

**EASTERN BAYS SHARED PATH PROJECT
SUMMARY OF EVIDENCE OF JULIA ANNE WILLIAMS ON BEHALF OF HUTT
CITY COUNCIL**

I prepared a statement of evidence in chief dated 30 November 2020 on behalf of the Applicant. The key points of my evidence can be summarized as follows.

The Eastern Bays have a distinctive landscape setting on the edge of Te Whanganui-a-Tara / Wellington Harbour. While an important component of the wider landscape, the coastal edge has a low visual prominence and its natural character has been modified over time by road widening and retaining structures. From a landscape and visual perspective, the existing road edge is makeshift and unsightly. Therefore the Project site's natural character (experiential) values are *Moderate*.

The Project site is a strip of land on the seaward side of Marine Drive that is 4.4km long and between 3.5m and 11m wide. Works will result in a small loss of local landform across the Eastern Bays and overall adverse biophysical effects are *Low*.

Adverse effects of the Project on natural character are considered to be *Low* as the Shared Path forms only a small part of the wider Eastern Bays coastal landscape. The long term adverse effects on visual amenity across the Eastern Bays are considered *Low* to *Very Low*.

The Shared Path will extend built works out into the coastal area with the concrete edge and seawall creating a strong differentiation between the urban and the natural environment, and a different user experience with local nuance and character replaced with a wider path and a more consistent and formalised, hard coastal edge.

Landscape and visual effects on a bay-by-bay basis will be determined by the detailed design delivered through the LUDP and BSUDPs. These plans have the potential to provide benefits for the community through design that reinforces the individual character and local identity of each bay, as well as visual and recreational amenity. Visual effects have the potential to be adverse *Very Low* or may even be considered beneficial.

The visual impact of construction will be localised and short term. Adverse construction effects are considered to be *Very Low*.

Safety barriers will create only a small increase in adverse effects on natural character and visual amenity in those areas where they are located. Overall, adverse effects on natural character in bays where safety barriers will be installed will be *Moderate – Low*.

Adverse effects are minimised through the use of familiar materials and consistent path and seawall detailing across the route. This reduces the visual impact of new structures and emphasises the contrast between the inland urban road landscape and the natural environment of the foreshore.

Over and above the detailed and fine-grained design, adverse effects will continue to reduce as the Shared Path structures, and the seawalls in particular, physically weather and become familiar elements in the bay landscape. For example, adverse natural character effects on the coastal side of the Shared Path at a site-specific scale will be *Moderate - Low* but reduce to *Low* or *Very Low* over time

Provided that the design plans are prepared and implemented as set out in the proposed conditions of consent LV1-7, I am satisfied that the adverse landscape and visual effects of proposal will be no more than *Moderate-Low*, which is no more than minor.

Julia Williams

DATED: 15 December 2020