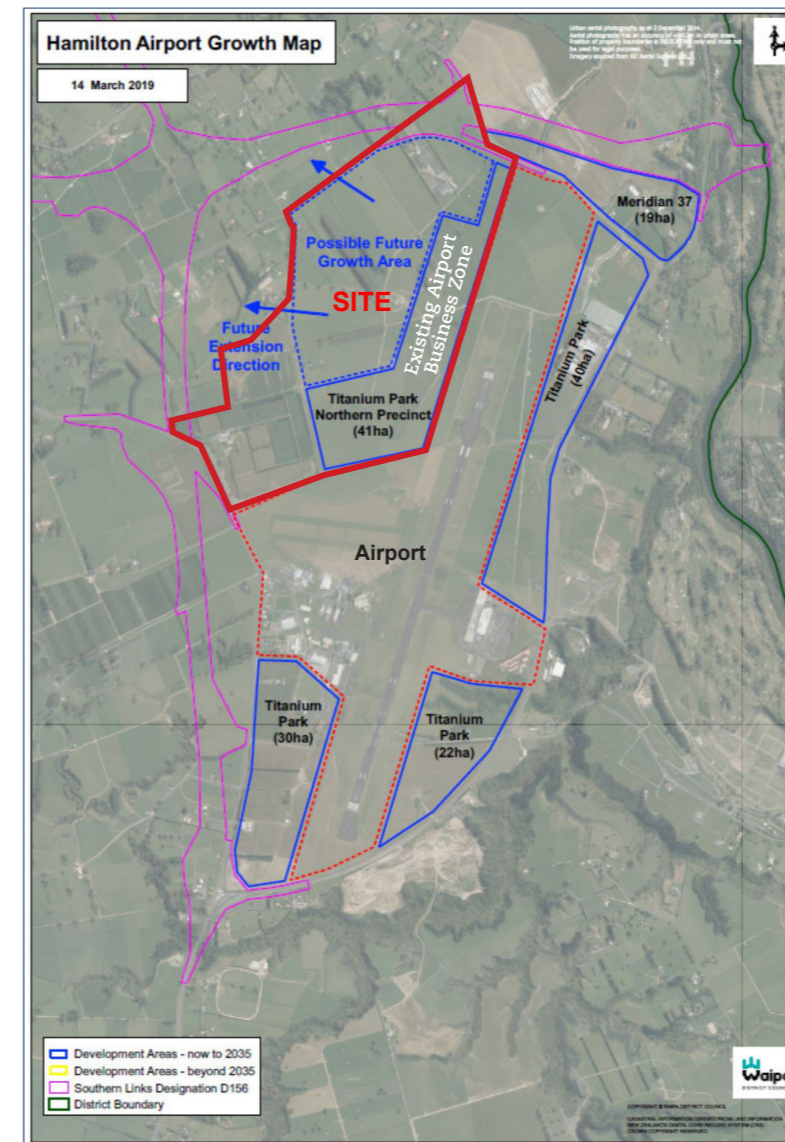
- Ecology Report by Tonkin & Taylor Ltd dated April 2022
- Arborist Report by Tree Menders Ltd dated 29 July 2021
- Structure Plan for Northern Precinct - Titanium Park
- Urban Design Assessment for Northern Precinct - Titanium Park

1.3.5 NZILA ASSESSMENT GUIDELINES

The following report has reviewed and considered the 'Te Tangi A Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines, Final Draft April 2021' (subject to final editing). The general rating system and methodologies most appropriate to the site and its situation have been adopted from this document as a guide. The recommended rating scale is shown below and the methodology for the landscape and visual assessments is described separately at the start of each section.

very low	low	low-mod	moderate	mod-high	high	very high
less than minor	minor	more than minor		significant		

FIG 4 - DISTRICT PLAN GROWTH CELL - HAMILTON AIRPORT STRATEGIC NODE (INCLUDING SOUTHERN LINKS)



2.0 EXISTING CHARACTER ASSESSMENT

2.1 SITE LOCATION

The site is located on the southern outskirts of Hamilton and west of Cambridge in the Waipa District. It has rural zone farmland adjacent to the north, and the Hamilton Airport runway and industrial precinct to the south and east. It is bordered by State Highway Three and Raynes Road. The plan change request seeks to extend the Hamilton 'Airport Business Zone'. The subject site is a total of 140ha in size. Rukuhia Village is the closest township, lying 1400m as the crow flies to the north west of the site. Mystery Creek and the Waikato River lie to the east, with the Waikato River being 1134m as the crow flies.

The site subject to the plan change request is directly adjacent to existing rural properties to the north and west. The Hamilton Airport and existing industrial development lies to the east and south-west, with airport runways directly adjacent to the site boundary on the east and south.

FIG 5 - LOCATION PLAN



2.2 PHYSICAL SITE CHARACTER

The site is a flat alluvial plain with two small hills of gentle contours. A farm homestead with associated exotic vegetation is located on the more prominent of the two hills. The farm homestead is a one storey dwelling with pitched roofline, constructed of dark brown brick, dark coloured tile roof and decorative white pillars to the front.

Vegetation on the site consists of small groves of exotic specimen trees and exotic shelter belts. The current farming activities are maize and pasture. No notable native specimen trees have been identified on the site within the Waipa District Plan. There are three small areas of native planting along the western and southern boundaries of the site, consisting primarily of pioneer shrub species.

There are no natural streams or wetlands on site, with open artificial farm drains being the primary feature for water movement.

FIG 6 - SITE MAP



FIG 7 - EXISTING SITE CHARACTER



2.3 SURROUNDING CHARACTER

The immediate Waikato area site character is distinguished by gentle low rolling hills and deep gully systems that follow the Waikato river path through the plains. The surrounding character to the site consists of primarily flat pastured or crop paddocks surrounded by gently rolling topography. Stands of mature exotic conifer or deciduous trees can be found in paddocks along with small pockets of mixed shrubs. Shelter belts are a common landscape feature, separating paddocks with tall rows of primarily exotic trees.

There is a gully system to the east (where Mystery Creek is located) that links into the Waikato river to the east of the site. A small ridge borders the site to the north-west. Rukuhia village lies beyond this ridge.

Areas of native shrubs are concentrated around regenerating areas in close proximity to the Waikato River and gully system to the east. The Pirongia forest park mountain range can be seen on the horizon behind the rolling rural land to the west and south. Large stands of exotic trees within the Waikato river gully system frames views to the airport to the east.

The site is surrounded by existing rural properties (both crop and pastoral) mainly to the west and north; and industrial and airport uses to the south and east. Two golf courses and event facilities (Mystery Creek) are noted in the further eastern surroundings.

Built form in the rural areas typically consists of large single storey houses, with some two storeyed. Architectural styles are consistent with the last 50-100 years, consisting of two dominant styles. In rural areas with larger lots, houses are primarily weatherboard and corrugated steel pitched roofs. Colour palettes commonly present as white or light coloured weatherboard with either green, red or grey roofs.

On smaller rural blocks, houses are larger and consist of modern materials such as brick and plaster finishes, with architectural styles typical of the 80's, 90's and beyond. Colour palettes commonly present as white or light coloured plaster, cream, orange or brown coloured bricks, with either green or grey tile or corrugated roofs. Some lifestyle blocks present entry features such as walls, pillars or lights constructed of materials to match the house ie. Brick or plaster.

In all cases, surrounding lots are large with big expanses of pasture and groupings of specimen trees or shelter located between dwellings. Dwellings are typically separated from the road by a small paddock, or set back at least 15-20m. Properties typically have post and wire or post and rail fencing, and some informal hedging. Driveways primarily consist of gravel or asphalt seal. Surrounding road characters consists of wide road reserves, no kerbs, open grassed drainage ditches, no street trees and no footpath.

The airport runways are directly adjacent to the east and south of the site. Their character consists of large open pastoral style lawns and tarmac. Fences consist of security fences with barb wire on top. The airport terminal and associated industrial style buildings can be seen to the east and south.

