

**Before the Expert Panel appointed
under the Fast-track Approvals Act 2024**

Under

the Fast-track Approvals Act 2024

And

In the Matter of

an application for approvals by Mt
Iron Junction Limited to develop 250
medium to high density residential
dwellings, a childcare centre, a retail
building, a café, reserve areas and
recreation amenities

**Statement of Evidence of
David John Compton-Moen on behalf
of Mt Iron Junction Limited in response
to comments made under Section 53**

Urban Design

Dated: 26 June 2026

Lane Neave
Level 1, 2 Memorial Street
PO Box 7348
Queenstown
Solicitors Acting: Joshua Leckie/Charlotte Coyle
Email:

[Redacted]
[Redacted]

lane neave.

INTRODUCTION

1. My full name is David John Compton-Moen. I hold the position of Urban Designer/Registered Landscape Architect at DCM Urban Design Limited where I am the Director. I started DCM Urban in August 2016 where we focus on urban development and assessment work. Our office is based in Christchurch, but we work throughout New Zealand on urban design and landscape projects.
2. I hold the qualifications of a Bachelor of Landscape Architecture (hons) and a Bachelor of Resource Studies (Planning). I am a Full Member of the New Zealand Planning Institute and a member of the Urban Design Forum and I have been a Registered Landscape Architect of the New Zealand Institute of Landscape Architects since 2001. I have approximately 25 years' experience in landscape architecture, urban design and planning within New Zealand and internationally.
3. Examples of my recent relevant work include:
 - (a) 2025-2026 - Whisper Creek, Christchurch (**PC23**) – Working to rezone 170hectares of land north of Christchurch from Specific Purpose (Golf Resort) (**SPGR**) and Rural Urban Fringe (**RUF**) zoning to Residential New Neighbourhood (**RNN**) zoning. The proposal enables a residential neighbourhood of approximately 800 dwellings at a density consistent with the Residential New Neighbourhood zone, alongside a small neighbourhood commercial hub. A large percentage of the Site within the Lower Pūharakekenui/Styx flood area is retained and enhanced as stormwater basins, farmland, open space, and wetland, with riparian restoration proposed along the Pūharakekenui / Pūharakekenui/Styx River.
 - (b) 2024-2025 – Working for Foodstuffs (South Island) Properties Limited to provide urban design evidence for a rezoning of Medium Density Residential (**MRZ**) land in Rolleston to Large Format Retail (**LFRZ**). The proposal included assessing potential effects from a Trade Retailer adjacent to a residential zone.
 - (c) 2024 – Working for Carter Group to provide Urban Design and Landscape advice for Environment Court mediation for West Rolleston (previously PC73, 81 and 82) which includes provision for approximately 3,500 new dwellings and 4 commercial centres of varying sizes. I am currently working on the Substantive Fast Track Application which provides for approximately 5,000 new dwellings and a 5ha commercial centre.
 - (d) 2020-23 – Working for several different consortiums, I provided urban design and landscape advice for the following private plan changes in the

Selwyn, Waimakariri and Christchurch Districts including: Woodend South, Waimakariri District; Lincoln South, Lincoln (**PC69**); Southeast Rolleston, Rolleston (**PC78**); Extension to Falcons Landing, Rolleston (**PC75**); Trents Road, Prebbleton (**PC68**); Holmes and Skellerup Block, Rolleston (**PC73**); South Skellerup Block, Rolleston (**PC81**); Two Chains Road Block (B1 zone plan change), Rolleston (**PC80**); Wilfield, West Melton (**PC67**); Birchs Village, Prebbleton (**PC79**).