To the east and south-west there are industrial buildings beyond the airport runways, which stretch from one side of State Highway 3 to the airport, and along the boundary of Airport Road up to Raynes Road and Meridian Drive. Large 'big box' warehouses and factories are interspersed with smaller commercial business park units such as mechanics and other businesses. The range of scale between industrial building types varies, with very large open-floor warehouses over 150m long and 20m high to boutique office space. Materials are commonly coloursteel and concrete pre-cast panels for the larger buildings, and primarily brick for the smaller building types. Signage colour palettes consist of bold, bright colours, clearly displaying brands of associated businesses.

Industrial buildings are close neighbours to each other. Spaces between are reduced in comparison to the surrounding rural landscape. These spaces usually consist of asphalt or concrete to store plant or supplies, or manicured lawns with powder coated recessive colour security fencing. Front boundaries to industrial lots consist of either manicured lawn or amenity planting approximately 5m deep consisting of low groundcovers/shrubs and specimen trees. If fencing is present it is commonly a black stained post and rail style.

Surrounding road character within the industrial zone consists of wide road reserves, kerbs, open grassed drainage ditches on both sides and a footpath to one side. Street trees are sometimes present but not always. The industrial buildings sit higher than the road itself, with manicured lawn between.

State Highway Three (SH3) borders the western side of the existing 'Airport Business Zone'. Opposite the zone on SH3 is rural pasture, with a small amount of associated dwellings set well back and accessed through long metal driveways.

On the edges of SH3, Airport Road and Raynes Road is a buffer of amenity vegetation approximately 5m deep. Buildings are often set above the State Highway, with a battered buffer of amenity planting on the front of the lot. Planting consists of primarily of groundcovers along with specimen trees, often native but not always.

FIG 10 - SITE & SURROUNDS MAP

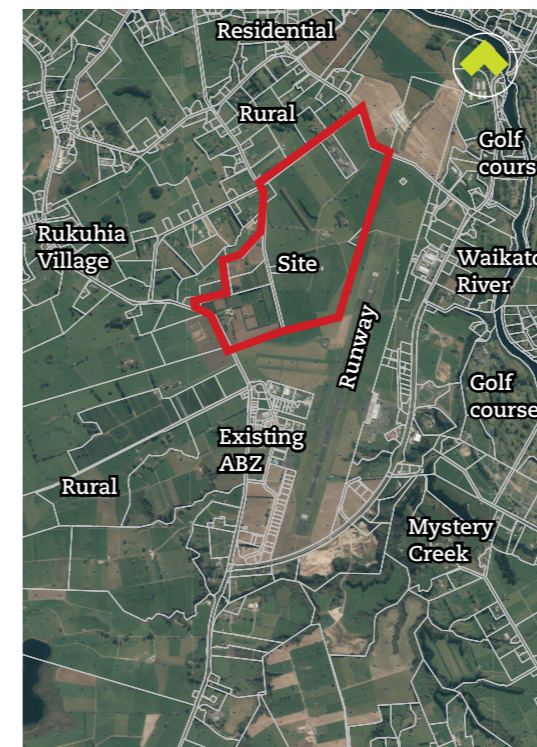


FIG 12 - EXISTING AIRPORT BUSINESS ZONE



FIG 11 - AIRPORT RUNWAY



FIG 13 - EXISTING AIRPORT BUSINESS ZONE



FIG 8 - 87 RAYNES ROAD



FIG 9 - 67 MIDDLE ROAD



2.4 ASSOCIATIVE AND PERCEPTUAL CHARACTER OF THE SITE

Archeological assessments have not found any significant features within the site. However, early Mana Whenua engagement was carried out as part of developing the masterplan which identified significant sight lines through to Pirongia where the Tainui canoe first landed in the Waikato (Figure 7, Page 4). These views have been emphasised and retained through the orientation and placement of roads within the structure plan.

The site is typical of its surrounds, in that it is a pastoral and crop farm between pockets of well-kept rural homes. The site provides views between these pockets, providing a sense of openness that fits with other rural blocks of land surrounding these dwellings. The areas of the airport runway which are adjacent to the eastern side of the site adds to this visual perception of pastoral openness, as they are maintained similarly to pastoral style grass.

While the site is currently used for open pastoral/crop based farming, it's zoned by Waipa District Plan as a combination of 'Airport Business Zone' and 'Rural' (but is designated as a 'Possible Future Growth Area' and 'Future Extension Direction'). The designation of the Future Growth Cells as identified in the 'Hamilton Airport Growth Map' (Figure 4, page 3) within the District Plan indicates that the character is expected to change in the existing 'Rural' zones of the site and lots adjacent to the north and west. According to the 'Hamilton Airport Growth Map', the expected timeframe for the 'Possible Future Airport Growth Area' and 'Future Extension Area' to be developed is beyond 2035. It is noted that the plan change request is amending that anticipated timeline.

Adjacent to these growth areas, and also on part of the site, is land that Waka Kotahi have designated for a future state highway and connections, 'Southern Links' (D156).

These plans create a perception of change occurring in the next 15 years that would remove the character of open views and rural landscapes and would extend the character of the existing 'Airport Business Zone'. It is anticipated that other than the Waka Kotahi designation, the areas highlighted for zoning change would be an extension of the development we currently see in the existing 'Airport Business Zone'.

While it is noted that development of this nature is anticipated, appropriate visual softening on the edges of any 'Airport Business Zone' extensions is recommended to soften the transition for existing rural properties in these areas and to provide additional amenity to development. This approach is reflected within the structure plan and associated policy. Details of where and how this is considered appropriate are discussed in each assessed viewpoint and summarised in the conclusion as recommendations that have informed the structure plan. Some further items are promoted for consideration in future development beyond the structure plan and policy.

The adjacent airport runway is the most visible aspect of airport landuse to the site. While the site proposed for a zone change has no notable value to the airport as neighbours, it will have associated rural visual value to travellers on ascent and descent when flying. The change in character will remove this aspect. However, the change will be similar to that of the existing 'Airport Business Zone' to the south and east of the airport and is not considered a new character effect for the locality.

2.5 SENSE OF PLACE AND VALUES

The site has a limited sense of place and is primarily associated with pastoral or agricultural values.

Built form and land use surrounding the site has an existing mix of industrial and special uses (airport). It is acknowledged that the site will likely change to align with this character instead of its former pastoral uses with the proposed development. Identified areas for extension of this zoning in the Waipa District Plan, combined with the Waka Kotahi designation anticipate this change.

The location and views to Pirongia from and through this site have value, as identified by Mana Whenua. Pirongia sits on the south-western horizon and is an important locator in an area characterised by low lying topographical features. Pirongia is of importance to Mana Whenua as it is the landing place for the Tainui canoe (in Kawhia). The proposed Structure Plan allows for views to Pirongia through its street layout and orientation, which is supported and recommended in this assessment.

The 'Hub' proposed within Northern Precinct will provide a sense of place and identity within the site. The intention to retain the elevated landform will provide wayfinding and quality open space.

There is limited mature vegetation of good form on the site. The sense of place provided by the existing groupings and shelter belts is typical of the surrounding rural landscape. While there is no vegetation suitable for identified retention in the structure plan, the retention of any mature species of good form through future development would give added amenity and sense of place to the site.

Note that the retention of existing specimen trees is not a recommendation or requirement, but rather something that the applicants are encouraged to pursue only if it is suitable to do so during the development of the land. In determining this they will need to take into account the required land modification that may otherwise affect the health of trees, the trees location in relation to intended industrial development of a lot and the suitability of its retention relative to the industrial activity that establishes on a lot.

3.0 LANDSCAPE ASSESSMENT

3.1 LANDSCAPE ASSESSMENT METHODOLOGY

This Landscape Assessment identifies the existing landscape values of the plan change request to extend the 'Airport Business Zone' and identifies opportunities for landscape enhancement and possible landscape constraints for the development of Northern Precinct - Titanium Park.

Critical landscape patterns that shape the study area's underlying landscape character include landforms, hydrology, ecology and vegetation. Overlying landscape patterns that also shape the existing landscape character include zoning, roading, cadastrals, land use and the built environment.

This assessment identifies and assesses the critical and overlying landscape patterns described above. This will establish opportunities and constraints relating to the site; identifying those with the least adverse effects and greatest potential for possible mitigation and enhancement.

This landscape assessment identifies the landscape values which have been integrated with the plan change request

3.2 LANDFORM & TOPOGRAPHY

The site is primarily flat and free of any major landforms. There are two gentle hills on the site, one larger hill has the existing homestead on top of it.

Neither hill is considered a significant landmark, as they are in keeping with the gentle rolling hills of the surrounding landscape topography. It is understood the smaller hill will be removed through earthworks on the site.

The larger of the two small hills has benefit in the forms of wayfinding and amenity through retention and enhancement during development phases. In response to these benefits the retention and enhancement of this feature is promoted, and enabled by the structure plan in the designation of the 'Hub', which is intended to retain elevated topography and create opportunities for open space amenity.

3.3 DRAINAGE & HYDROLOGY

The proposed development site is located on alluvial soils. There are open farm drains that deal with hydrology as there are no natural streams or wetlands present. These have no particular landscape value.

FIG 14 - EXISTING SITE



3.4 VEGETATION

Vegetation on the site is limited to that of a rural character, consisting of pasture, maize crops, mature exotic shelter belts, stands of mixed shrubs and exotic specimen trees, and some stands of native revegetation planting.

On the more pronounced of two gentle hills within the site, there is a homestead surrounded by a stand of exotic mature trees and shrubs in varying states of form. On the western end of the site, particularly along the boundary of SH3, there is a buffer of mature specimen trees and shrubs consisting of a mixture of exotic and native regenerative planting.

It is noted that while not many of these specimen trees are of a form that will provide amenity to the future development, retention of mature vegetation is beneficial both ecologically and visually. Therefore there are no specimen trees highlighted for retention in the structure plan. However, the retention of any mature specimen trees of good form where possible within future development is promoted. Also refer to note in section 2.5 regarding vegetation.

Crop cultivation and pastoral vegetation will be removed to allow for the development of the site.

The proposed rezoning and consequential development provides an opportunity to enhance the site with additional amenity planting and pockets of native revegetation where appropriate. The incorporation of amenity planting and specimen trees is provided for in the structure plan through the policy associated with street planting, and with landscape features at the three main entries.

The ecology report by Tonkin & Taylor highlights the importance of management of existing vegetation impacting long tailed bats and their flight paths, and recommends incorporation of suitable tree species within future planting design. It is noted this can be achieved through specimen trees planted within landscape buffer zones and the Hub in the structure plan, and can be addressed further at Resource Consent stages.

FIG 15 - VEGETATION ON SH3 BOUNDARY



3.5 CONNECTIVITY AND ACCESS

The site is bordered by State Highway Three on the western side and arterial routes Raynes Road and Narrows Road, to the north. Middle Road runs along the north-western edge and continues through the site. There are no other existing through-roads within the site.

Access to the site in the structure plan is provided with two points on Raynes Road, one point on the corner of Middle and Narrows Road, and one on State Highway Three (SH3).

The 'Southern Links' designation gives an additional consideration to future access and connection on the sites northern and western edges. Major intersections have been considered and will be present in the future on the north western side of the site.

3.6 LANDSCAPE ASSESSMENT CONCLUSION

It is noted that the site will change due to development facilitated under the plan change request, which is generally supported as part of this landscape assessment.

One of the small hills is identified as providing opportunity for additional character and amenity to the site. The retention of elevated topography and enhancement of this feature is promoted in this report and reflected in the design and location of the 'Hub' in the structure plan.

Development facilitated by this plan change request will remove pastoral vegetation including exotic shelterbelts and small copses of shrubs and specimen trees. There are opportunities to make enhancements to the site by implementing amenity and native vegetation that will maintain connections to the wider landscape and provide ecological value. These opportunities are promoted as part of this assessment and reflected within the structure plan through the provision of roads and landscape features at main entries.

This report also identifies further opportunities to retain existing specimen trees where they are of good form and can be accommodated within future development of the site beyond the structure plan.

3.7 LANDSCAPE ASSESSMENT RECOMMENDATIONS INCLUDED IN THE STRUCTURE PLAN AND PLANNING PROVISIONS

3.7.1 Promote the retention and enhancement of the topography for the small hill with the existing homestead. The homestead is not promoted for retention.

3.7.2 Promote the incorporation of amenity planting and specimen trees to the new development internally.

3.8 LANDSCAPE ASSESSMENT RECOMMENDATIONS FOR FUTURE DEVELOPMENT CONSIDERATION

3.8.1 Promote the retention of existing specimen trees across the site where they are of good form and can be accommodated within the proposed design. (refer note in section 2.5 regarding this promotion).



4.0 VISUAL ASSESSMENT

4.1 VISUAL ASSESSMENT METHODOLOGY

This section of the report will assess the potential level of effects on the visual character arising from anticipated development facilitated by the plan change request and assess the site's ability to absorb visual effects. Along with the final conclusions the report makes recommendations that have been included in the structure plan and policy to avoid, remedy or mitigate adverse effects.

In order to assess the visual nature, visual extent and visual sensitivity of the site, a site visit was undertaken and photographic studies of the site and surrounds were prepared. A total of twenty-seven views were investigated, and eleven locations were chosen to discuss due to their outlook to the site.

These eleven representative viewpoints illustrate how visible the site is within the surrounding landscape. These viewpoints assess adjacent, nearby and distant viewpoints. Viewpoints are all located in public areas but are considered to be representative of the views available to neighbouring residents and to the general public from these areas.

When assessing likely visual effects the following are taken into consideration through the application of NZILA assessment guidelines and best practice:

- The location of the representative viewpoint relative to the study area
- The extent of the total view available and the visibility and/or prominence of study area within the view
- The size and makeup of the viewing audience and whether it is largely stationary or transient or one of a sequence of views
- The visual effect, including prominence, coherence, contrast and change
- The extent to which the site may be integrated into the landscape

Visual change is unavoidable with development facilitated by the plan change, from what is largely a rural agricultural land use adjacent to a large airport to an industrial and commercial land use. It is noted the site and its surrounding landscape is expected to have visual changes, as it is designated either by Waka Kotahi or the Waipa District Plan as areas for future change. Therefore, this assessment makes recommendations that have been incorporated into the structure plan. The recommendations, and therefore the structure plan, aim to:

- Achieve a development that is visually integrated with its current and future expected surroundings
- Achieve high quality landscape character within the development area
- Retain and improve upon sense of place

4.2 REPRESENTATIVE VIEWPOINTS

The locations of the Representative Viewpoints are illustrated on the following map (Figure 16, Page10). The photos taken from these Representative Viewpoints are illustrated on the subsequent pages and were taken with a 35mm lens in December 2021. These photos were taken standing with an eyeball height at an approximately 1.6 metres above ground level (which is an average height for an adult).

In most instances the illustrated photos are a number of photos stitched together, so that the context of the fore to midground can be seen. In some instances these combined photos give a warped view on the edges, e.g. straight roads appear to curve at the ends. However this is considered to provide a more accurate portrayal of the visual experience.

FIG 16 - REPRESENTATIVE VIEWPOINTS PLAN

KEY

- ASSESSED VIEWPOINTS DISCUSSED
- INVESTIGATED VIEWPOINTS



4.2.1 VIEWPOINT 1 (VP1)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 1 is representative of views available to a small number of residents and primarily transient users for the north-eastern-most edge of the site on Raynes Road, located on the corner of the site boundary.

Views from this location are focused towards the south and west. The site is to the right of this viewpoint, taking up approximately 125 degrees of a 180 degree view and is located within the red line shown below.

Visible on the current site are existing maize crops, ancilliary farm buildings and two small hills. One hill has a mature stand of exotic vegetation which surrounds a homestead behind. Both hills have low topographical profiles, with the homestead being the more prominent out of the two.

Views of the vegetation on the small hill with the homestead break the horizon. Other views of the horizon are broken on a small scale by some taller trees or shelter belts beyond the site. Distant views to Pirongia are available beyond these trees.

Industrial buildings in the 'Airport Business zone' are visible on the distant horizon to the south-east and east. A small ancilliary structure at the end of the runway is visible to the east.