- (e) 2018-19 – I worked with Queenstown Lakes District Council (**Council**) staff and Vivian Espie to prepare Proposed District Plan Design Guides – Residential (High, Medium and Lower Density and Business Mixed Use Zones). The Residential Design Guide covers High, Medium and Lower Density zones. The guides are designed to assist developers when breaches in District Plan standards may occur, suggesting possible design solutions to achieve a positive design outcome. The guides have recently been notified for public consultation as part of Stage 3 of the Proposed District Plan (**PDP**).
- (f) 2015-19 – I worked with the Hutt City Council providing urban design evidence for Plan Change 43. The Plan Change proposed two new zones including a Suburban Mixed-use and Medium Density Residential as well as providing the ability for Comprehensive Residential Developments on lots larger than 2,000 m². Initially the work included developing and testing possible development scenarios that would allow for the intensification of existing residential areas. The project involved a city-wide study to identify and analyse city suburbs where intensification could occur and then to propose areas to be developed. A Medium Density Design Guide was prepared to support the proposed objectives and policies with the view that the design guide would become part of the District Plan. The Plan Change was approved recently by an Independent Hearings Panel and adopted by Hutt City Council in November 2019.
- (g) 2016-19 – I prepared evidence for the Council investigating the proposed rules for development at Jacks Point (Jacks Point and Henley Downs, PDP Stage 1 and 2). My evidence focused on proposed density rules, changes to height, set back requirements and site coverage. Graphic examples were prepared to test various design scenarios and then to support the proposed threshold for Medium Density Residential development using a Comprehensive Development Plan process for Restricted Discretionary Activities. More recently I worked with staff to investigate proposed changes to recession planes rules to determine potential effects.

- (h) 2017-18 – I worked with Council staff to prepare a high-level indicative master plan showing residential development opportunities on the Ladies Mile. The indicative master plan was prepared to ensure an integrated urban development of the Ladies Mile as a possible Special Housing Area (**SHA**) under the Housing Accords and Special Housing Areas Act 2013. The plan was accepted by Council and incorporated into the Council's SHA Lead Policy. It promotes a mix of densities and housing typologies while providing large areas of open space and recognising the unique landscape values of the receiving environment.
 - (i) 2018 – I provided urban design, landscape and visual amenity evidence for the Council on an application on industrial land in Frankton Flats. The proposal was for a large warehouse type building with visitor parking immediately adjacent to SH6, commercial signage including the use of corporate colours and a large, planted landscape bund.
4. This statement is given as part of Mt Iron Junction Limited's (**MIJ** or **Applicant**) response to comments on the Mt Iron Junction Housing Scheme (**Project**) made under Section 53 of the Fast-track Approvals Act 2024 (**FTA**). This statement responds to specific comments raised by:
- (a) Ms Corinne Frischknecht, Senior Policy Planner, Queenstown Lakes District Council (**QLDC**) – Urban Design;
 - (b) Submissions from Adjoining Landowners including:
 - (i) CM Morgan and JC Morgan Family Trust;
 - (ii) Gillian Ryan and Scott Johnson;
 - (iii) Gordon Lang;
 - (iv) Ian and Lois Miles;
 - (v) Janet Lang;
 - (vi) Jonathan Fitchew and Janine Fitchew Carroll;
 - (vii) Peter Barham and Lisa McFarlane;
 - (viii) Stella Park (South Limited);
 - (ix) Vida Laira and Luke Smeets; and
 - (x) Wayne Casey.

5. My original findings are provided in full in the following reports submitted as part of the substantive application and in response to an RFI by QLDC:
 - (a) Substantive Application Appendix B: Urban Design Assessment, Revision C, dated 6 November 2025;
 - (b) Urban Design Graphic Attachment, Revision B, 13 May 2026; and
 - (c) Response to QLDC 'Information Gaps', dated 7 May 2026.
6. This evidence should also be read in conjunction with the following document / evidence:
 - (a) Substantive Application Appendix C: Architectural and Site Plans by Figure & Ground, Revision F, dated 11/2025;
 - (b) Substantive Application Appendix F: Preliminary Engineering Plans by Patersons, dated 20/2/2026; and
 - (c) Substantive Application Appendix D: Landscape Assessment Report and Graphics, dated 17 December 2025.
7. I have prepared this statement in the limited time available for the Applicant to respond to comments under the FTA. If the Panel requires elaboration on any of the matters raised in this statement, I am available to provide further information on request. Attached to my evidence are two Appendices being:
 - (a) Appendix 1 - Updated Visualisations with the latest Architectural design added to provide a greater level of detail and realism. The new visuals also address the panels request for views from Mt Iron at para 6 c of its minute dated 21 May 2026.
 - (b) Appendix 2 – Methodology for the development of the Visualisations.
8. Although this is not an Environment Court proceeding my confirmation of compliance with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 is included in Appendix Seven (Expert Confirmation of Compliance with Code of Conduct) of the Legal Overview submitted as part of the substantive application and further Code of Conduct Table confirming my qualifications and experience provided to the Expert Panel on 26 June 2026.

SPECIFIC RESPONSE TO COMMENTS

Queenstown Lakes District Council Urban Design – Ms Corinne Frischknecht

9. There are considerable areas of agreement between QLDC's Peer Review and my original report. We agree that the project demonstrates a quality design outcome in several respects, including housing diversity, good levels of onsite amenity and passive surveillance, and integration with the Mount Iron landscape through view retention and internal pedestrian connections. We agree that the Project is capable of achieving an acceptable urban design outcome for this prominent gateway site, but there are some minor areas, or 'design refinements,' where we disagree or there is partial agreement.¹
10. We agree that the Site (**Site**) has a prominent gateway role, particularly when approaching Wānaka from the east and south-east. Mount Iron is a landmark and a significant contributor to the character of this part of Wānaka. The Project must therefore manage the State Highway interfaces carefully and should not turn its back on the wider public realm. We agree that the surrounding context is transitional rather than purely rural in character. I consider it has a Peri-Urban Character consistent with the Landscape experts.² The site is close to Albert Town, the Three Parks development and a range of existing and emerging services. While the Site is zoned Rural, it is not experienced as a remote rural site. Its context includes major roads, urban development and recreation networks, as well as the significant Mount Iron backdrop. This is acknowledged in paragraph 6.2 of Ms Frischnecht's peer review.³
11. We agree that the assessment against the New Zealand Urban Design Protocol is generally sound and also agree that the QLDC Residential Design Guide is not directly applicable under the Rural Zone planning regime, but that it remains a useful best-practice tool for assessing the quality of residential urban design outcomes. We agree that the proposal contributes to housing diversity. In addition to the mix of apartments and townhouses, the proposal provides a range of dwelling sizes and typologies that will support different household types and affordability points through the Queenstown Lakes Community Housing Trust (**QLCHT**) (13 dwellings).⁴

¹ Queenstown Lakes District Council, Section 53 Comments, Appendix 4- Urban Design Peer Review of Ms Frischknecht dated 19 June 2026 at [1.2]-[1.4].

² Statement of Evidence of Ms Steven for the Trustees of the CM and JC Morgan Family Trust (33 Old Racecourse Road), Section 53 Comments, dated 19 June 2026 at para [34].

³ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 - Urban Design Peer View of Ms Frischknecht, dated 19 June 2026 at [6.2].

⁴ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.6].

12. In terms of 'minor' internal aspects of the design we agree:
- (a) That the internal open spaces are well connected to the pedestrian network and well overlooked by surrounding development and roads. Lot 802 and Lot 201 are designed as everyday neighbourhood spaces rather than residual spaces. They assist with recreation, social interaction, amenity and wayfinding.⁵
 - (b) On the approach to private outdoor living spaces with the design generally avoiding south-facing outdoor living spaces where practicable, balances privacy with passive surveillance, and uses low fencing and hedging where a visual connection to the street, accessway or reserve is important.⁶
 - (c) That the communal bin areas are generally well located and, if screened as shown in the application material, will be appropriate from an urban design perspective. Screening and distribution of service areas is important in a medium and higher density environment and can be managed through final design.⁷
 - (d) That final lighting design should be secured, meeting the requirements of ANZ1158. A condition requiring final public and semi-public space lighting by a suitably qualified lighting designer is appropriate to support CPTED outcomes, legibility, safety and nighttime amenity.⁸
 - (e) That cycle parking should be added and shown clearly for the childcare centre, cafe/market and public carpark areas. I also agree that consideration should be given to residential cycle storage. These are appropriate refinements that support active transport and can be resolved through detailed design.⁹
13. There are several, I consider minor, areas where only partial agreement is reached, being:
- (a) end Wall and visually prominent elevations;
 - (b) SH6, eastern carparking and the Mt Iron Gateway;

⁵ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design and Peer Review of Ms Frischknecht dated 19 June 2026 at [6.15].

⁶ Queenstown Lakes District Council, Section 53 Comments – Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.16].

⁷ Queenstown Lakes District Council, Section 53 Comments – Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.23].

⁸ Queenstown Lakes District Council, Section 53 Comments – Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.28].