Views of Raynes Road from this location consist of a two-way asphalt road with a middle line, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zone extension will be visible along Raynes Rd from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' as outlined in blue on the viewpoint below. This area of land takes up approximately 75% of the visible site in the foreground from this viewpoint.

From this viewpoint, the proposed zoning extension results in an approximately additional 15% of the view, as the majority of land beyond would be blocked by development allowed in the existing 'Airport Business Zone' portion of the site.

The effect of views from development facilitated by the plan change request is considered low for residents and transient viewers in this location.

The visual effect of development facilitated by the plan change request is considered low for transient users. It is noted that the proposal would be a visual extension to existing character within the 'Airport Business Zone' which is visible further down Raynes Rd to the east. While it is a new character for this viewpoint, it would be consistent with developments to the east of this location which would be viewed as part of a transient viewers journey.

Views for residents will be static, and while they will be a change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected.

The small vegetated hill is unlikely to be visible from this viewpoint due to the anticipated heights of the buildings within the existing 'Airport Business Zone' on the site. However, it will be visible within the site as a small wayfinding feature as facilitated by the 'Hub' in the structure plan.

Views to the distant landform of Pirongia on the horizon will be obscured by buildings within the existing 'Airport Business Zone' on the site from this viewpoint. These buildings will break the horizon and be consistent with the existing development seen to the south from this viewpoint.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. This will provide an extension to the existing visual character of the 'Airport Business Zone' to the east of the site and is supported.

While no driveways or traffic movements into buildings would exist from Raynes Road, the proposed Structure Plan includes a primary road entry and a secondary road entry to the site as indicated in the viewpoint below.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings.

It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m. The associated planning provisions with the structure plan ensures this is achieved.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.

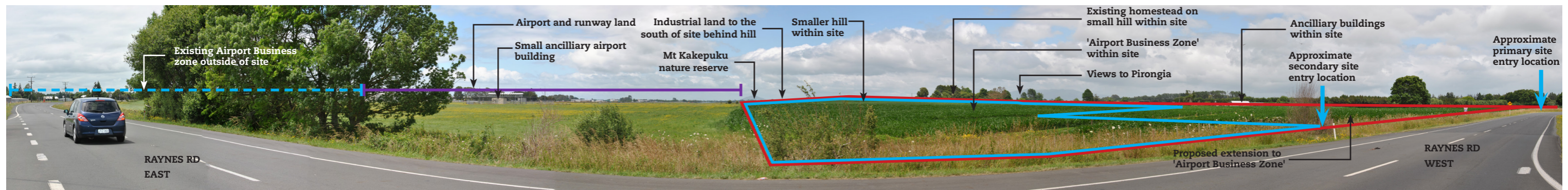


FIG 17 - REPRESENTATIVE VIEWPOINT 1

4.2.2 VIEWPOINT 2 (VP2)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 2 is representative of views available to a small number of residents and primarily transient users for the northern-most corner of the site at the intersection between Raynes Road and Narrows Road.

Views from this location are focused towards the south. The site is central to this viewpoint, taking up approximately 145 degrees of a 180 degree view. The development is located within the red line shown below. Dashed lines indicate the extension of this area beyond what is visible.

Visible on the current site are existing maize crops, groupings of specimen trees and a row of shubbery hedging which break the horizon. Topography viewed from this location is relatively level with no notable undulations due to vegetation in the foreground. Neither of the two hills are visible, however the vegetation on the top of the small hill with the homestead can be seen in the background.

Views to Pirongia are not visible from this location.

Industrial buildings in the 'Airport Business zone' are visible on the opposite side of Raynes Road to the east.

Views of Raynes Road and Narrows Road from this location consist of a two-way asphalt road with a middle line, no kerbs and open drains either side of the roads.

Effects of Proposed Plan Change to Existing Views

The proposed zone extension will be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' as outlined in blue on the viewpoint below. This area of land takes up approximately 5% of the visible site to the back from this viewpoint. Dashed lines indicate the extension of this area beyond what is visible.

From this viewpoint, the proposed zoning extension takes up approximately 60% of the view in the foreground.

This corner of the site consists of Waka Kotahi designated land for the Southern Links (D156). This is indicated with the yellow line which takes up the majority of this visible extension. The structure plan indicates this area will remain undeveloped and retained as an open pastoral style field until the Southern Links connection is constructed.

The effect of views of development facilitated by the plan change request is considered low for residents and transient viewers.

The visual effect of development facilitated by the plan change request is considered low for transient users. It is noted that development would be a visual extension to existing character within the 'Airport Business Zone' which is visible further down Raynes Rd to the east. While it is a new character for this viewpoint, it would be consistent with developments to the east of this location which would be viewed as part of a transient viewers journey.

Views for residents will be static, and while they will be a change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected. It is noted that the plan change request brings this expected character change closer to the foreground of the view than currently zoned. However, the Waka Kotahi designation takes up the majority of this view in the foreground, which creates distance between the zone extension and the viewer. This will result in a mitigated visual effect for rural residents until Waka Kotahi develops the land.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. Buildings implemented as part of development facilitated by the plan change will remove the vegetated horizon that is currently visible, including the small hill (as highlighted below). This will remove some visual softening that would have otherwise been present between buildings and the viewer at this location. This is an expected change as part of the Waipa District Plans 'Possible Future Growth Area'. However, it is recommended and the structure plan proposes that a 5m landscape buffer similar to that required for external road boundaries is planted next to the boundary of the Waka Kotahi designation. This will soften views from this location in the interim period until Southern Links is constructed.

While no driveways or traffic movements into buildings would exist from Raynes Road, the proposed Structure Plan includes a primary road entry and a secondary road entry to the site as indicated in the viewpoint below. Road edges where entries to the site intersect with Raynes Road and Narrows Road will be changed to a formed kerb and channel. This will provide an extension to the existing visual character of the 'Airport Business Zone' to the east beyond the site and is supported.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings.

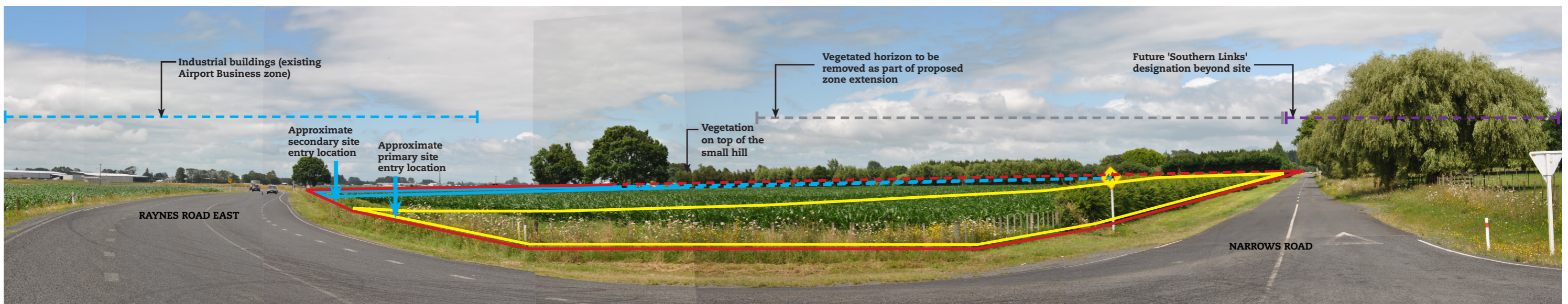


FIG 18 - REPRESENTATIVE VIEWPOINT 2



It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m. The plan change request planning provisions with the structure plan ensures this is achieved.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.

4.2.3 VIEWPOINT 3 (VP3)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 3 is representative of views available to a small number of residents and primarily transient users for the north-eastern boundary of the site along Narrows Road. It is of particular interest to rural residents directly opposite the site, and has been taken from the driveway of number 175 Narrows Road.

Views from this location are focused towards the south-east. The proposed development site is central to this viewpoint, taking up almost a full 180 degree view. The development is located within the red line shown below. Dashed lines indicate the extension of this area beyond what is visible.

Visible on the current site are existing maize crops, groupings of specimen trees and rows of shubbery hedging or shelter belts which break the horizon. The vegetation on top of the small hill with the homestead is visible to the centre, and the length of the other smaller hill can be visible on the horizon for a small stretch.