⁹ Queenstown Lakes District Council, Section 53 Comments – Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.38].

- (c) external active travel connections to Wānaka and Aubrey Road;
- (d) commercial and childcare carparking and street presence;
- (e) service station interface; and
- (f) commercial assessment and cycle parking.

14. I have addressed these matters individually below.

End Wall and Visually Prominent Elevations

15. Ms Frischknecht refers in particular to the southern ends of building typologies C and E as viewed from State Highway 84, and to the end units of the apartment blocks visible from State Highway 6. Ms Frischknecht *‘does not agree that the southern end of Blocks C and E provide visual interest or positively address the street, particularly when viewed from the adjoining state highway network as shown in Visualisation 8.2.’*¹⁰ I do not consider that this issue materially changes the overall urban design conclusion or indicates a failure of the Master Plan. The statement in the Urban Design Assessment was made in the context of the overall development and the range of elevations within the site. As a general proposition, the development includes building modulation, material variation, glazing, setbacks, changes in height and landscape separation. I accept that the State Highway visualisations identify some end elevations where further detail would improve the public realm response but I consider that the development as a whole is well considered and addresses ‘end walls’ and ‘visually prominent elevations’ successfully. In general terms, window placement has been used across all end walls to break up facades and reduce the appearance of blank walls, and a variety of materials have been used across the blocks.
16. I refer to the evidence of Mr Connell (Architecture) on behalf of the Applicant for a detailed response in terms of materiality and window placement. The architectural package prepared by Figure and Ground provides full details of materials and elevations. It is noted that not all materials were represented in the Application visualization renders, which were produced at an earlier stage of the design process, and the architecture has since been refined. Updated visualisations are attached in Appendix 1 which are consistent with the updated architectural package. The visualisations show the materials proposed, glazing and levels of modulation which all contribute successfully.

¹⁰ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.8].

17. With reference to paragraphs 6.10-6.11 of Ms Frischknecht's peer review requesting that *'terrace and apartment buildings located on corner sites should demonstrate the same level of architectural detailing on the secondary elevations as on primary street-facing facades'*,¹¹ I consider the proposed design approach is appropriate with further detailing not necessary. Below are two photos showing similar 'corner' responses to a corner site with (1) A terrace house typology, and (2) An apartment building typology:



Figure 1 – The photo above is of a Warren and Mahony design for terrace housing in the East Frame, Christchurch. The units look west over Rauora Park with the end unit using glazing and material changes to avoid 'large blank walls'.

¹¹ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.10]-[6.11].



Figure 2 – The photo above is of a Sheppard and Rout design for a 3-level apartment building in the East Frame Christchurch. The units are orientated to the north, overlooking Gloucester St with the western, corner façade punctuated by windows at irregular spacings.

18. In both examples I consider this level of intervention sufficient while still achieving a high level of residential amenity. I do not consider it necessary for the ‘secondary’ façade to achieve the same level of detailing as the primary façade.¹² From an Urban Design perspective, I consider that the current design, and updated Visualisations, adequately address concerns over the End Wall treatment and further refinements by way of a consent condition are not necessary.

SH6, Eastern Carparking and the Mt Iron Gateway

19. Ms Frischknecht places considerable weight on the view from State Highway 6 when approaching from the east, and states that the combination of facades and landscaping as currently proposed would significantly detract from the sense of place on arrival to Wānaka.¹³ I agree this is an important view, but I do not agree with the conclusion that the Project would significantly detract from that arrival experience. Mount Iron is the dominant landscape element in this view and remains

¹² Evidence of Ms Frischknecht, Paragraph 6.13

¹³ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.20].

clearly legible as the backdrop. The proposed buildings are three storeys or less and sit at the base of Mount Iron, while Mount Iron rises substantially above the Site.

20. In that context, the Project will introduce urban built form, but it will not obscure or dominate the landmark. The proposal also needs to be understood as part of the evolving urban edge between Albert Town, Three Parks and Wānaka. It is not a case of an isolated building in an otherwise undeveloped rural landscape. The Site already sits next to two State Highways, a major roundabout and a consented service station. In my view, a well-planned residential and mixed-use development is an appropriate urban response to this location. Our RFI response explained that the State Highway Interface section illustrates the relationship between the apartment buildings, the carparking areas and State Highway 6, including locations where the planting depth is at its minimum. It also explained that carparking areas are screened by a combination of trees, planting and hedging, and that while apartment buildings will remain visible, their appearance is softened by trees and by the articulation and modulation of the buildings. I do not consider that it is necessary for landscape planting to fully screen built form from the State Highway.