Views to Pirongia are not visible from this location.

Industrial buildings in the 'Airport Business zone' are not visible from this location.

Views of Narrows Road from this location consist of a two-way asphalt road with a middle line, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zone extension will be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' as outlined in blue on the viewpoint below. This area of land takes up approximately 5% of the visible site to the back from this viewpoint. Dashed lines indicate the extension of this area beyond what is visible.

From this viewpoint, the proposed zoning extension is dominant to the foreground of this view.

The effect of views from development facilitated by the plan change request is considered low-moderate for residents and transient viewers.

The visual effect of development facilitated by the plan change request is considered low-moderate for transient users. The zoning would create a new character which is not currently connected with Narrows Road, which is currently characterised as a rural road separated from industrial style activities. It is noted that the proposed development would be a visual extension to existing character within the 'Airport Business Zone' which is visible on Raynes Rd and SH3. While it is a new character for this viewpoint, it would be consistent with these other pockets of developments when viewed as part of a transient viewers journey.

Views for residents will be static, and while they will be a notable change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected. It is noted that the proposed extension brings this expected character change closer to the foreground of the view than currently zoned. However, this activity should be expected due to this area being part of the 'Possible Future Growth Area' identified for development in the Waipa District Plan.

The vegetation on the small hill is unlikely to be visible from this viewpoint due to the anticipated heights of development within the existing 'Airport Business Zone'.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. Development of buildings in the existing 'Airport Business Zone' would remove views of the sporadically vegetated horizon. Buildings implemented as part of the proposed zone extension will be much closer to this viewpoint, with the distance of farmland between no longer present. This will remove some visual softening that would have otherwise been present between buildings and the viewer. This is an expected change as part of the Waipa District Plans 'Possible Future Growth Area'.

No driveways or traffic movements into buildings would exist along this length of Narrows Road. A primary entry point is proposed at the intersection with Narrows Road and Middle Road as indicated below, which would be a formed kerb and channel. The balance of Narrows Rd would remain with unformed edges as it is now.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings. The required planting will visually soften the views to the industrial buildings from this location, providing mitigation which would result in a low-moderate visual effect.

It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low-moderate; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions. This is with the understanding that the area is designated as a 'Possible Future Growth Area' in the Waipa District Plan.

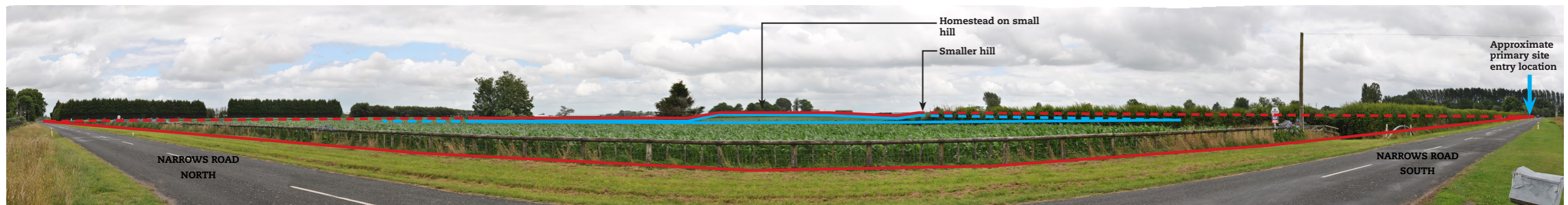


FIG 19 - REPRESENTATIVE VIEWPOINT 3

4.2.4 VIEWPOINT 4 (VP4)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 4 is representative of views available to a small number of residents and primarily transient users for the north-western corner of the site at the intersection of Narrows Road and Middle Road. It is of particular interest to rural residents directly opposite the site, and has been taken from the corner of the road reserve next to 66 Middle Road.

Views from this location are focused towards the south-east. The proposed development site is to the left of this viewpoint, taking up approximately 50 degrees of a 180 degree view. The development is located within the red line shown below. Dashed lines indicate the extension of this area beyond what is visible.

Visible on the current site is the dwelling of 77 Middle Road. The dwelling is set back from the intersection further south along Middle Road. The corner of the section facing the view consists of paddock style lawns, groupings of specimen trees in the mid-ground which break the horizon, rows of shubbery hedging and a post and rail fence incorporating a stock loading bay.

Opposite the site on Middle Road is number 90 Middle Road, which is screened by mixed shrubs 5m minimum in height on the boundary.

Views to Pirongia are not visible from this location.

Industrial buildings in the 'Airport Business zone' are not visible from this location.

Views of Narrows Road and Middle Road from this location consist of a two-way asphalt road with a middle line, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

From this viewpoint, the proposed zoning extension is dominant to the foreground and the only area of land visible.

The effect of views from development facilitated by the plan change request is considered low-moderate for residents and transient viewers.

The visual effect of development facilitated by the plan change request is considered low-moderate for transient users along Narrows Road. The zoning would create a new character which is not currently connected with Narrows Road, which is currently characterised as a rural road separated from industrial style activities. It is noted that the proposed development would be a visual extension to existing character within the 'Airport Business Zone' which is visible on Raynes Rd and SH3. While it is a new character for this viewpoint, it would be consistent with these other pockets of developments when viewed as part of a transient viewers journey.

Views for residents will be static. The proposed zoning extension would be a notable change in character. However, this activity should be expected due to this area being part of the 'Possible Future Growth Area' identified for development in the Waipa District Plan.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. It is noted that buildings are not proposed right on the corner of the site in this view, and that a primary entry and 'indicative landscape feature' are proposed. The 'indicative landscape feature' shown the masterplan act as gateway planting and a wayfinding feature; which is supported as it will soften views to the zone change on approach from the south-east of Narrows Road. It is promoted that any specimen trees of good form within an 'indicative landscape feature' be retained to provide immediate visual amenity and retain site character. This is not a recommendation but is encouraged in the consideration of development of landscape feature areas.

Development of buildings would remove views of the sporadically vegetated horizon, however it is noted that the district plan rules require specimen trees within the road reserve which is supported. These will be visible along the primary entry proposed, breaking the middle of the view of buildings and softening views to buildings beyond and to the right of the entry.

Road edges along the site entry will be changed to a formed kerb and channel with footpaths. This will provide an extension to the existing visual character of the 'Airport Business Zone' on Raynes Road and is supported.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings. The required planting on the boundaries of Middle and Narrows Road and the internal road reserve treatment will visually soften the views to the industrial buildings from this location, providing mitigation which would result in a low-moderate visual effect.

It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low-moderate; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions. This is with the understanding that the area is designated as a 'Possible Future Growth Area' in the Waipa District Plan.



FIG 20 - REPRESENTATIVE VIEWPOINT 4

4.2.5 VIEWPOINT 5 (VP5)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 5 is representative of views available to a small number of residents for the western side of the site along Middle Road. It is of particular interest to rural residents directly opposite the site, and has been taken from the front paddock access driveway to 108 Middle Road.

Views from this location are focused towards the east. The proposed development site is central to this viewpoint, taking up all of a 180 degree view. The development is located within the red line shown below. Dashed lines indicate the extension of this area beyond what is visible.

Visible on the current site are existing maize crops in the foreground, and a large specimen tree with good form is on the boundary to the centre-right of the view. Groupings of specimen trees and rows of shubbery hedging or shelter belts which break the horizon are visible in the distance. The vegetation on top of the small hill with the homestead is visible to the centre.

Views to Pirongia are not visible from this location.

Industrial buildings in the 'Airport Business zone' are not visible from this location.

Views of Middle Road from this location consist of a narrow two-way sealed road with no markings, no kerbs and an open drain on the eastern side of the road adjacent to the site.

Effects of Proposed Plan Change to Existing Views

The proposed zoning extension will be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' as outlined in blue on the viewpoint below. This area of land takes up approximately 5% of the visible site to the back from this viewpoint. Dashed lines indicate the extension of this area beyond what is visible.

From this viewpoint, the proposed zoning extension is dominant to the foreground of this view.

The effect of views of development facilitated by the plan change request is considered moderate for residents and transient viewers in this location.

The visual effect of development facilitated by the plan change request is considered moderate for transient users, as most transient users that currently use the road are also residents. The zoning would create a new character which is not currently connected with Middle Road, which is currently characterised as a low use rural road separated from industrial style activities. It is noted that the proposed development would be a visual extension to existing character within the 'Airport Business Zone' which is visible on Raynes Rd and SH3. While it is a new character for this viewpoint, it would be consistent with these other pockets of developments when viewed as part of a transient viewers journey beyond Middle Road.

Views for residents will be static, and while they will be a notable change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected in the existing zoned area (blue lines). It is noted that the proposed extension brings this expected character change closer to the foreground of the view than currently zoned. However, this activity should be expected due to this area being part of the 'Possible Future Growth Area' identified for development in the Waipa District Plan.

The vegetation on the small hill is unlikely to be visible from this viewpoint due to the anticipated heights of the already zoned/proposed buildings.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. Development of buildings in the existing 'Airport Business Zone' would remove views of the sporadically vegetated horizon. Buildings implemented as part of the proposed extension will be much closer to this viewpoint, with the distance of farmland between no longer present. This will remove some visual softening that would have otherwise been present between buildings and the viewer.

While no driveways or traffic movements into buildings would exist from Middle Road, the proposed Structure Plan indicates that Middle Road becomes an entry point to the site as indicated in the viewpoint below. It is noted that the district plan rules require specimen trees within the road reserve which is supported. These will be visible beyond the primary entry proposed and soften views to buildings either side. Planted street trees will provide additional green canopies on the horizon that do not currently exist, soften views of buildings in this location and increase the amenity of Middle Road.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings. T

It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m.

It is also encouraged that existing specimen trees that fall within the 5m landscape buffer are retained where they are of good form and proposed earthworks and services allow. This will maintain existing character values and provide further visual softening resulting in a low-moderate visual effect from this viewpoint. This is not a recommendation, but is encouraged in the future planning and consideration of these areas. It is noted as more easily achieved in these locations due to building setbacks applied to these boundaries in the structure plan, which reduces constraints around root zones and other relevant issues.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low-moderate; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions. This is with the understanding that the area is designated as a 'Possible Future Growth Area' in the Waipa District Plan.



FIG 21 - REPRESENTATIVE VIEWPOINT 5

4.2.6 VIEWPOINT 6 (VP6)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 6 is representative of views available to a small number of residents for the western side of the site along Middle Road. It is of particular interest to rural residents directly adjacent to the site at 108 Middle Road, and has been taken from the Middle Road alongside the driveway to 108 Middle Road.

Views from this location are focused towards the south. The proposed development site is central to this viewpoint, taking up 165 degrees of a 180 degree view. The development is located within the red line shown below. Dashed lines indicate the extension of this area beyond what is visible.

Visible on the current site are existing maize crops in the foreground, and an informal row of large specimen trees with poor form on the western boundary to Middle Road. Sporadic individual specimen trees break the horizon to the south, and rows of shubby hedging or shelter belts break the horizon in the distance to the west.

Views to Pirongia are not visible from this location.

Industrial buildings in the 'Airport Business zone' are not visible from this location.

Views of Middle Road from this location consist of a narrow sealed road with no markings, no kerbs and an open drain on the eastern side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zoning extension will be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' as outlined in blue on the viewpoint below. This area of land takes up approximately 5% of the visible site to the left of Middle Road on this viewpoint.

From this viewpoint, the proposed zoning extension is dominant to the foreground of this view.

The effect of views of development facilitated by the plan change request is considered moderate for residents and transient viewers in this location.

The visual effect of development facilitated by the plan change request is considered moderate for transient users, as most transient users that currently use the road are also residents. The zoning would create a new character which is not currently connected with Middle Road, which is currently characterised as a low-use rural road separated from industrial style activities. It is noted that the proposed development would be a visual extension to existing character within the 'Airport Business Zone' which is visible on Raynes Rd and SH3. While it is a new character for this viewpoint, it would be consistent with these other pockets of developments when viewed as part of a transient viewers journey.

Views for residents will be static, and while they will be a notable change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected in the existing zoned area (blue lines). It is noted that the proposed extension brings this expected character change closer to the foreground of the view than currently zoned. However, this activity should be expected due to this area being part of the 'Possible Future Growth Area' identified for development in the Waipa District Plan.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. Development of buildings in the existing 'Airport Business Zone' would be visible on the horizon to the left of Middle Road. Buildings implemented as part of the proposed extension will be much closer to this viewpoint, with the distance of farmland between no longer present. This will remove some visual softening that would have otherwise been present between buildings and the viewer and bring activity closer to residents who have this viewpoint.

Road edges where proposed building lots intersect with Middle Road will be changed to a formed kerb and channel with footpaths. This will provide an extension to the existing visual character of the 'Airport Business Zone' on Raynes Road and that proposed for Narrows Road, and is supported.

While no driveways or traffic movements into buildings would exist from Middle Road, the proposed Structure Plan indicates that Middle Road becomes an entry point to the site as indicated in the viewpoint below. It is noted that the district plan rules require specimen trees within the road reserve which is supported. These will be visible beyond the primary entry proposed, breaking the horizon and softening views to buildings either side.

The proposed zone extension will be adjacent to the property of 108 Middle Road. To soften the transition of the zone for the existing resident and any other similar situations; it is recommended that a minimum 2m wide strip of screening vegetation a minimum of 5m high is implemented along boundaries between 'Rural' zoning and the proposed 'Airport Business Zone' extension that do not abutt with a road reserve. In this case the northern boundary of the site between Middle Road and SH3.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings.



FIG 22 - REPRESENTATIVE VIEWPOINT 6



It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity to the road boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m. These required planting clarifications will visually soften the views to the industrial buildings from this location, providing mitigation which would result in a low-moderate visual effect.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low-moderate; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions. This is with the understanding that the area is designated as a 'Possible Future Growth Area' in the Waipa District Plan.

4.2.7 VIEWPOINT 7 (VP7)

ADJACENT VIEWS

Existing Views and Viewers

Viewpoint 7 is representative of views available to a small number of residents and primarily high speed transient users for the western-most edge of the site on SH3, located opposite the corner of the site boundary.

The closest residential dwellings on rural zoned land are approximately 500m from this viewpoint.

Views from this location are focused towards the east. The site is to the centre-right of this viewpoint, taking up approximately 90 degrees of a 180 degree view. The site is located within the red line shown below, with a dashed line indicating an approximate site boundary beyond what is visible.

Views of the site are limited to boundary fencing and planting. Fencing consists of post and wire fencing. Vegetation is a mix of mature exotic and specimen trees and shrubs an average of approximately 5-10m tall.

The airport terminal is visible to the south-east.

Views of SH3 from this location consist of a two-way asphalt road with a middle line, marked shoulders, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The middle of the view consists of Waka Kotahi designated land for the Southern Links (D156). This is indicated with the yellow line. The structure plan identifies this area will remain undeveloped and retained in its current state until the Southern Links connection is constructed.

The effect of views from development facilitated by the plan change request in this location is considered low for residents and transient viewers.

The visual effect of development facilitated by the plan change request is considered low for transient users. It is noted that development would be a visual extension to existing character within the 'Airport Business Zone' which is visible further down SH3 to the south. While it is a new character for this viewpoint, it would be consistent with developments to the south of this location which would be viewed as part of a transient viewers journey.

Views for residents will be static, and distanced from it by front paddocks approximately 500m minimum from facilitated changes. While the proposed zone extension will result in a change in character from what is currently existing, development is expected in line with the Waipa District Plan 'Hamilton Airport Growth Map'.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. This will provide an extension to the existing visual character of the 'Airport Business Zone' to the east of the site and is supported.

While no driveways or traffic movements into buildings would exist from SH3, the proposed Structure Plan includes a primary road entry as indicated in the viewpoint below. It is anticipated the edge of SH3 will remain unchanged except for around the entry point which will become a formed kerb and channel.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate, but requiring refinement for the proposed zone extension for this viewpoint. While development facilitated by the plan change request is anticipated to be in accordance with the 'Airport Business Zone' rules, it is noted in existing developed areas that these rules do not achieve their intent of visually softening buildings.