External Active Travel Connections to Wānaka and Aubrey Road

21. In terms of connectivity, Ms Frischknecht disagrees with my conclusion that the site is well connected in the wider Wānaka context, because there is no external all-weather sealed active travel shared path connection to Wānaka, Three Parks and Aubrey Road.¹⁴ I agree that such a connection would be beneficial as part of the wider active transport network. I do not agree that its absence means the Project is deficient from an urban design perspective. I consider that the Site's proximity to key services, the State Highway network, the roundabout, the Mount Iron track network, the existing walkway reserve and shared use tracks, and the proposed internal 3 metre shared path and footpath network all combine to provide both good internal connectivity and reasonable external connectivity for the purposes of urban design assessment. The RFI response also explained that a direct separated cycle connection along State Highway 84 was not provided because cycle movements are intended to be routed via the Mount Iron Track to the north towards Wānaka where possible, and via existing State Highway connections through the Mount Iron Junction roundabout. Connections to Three Parks are routed through the roundabout or the Mount Iron Track toward the underpass near the BP service station. Mr Carr, Transport Expert, goes into considerable detail regarding the feasibility, approvals required, and current design standards of paths in his evidence. From reading his evidence I understand that any shared path would be required to be in the road reserve and require both NZTA and QLDC approval. I

¹⁴ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.25] – [6.26].

also understand that the Applicant is agreeable to assist financially with the construction of any shared path deemed necessary.¹⁵

Commercial and Childcare Carparking and Street Presence

22. The Peer Review considers that the childcare and commercial buildings do not have a sufficiently strong street presence because carparking is located in front of the buildings and suggests that moving the commercial building closer to the street with parking to the rear would create a stronger edge.¹⁶ I agree that the ideal urban design arrangement for many commercial streets is a building edge at or near the street with parking internalised. However, I do not agree that this is necessary or necessarily superior in this specific context. The childcare centre is positioned at the Junction Road and Mountain Road intersection and addresses both associated frontages. The commercial building prioritises its street presence toward Mountain Road, which is expected to have the higher pedestrian presence within the development. The layout also reflects functional requirements, including safe vehicle access, legible circulation, operational needs and limiting unnecessary on-site manoeuvring. This is not a conventional main street block where continuous shopfronts are required to define an established pedestrian corridor. It is a mixed-use neighbourhood edge at the entrance to a residential development, near a roundabout and State Highway environment. A balance is required between street activation, safe access, parking convenience, servicing and internal amenity. Our RFI response noted that options with more internalised parking were considered, but the submitted layout balances the functional requirements of the building and the movement network. I agree with that approach. I also agree that the carpark should be designed to ensure pedestrian priority and legibility.
23. In my opinion, this is already achieved as outlined below and will be further refined during detailed design. The market and café area car park includes:
 - (a) a footpath running from Junction Road to the front of the buildings and into the car park;
 - (b) a second footpath connects from Mountain Road to the north side of the buildings, providing access from both roads; and
 - (c) banding is shown in the carpark surface design and will be detailed further at detail design stage, where material changes and surface treatments can be specified to support a slow speed, pedestrian-focused environment.

¹⁵ Statement of Evidence of Mr Carr, Response to Comments, 26 June 2026 at 43 – [61]

¹⁶ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, 19 June 2026 at [6.34] – [6.36].

24. Given the relatively small size of the car park (24 spaces plus one accessible space), the level of pedestrian connectivity provided is considered sufficient. The car park is also not a long straight layout, with the bend in the car park naturally encouraging slower vehicle speeds.

Service Station Interface

25. Ms Frischknecht recommends additional planting within the application site to soften the interface between the western facade of the consented service station and the playground.¹⁷ I agree that the interface is relevant because it affects the experience of users of Lot 201. I do not agree that the current proposal fails on this issue. The service station is outside the Project Site, and its detailed facade treatment is governed by its own consent, RM181471. The current application can appropriately manage the interface on the application side, but it cannot be expected to redesign or control the consented service station facade. Our RFI response explained that the renders depict the bulk and location of the consented service station, and that planting is proposed along the interface where possible, including reserve plant mix, street plant mix and various tree species. It also noted that some species within the reserve plant mix are expected to reach mature heights of approximately 1.5 to 2 metres, which is higher than the planting depicted in some renders. I accept that final landscape design can further refine this edge, with the possible addition of a hedge species.