It is noted that the current rule 10.4.2.6 is not specific in requiring vertical elements to planting. It is important to provide a vertical element in visual softening to mitigate the effects of such high buildings and provide additional amenity adjacent to the SH3 boundary. It is recommended that planting consist of specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height to provide this. It is recommended that 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of up to 4m. The required planting will visually soften the views to the industrial buildings from this location, providing mitigation which would result in a low visual effect.

It is also encouraged that existing specimen trees that fall within the 5m landscape buffer are retained where they are of good form and proposed earthworks and services allow. This will maintain existing character values and provide further visual softening resulting in a low-moderate visual effect from this viewpoint. This is not a recommendation, but is encouraged in the future planning and consideration of these areas. It is noted as more easily achieved in these locations due to building setbacks applied to these boundaries in the structure plan, which reduces constraints around root zones and other relevant issues.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a moderate-high visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.



FIG 23 - REPRESENTATIVE VIEWPOINT 7

4.2.8 VIEWPOINT 8 (VP8)

NEARBY VIEWS - UNDER 1KM AWAY

Existing Views and Viewers

Viewpoint 8 is approximately 300m from the site. It is representative of views available to a small number of residents, business users in the existing 'Airport Business Zone' outside of the site and primarily high speed transient users on SH3.

Views from this location are focused towards the north, taken from the corner of Ingram Road where it meets SH3. The site is to the right of this viewpoint, taking up approximately 110 degrees of a 180 degree view, located within the red line shown below.

Views of the site primarily consist of pasture and maize crops. Fencing consists of post and wire fencing. Vegetation is a mix of mature exotic and specimen trees and shrubs in sporadic groupings and rows of shubbery hedging which break the horizon. The topography of the smaller hill is visible, with the vegetation of the hill with the homestead on top beyond.

Located in the foreground between the site and the viewer is the secondary grass runway for the airport.

Views of SH3 from this location consist of a two-way asphalt road with a middle line, marked shoulders, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zoning extension will be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone' on the viewpoint below. This area of land takes up approximately 60% of the visible site to the back of this viewpoint. This is illustrated by the blue dashed line below.

From this viewpoint the proposed zoning extension is separated from the viewer by approximately 300m of the airports secondary grass runway.

The effect of views from development facilitated by the plan change request is considered low for residents and transient viewers.

The visual effect of development facilitated by the plan change request is considered low for transient users. It is noted that the proposed development would be a visual extension to existing character within the 'Airport Business Zone' which is visible further down SH3 to the south and east. While it is a new character for this viewpoint, it would be consistent with developments to the south of this location which would be viewed as part of a transient viewers journey.

Views for residents will be static, and while they will be a notable change in character from what is currently existing, development in keeping with the District Plan rules for the 'Airport Business Zone' is already enabled and expected. It is noted that the proposed extension lengthens this expected character change within the view. However, this activity is expected in line with the Waipa District Plan 'Hamilton Airport Growth Map'.

It is anticipated that development facilitated by the plan change will occur in line with the district plan rules. Buildings will be similar in height and scale to that of the existing 'Airport Business Zone', consisting of a solid unarticulated form. Development of buildings in the existing 'Airport Business Zone' would remove views of the sporadically vegetated horizon and the vegetation on top of the small hill. Buildings facilitated by the plan change will increase the length of this view.

While no driveways or traffic movements into buildings would exist from SH3, the proposed Structure Plan includes a primary road entry as indicated in the viewpoint below. It is anticipated the edge of SH3 will remain unchanged except for around the entry point, which will be a character in keeping with the existing 'Airport Business Zone' to the south.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate for the proposed zone extension for this viewpoint. The required planting along the SH3 boundary and the distance of the secondary grass runway in the foreground will visually soften the views to the industrial buildings from this location.

Bare earth during construction will be visible. Due to the viewing distance and the size of the works in comparison to the overall view, along with lack of existing screening foreground vegetation, earthworks will have a low-moderate visual effect from this viewpoint. However, this is a short term activity that will be removed once works are completed.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.



FIG 24 - REPRESENTATIVE VIEWPOINT 8

4.2.9 VIEWPOINT 9 (VP9)

NEARBY VIEWS - UNDER 1KM AWAY

Existing Views and Viewers

Viewpoint 9 is approximately 300m from the site. It is representative of views available to a small number of residents, business users in the existing 'Airport Business Zone' outside of the site and primarily transient users on Raynes Road.

Views from this location are focused towards the east, taken from the corner of Meridian Drive where it meets Raynes Road. The proposed development site is to the right of this viewpoint, taking up approximately half of a 180 degree view. The development is located within the red line shown below.

Views of the site are prolonged for transient viewers, and seen in the background of the view beyond the grassed Airport runway land.

Views of the site primarily consist of pasture and maize crops. Fencing consists of post and wire fencing. Vegetation is a mix of mature exotic and specimen trees and shrubs in sporadic groupings some of which break the horizon. The topography of the smaller hill is visible to the left; the topography of the hill with the homestead and associated vegetation is visible to the right of the smaller hill.

Located in the mid-ground between the site and the viewer is the primary grass runway for the Airport. Developed buildings in the existing 'Airport Business Zone' are visible to the left of the runway along Raynes Road.

Views of Raynes Road from this location consist of a two-way asphalt road with a middle line, marked shoulders, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zoning extension will not be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone', which takes up 100% of this viewpoint. Development is already enabled and expected in accordance with the Waipa District Plan in these locations outlined in red, and will obstruct views to the proposed zone extension from this viewpoint.

The effect of views of development facilitated by the plan change request from this viewpoint are considered very low for residents and transient viewers as a result of this.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate for the proposed zone extension for this viewpoint.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered very low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.



FIG 25 - REPRESENTATIVE VIEWPOINT 9

4.2.10 VIEWPOINT 10 (VP10)

DISTANT VIEWS - OVER 1KM

Existing Views and Viewers

Viewpoint 10 is approximately 1.2km from the site. It is representative of views available to a small number of residents and transient viewers on Raynes Road.

Views from this location are focused towards the south-west, taken from the corner of 97 Raynes Road. The proposed development site is central to this viewpoint, taking up approximately 40 degrees of a 180 degree view.

Views of the site are fleeting for transient viewers, and glimpsed as two small sections beyond foreground and mid-ground vegetation. These two views consist of the small hill with the homestead, and the smaller hill which consists of maize crops.

Located in the foreground between the site and the viewer are paddocks and specimen trees.

Views of Raynes Road from this location consist of a two-way asphalt road with a middle line, marked shoulders, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The site will be visible in small glimpses from this viewpoint as highlighted with red. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone', which includes the areas highlighted. Development is already enabled and expected in accordance with the Waipa District Plan in these locations.

From this viewpoint the proposed zoning extension is not visible due to foreground pasture and vegetation.

The effect of views of development facilitated by the plan change request from this viewpoint are considered very low for residents and transient viewers as a result of this.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate for the proposed zone extension for this viewpoint.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered very low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.

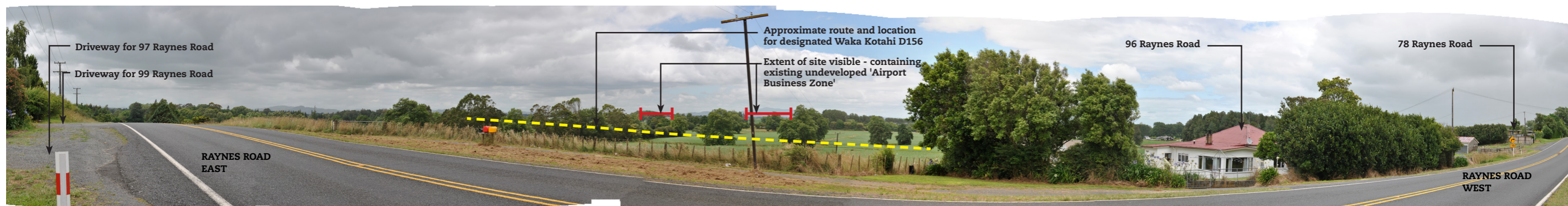


FIG 26 - REPRESENTATIVE VIEWPOINT 10

4.2.11 VIEWPOINT 11 (VP11)

DISTANT VIEWS - OVER 1KM

Existing Views and Viewers

Viewpoint 11 is approximately 4.5km from the site. It is representative of views available to a small number of residents and primarily transient users on Mystery Creek Road.