Commercial Assessment and Cycle Parking

26. Ms Frischknecht states that my Urban Design Assessment does not assess the commercial component of the Project or how the interface is managed with residential use.¹⁸ I consider that this overstates the position. The Assessment discusses the commercial, retail, childcare and service station components under the principles of choice, creativity, movement, open space and access. While the commercial component could have been drawn together in a dedicated section, it was not ignored. I agree that cycle parking should, and we agree Additional cycle parking can be incorporated at detail design stage, with four spaces required for the childcare building, and two in the market area in an easily accessible location.¹⁹

Adjoining Landowners' Submissions

27. I have reviewed the submissions received from the adjoining landowners. The urban design issues principally relate to the character of the receiving environment, the

¹⁷ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.29]-[6.32].

¹⁸ Queenstown Lakes District Council, Section 53 Comments, Appendix 4 – Urban Design Peer Review of Ms Frischknecht, dated 19 June 2026 at [6.33].

¹⁹ Evidence of Ms Frischknecht, Paragraph 6.38

scale and intensity of the proposed built form, the interface with Old Racecourse Road properties, the relationship of the proposal to Mt Iron and the Wānaka gateway, the perceived loss of openness, architectural appearance, internal amenity, and the design of movement and parking areas. I have also had particular regard to the landscape comment prepared by Elizabeth Steven, as that is the principal expert evidence raising issues that overlap with urban design, particularly in relation to the site's gateway role, foreground relationship to Mt Iron, openness, and the interface with 33 Old Racecourse Road.

Receiving Environment and Character

28. A number of submitters characterise the locality as rural-residential, spacious, open and low-density. This issue is raised by the Morgans, Ryan and Johnson, Gordon Lang, Janet Lang, Laird/Smeets, Miles, Casey, and Fitchew/Fitchew-Carroll. The concern is that the proposal introduces an urban form into a context that submitters consider is not presently urban in character. I recognise that concern, particularly given the adjoining large-lot residential properties on Old Racecourse Road and the Site's proximity to Mt Iron. However, from an urban design perspective, I do not consider the Site to be read as a purely rural-residential environment. It is a transitional location influenced by State Highways 6 and 84, the existing roundabout and Junction Road, Albert Town, the emerging Three Parks urban environment, consented development on the Site, and the Mt Iron reserve edge. In that context, I consider that the proposed change to a more compact mixed-use residential form is acceptable in urban design terms.

Scale, Density and Built Form

29. Submitters including Casey, Ryan and Johnson, the Langs, Laird/Smeets, Miles, Fitchew/Fitchew-Carroll and Barham/McFarlane raise concern that the density, height and extent of built form is excessive for the Site, including a submitter-stated 1.74m setback on the northwest boundary. I acknowledge that the Project represents a clear shift from the lower-intensity and more open form of development previously consented or expected by some adjoining owners. However, density is not, in itself, an adverse urban design outcome. The Project provides a range of housing typologies, a connected street and lane structure, open space, commercial/community activities, and pedestrian/cycle connections. The QLDC urban design peer review also recognises the Project as demonstrating a quality design outcome, including housing diversity, onsite amenity, passive surveillance and integration with the Mt Iron landscape through retained views and internal pedestrian connections.

30. On the northwest boundary, in recognition of the adjoining residential properties, the design has already adopted several design measures to reduce potential adverse effects by:
- (a) incorporating single storey buildings (Typology A) along this boundary to reduce any 'wall' effects;
 - (b) a high-level of building modulation, in particular roof form, and using garages to provide wide gaps between second-floor components;
 - (c) second-floor components are setback from the boundary by over 8m, providing a significant offset from the adjoining properties.
 - (d) a close-board timber fence along the boundary supported by a griselinia hedge which typically grows to a height of 3-4m in a relatively quick timeframe;
 - (e) tree planting along this boundary, with a minimum of one tree per dwelling, using a mix of:
 - (i) *Sophora microphylla* (SI Kōwhai) – 3.5m high after 5years.
 - (ii) *Amelanchier canadensis* (Canadian Serviceberry) – 2.5m after 5years.
 - (iii) *Cornus 'Eddie's White Wonder'* (Flowering Dogwood) – 3m after 5years.
31. I consider the scale and density of the proposal to be acceptable from an urban design perspective, and in particular, the proposed treatment along the northwest boundary. The combination of the design measures outlined in (a) to (e) ensure that adverse effects are successfully mitigated.

Interface with Old Racecourse Road

32. The most direct neighbour interface issue is raised by the Morgans, Casey, Ryan and Johnson, Laird/Smeets and Miles, who are concerned about building proximity, height, visual dominance, overlooking, loss of privacy and the change from large-lot residential character to a more compact housing form. Ms Steven's landscape evidence also places particular emphasis on the interface with 33 Old Racecourse Road. I recognise that the north-western boundary is a sensitive edge because it adjoins established larger residential properties. However, from an urban design perspective, I consider the interface is acceptable when assessed in the context of the overall site structure, proposed boundary treatments and design measures

outlined above, landscaping, building orientation and the broader transitional character of the location. The Project does introduce a more urban edge on the southern boundary of the Old Racecourse Road properties, but that does not mean the edge is unacceptable. In my opinion, the design provides a coherent and legible residential interface, and the change in character can be absorbed without resulting in an unacceptable urban design outcome.

Mt Iron, Gateway Views and Sense of Arrival

33. The relationship of the proposal to Mt Iron and the Wānaka gateway is a central concern in the submissions. Casey, Laird/Smeets, the Morgans, the Langs, Ryan and Johnson, and Fitchew/Fitchew-Carroll all raise concerns about visual effects on Mt Iron, the gateway experience and the perception of urbanisation at the entrance to Wānaka. Ms Steven's evidence is particularly important on this issue, as she describes the site as foreground or a "visual plinth" to Mt Iron and considers the proposal would adversely affect public appreciation of the feature. I accept that this is a key urban design consideration. However, the Project does not physically intrude into Mt Iron and retains a legible relationship with the reserve and surrounding movement network. The design also provides internal open spaces, pedestrian links and view opportunities toward Mt Iron. In my opinion, the Project will alter the gateway experience, but that change is acceptable in urban design terms because the development is structured, comprehensive and landscape-led rather than ad hoc or visually incoherent.

Openness and Comparison with the Consented Scheme

34. Several submissions compare the Project with previous or consented development outcomes and say that the current proposal removes openness across the site. This is raised most directly by the Morgans and Ms Steven, and is also reflected in comments from Casey, Miles, the Langs and Fitchew/Fitchew-Carroll. I acknowledge that the Project is a different urban design response from the earlier consented arrangement, particularly in the way built form is distributed across the site. However, I do not consider that the earlier consented pattern of openness is the only acceptable urban design outcome. The Project pursues a different design objective: a compact, mixed-use residential neighbourhood with internal amenity, movement connections and defined open spaces. The change from a more open site to a more urbanised site is apparent, but in my opinion, it remains acceptable because the layout is comprehensive, the open spaces are purposeful, and the proposal forms a coherent urban edge rather than sporadic development.

Architectural Appearance and Materiality

35. Casey raises specific concern about pale cladding and whether building colours and materials will sit comfortably within the natural landscape setting. The QLDC urban design peer review raises a related issue, identifying the need for visually prominent elevations, particularly those visible from State Highways 6 and 84, to be appropriately articulated. I acknowledge that architectural expression is important in this location because the buildings will contribute to the gateway experience. However, the Project is not reliant on a single building or isolated object in the landscape; it is a comprehensive neighbourhood design with varied building typologies, landscape structure and public-realm interfaces. Our RFI response also records that the treatment of end walls, façade modulation and material variation has been considered through the design process. In my opinion, the architectural approach is acceptable from an urban design perspective and can be appropriately understood as part of the overall master planned composition.