Views from this location are focused towards the north-east, taken from the side of Mystery Creek's Blue Capark on Mystery Creek Road. The site is central to this viewpoint, taking up approximately 60 degrees of a 180 degree view. The visible portion of the site is located below the red line shown.

Views of the site are fleeting for transient viewers, and seen in the background of the view beyond Mystery Creek land.

Views of the site primarily consist of pasture and maize crops. Mixed vegetation can be seen on the horizon. The small hill with the homestead and associated vegetation is visible to the left of the viewpoint. Developed buildings in the existing 'Airport Business Zone' are visible just in front of the site.

Located in the foreground between the site and the viewer is the Blue Carpark area of Mystery Creek, which is kept in pasture style lawn when not in use.

Views of Mystery Creek Road from this location consist of a two-way asphalt road with a middle line, marked shoulders, no kerbs and open drains either side of the road.

Effects of Proposed Plan Change to Existing Views

The proposed zoning extension will not be visible from this viewpoint. It is noted that approximately 40% of the site is already zoned as 'Airport Business Zone', which takes up 100% of this viewpoint. Development is already enabled and expected in accordance with the Waipa District Plan in these locations below the red line, and will obstruct views to development facilitated by the plan change request from this viewpoint.

The effect of views of development facilitated by the plan change request from this viewpoint are considered very low for residents and transient viewers as a result of this.

The 'Airport Business Zone' rules have been reviewed and assessed as appropriate for the proposed zone extension for this viewpoint.

Conclusion

Visual effects for the extension of the 'Airport Business Zone' from this location are considered very low; as the recommendations for softening views are incorporated in the structure plan and plan change planning provisions.



FIG 27 - REPRESENTATIVE VIEWPOINT 11



4.3 VISUAL ASSESSMENT RECOMMENDATIONS INCLUDED IN THE STRUCTURE PLAN AND PLANNING PROVISIONS

- 4.3.1 Views to Pirongia are considered and provided where possible.
- 4.3.2 An update to the District Plan rule 10.4.2.6:
Site boundaries adjacent to Raynes Road, Narrows Road, Middle Road and State Highway 3 shall be landscaped to a minimum depth of 5m, except for any required access or egress points. The 5m landscaped area must consist of:
- a. specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height.
 - b. A minimum of 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of 4m.
- 4.3.3 A new policy rule specifying:
Site boundaries adjacent to either a 'Rural' zone or to dwellings must consist of shrubs or screening vegetation a minimum of 5m high and 2m deep.

4.4 VISUAL ASSESSMENT RECOMMENDATIONS FOR FUTURE DEVELOPMENT CONSIDERATION

- 4.4.1 Promote the retention of existing specimen trees within the 'indicative landscape feature' as shown on the masterplan or the 5m landscape buffer planting required under the structure plan where they are of good form and can be accommodated within the proposed design. (refer note in section 2.5 regarding this promotion).

5.0 OVERALL CONCLUSION

The overall landscape and visual effects arising from the plan change request are low.

While the proposed plan change will affect the zoning of the area and consequently the type of development enabled, it is noted that the area proposed for change has already been designated for future rezoning in the Waipa District Plan. The 'Hamilton Airport Growth Map' shows areas within the site as 'Possible Future Growth Area' and 'Future Expansion Area' and identifies in the key that these areas will be rezoned in the future. These areas are bordered by the Waka Kotahi designation for Southern Links (D156).

It is also noted that 40% of the site is already zoned 'Airport Business Zone', including both of the small hills.

The existing landform will require relatively minor modifications where hydrology, ecology and vegetation are concerned. However, there are opportunities to make enhancements through the use of new amenity and landscape buffer planting which are enabled by the streets and landscape features in the structure plan.

While there is no existing vegetation identified as appropriate for inclusion in the structure plan, the retention of any large specimen trees with good form if in an appropriate location is promoted as part of future development on the site.

As noted in previous sections, the retention of existing specimen trees is not a recommendation or requirement, rather is something that we promote the applicants pursuing only if it is suitable to do so during the development of the land. In determining this they will need to take into account the required land modification that may otherwise affect the health of trees, the trees location in relation to intended industrial development of a lot and the suitability of its retention relative to the industrial activity that establishes on a lot.

Overlaying patterns that shape landscape character are considered manageable, especially roading, infrastructure, landuse and built environment.

The structure plan gains benefit from the intention to retaining topography of the small hill with the homestead, but not the homestead itself, and designating this area as the 'Hub'. This provides character, sense of place, amenity and internal way-finding opportunities and is supported.

The site is visible primarily from the north to the south on the western side along Raynes Rd, Narrows Rd, Middle Rd and SH3. Views of development facilitated by the plan change request primarily affect stationary viewers from existing rural zoned land, as this will form a permanent part of their outlook. Transitory viewers will primarily see development facilitated by the plan change request as part of a journey that will fit with the character of the existing 'Airport Business Zone' to the east and south of the Airport Runway.

The site cannot rely on landform to create a backdrop to it from any identified viewpoints, however, planting can do this. Buffer planting as required in the Waipa District Plan rules for the zone will help to blend the changes built form create into the surrounding landscape, and the policy amendments to rule 10.4.2.6 are considered appropriate to provide the required height to achieve this.

Landscape buffer planting as required in the Waipa District Plan along all exterior roads should be substantial enough to give a softening effect for viewers to mitigate the size and scale of potential buildings. It is noted the existing rules do not provide clarity to achieve the screening considered appropriate for this outcome in the existing examples nearby. The planning provisions provided in the plan change request includes more specific rules on minimum heights and screening capabilities of buffer planting. This will ensure a softened outlook for nearby viewers in adjacent rural zones as originally intended by the Waipa District Plan.

An additional rule is included for 5m landscape buffer planting along the north-eastern boundary of the site where it lies adjacent to 'rural' zoned land, and adjacent to Waka Kotahi designated land. As located on the structure plan, this will further screen and soften views to development until future zoning changes are achieved in these areas.

5.1 FINAL RECOMMENDATIONS INCLUDED IN THE STRUCTURE PLAN AND PLANNING PROVISIONS

- 5.1.1 Intended retention of the topography for the small hill with the existing homestead. The homestead is not promoted for retention. This is achieved through the creation of the 'Hub' which will be a commercial and open space recreation centre.
- 5.1.2 Incorporation of amenity planting and specimen trees to the new development internally. This is achieved through the provision of streets which require street planing, and landscape feature areas.
- 5.1.3 Views to Pirongia are considered and provided where possible through street layout and orientation.
- 5.1.4 An update to the District Plan rule 10.4.2.6:
Site boundaries adjacent to Raynes Road, Narrows Road, Middle Road and State Highway 3 shall be landscaped to a minimum depth of 5m, except for any required access or egress points. The 5m landscaped area must consist of:
 - a. specimen trees reaching heights of 4m minimum and underplanted with species up to 1.2m in height.
 - b. A minimum of 50% of the total view to buildings on road boundaries must be screened with vegetation reaching heights of 4m.
- 5.1.5 A new policy rule specifying:
Site boundaries adjacent to either a 'Rural' zone or to dwellings must consist of shrubs or screening vegetation a minimum of 5m high and 2m deep.

5.2 FINAL RECOMMENDATIONS FOR FUTURE DEVELOPMENT CONSIDERATION

- 5.2.1 Promote the retention of existing specimen trees across the site where they are of good form and can be accommodated within the proposed design. (refer note in section 2.5 regarding this promotion).
- 5.2.2 Promote the retention of existing specimen trees within the 'indicative landscape feature' as shown on the masterplan or the 5m landscape buffer planting required under the structure plan where they are of good form and can be accommodated within the proposed design. (refer note in section 2.5 regarding this promotion).