36. Ms Steven raises concern that the proposal introduces terrace forms, repeated built form and a more geometric layout that she considers is not characteristic of the surrounding upper-terrace environment.²⁰ I acknowledge that the Pro adopts a more regular and urban structure than the established large-lot and rural-residential pattern adjoining Old Racecourse Road. However, I do not agree that this results in an unacceptable urban design outcome. The Site is a transitional and highly connected edge location, influenced by State Highways 6 and 84, Albert Town, Three Parks, the consented development context, and the Mount Iron reserve interface. In that context, a clear and legible block and street structure is appropriate. The regularity of the layout assists with wayfinding, efficient land use, pedestrian and cycle connectivity, passive surveillance, and the creation of defined public and semi-public spaces.

37. I also do not consider the Project to be a simple repetitive grid. The scheme includes a range of housing typologies, building heights, roof forms, materials, open spaces and landscape treatments. My Urban Design assessment records that units have been broken into blocks, with side yards, accessways, driveways and landscaped areas used to separate longer built-form elements, and that vertical and horizontal modulation and material changes are used to avoid large flat façades and overly dominant monolithic forms. In my opinion, while the Project is more urban than the existing surrounding pattern, that change is coherent, deliberate and acceptable from an urban design perspective.

²⁰ Statement of Evidence of Ms Steven for the Trustees of the CM and JC Morgan Family Trust (33 Old Racecourse Road), Section 53 Comments, dated 19 June 2026 at para [12].

Internal Residential Amenity and Open Space

38. Fitchew/Fitchew-Carroll raise concerns about sunlight, winter conditions and the adequacy of outdoor public space for future residents. Other submitters raise broader concerns that the density of the proposal will affect liveability. I recognise those concerns, but I do not agree that the Project produces an unacceptable internal amenity outcome. The scheme includes a range of dwelling typologies, reserves, pedestrian connections, passive surveillance, and private and shared open space. Ms Frischknecht's Peer Review also identifies good levels of onsite amenity as one of the positive attributes of the project. From an urban design perspective, the Project provides a coherent living environment and an appropriate level of amenity for a compact residential neighbourhood.

Movement, Parking and Public-realm Design

39. Barham/McFarlane raise detailed concerns about parking demand and the possibility of parking spilling into surrounding streets. Fitchew/Fitchew-Carroll, Ryan and Johnson, Casey and the Langs also raise traffic, parking and movement concerns. I leave traffic generation and parking demand to the transport experts, but there is an urban design dimension to how movement and parking areas are experienced. In my opinion, the Project provides a legible internal movement structure and supports pedestrian and cycle movement through the site. The QLDC urban design peer review similarly identifies positive internal pedestrian connections, while also commenting on active transport connections and the design of the commercial carpark. From an urban design perspective, I consider the movement structure and parking layout acceptable as part of the overall masterplan.

Lighting and Night-time Character

40. Casey, Laird/Smeets, Miles and Fitchew/Fitchew-Carroll raise concerns about light spill, loss of dark-sky qualities and increased night-time activity. Those matters have acoustic, ecological and amenity dimensions, but they also have an urban design dimension because lighting affects the character, safety and perception of the public realm. I acknowledge that the Project will introduce a more urban night-time environment than currently exists. However, a change in lighting character is an expected consequence of a comprehensive residential development. From an urban design perspective, lighting is necessary for safety, legibility and passive surveillance, and I consider that the night-time character generated by the proposal is acceptable in this transitional gateway location.

Overall Urban Design Response

41. Overall, the submissions raise concerns about the extent of change proposed for the Site, particularly for adjoining Old Racecourse Road residents and in relation to the gateway setting below Mt Iron. I recognise those concerns, however, my urban design opinion remains that the Project is acceptable. The Site is not an isolated rural site but is a transitional and highly connected edge location. The Project will change the character of the site, but that change is managed through a comprehensive layout, varied housing typologies, internal open space, pedestrian connectivity, passive surveillance, and a landscape-led master plan. I consider that the changes from the previous or existing environment are acceptable from an urban design perspective. Stella Park (South) Ltd's submission, which supports the proposal as lodged, is also consistent with the view that development of this site can be acceptable in its current form.

Conclusions

42. Having reviewed the QLDC's Urban Design Peer Review and the submissions from the adjoining landowners, I still consider that the Project in its current form creates a well-functioning urban environment which will provide future residents, workers and visitors with a high amenity mixed-use development.



David John Compton-Moen

26 June 2026

APPENDIX 1: Updated Visualisations



MT IRON JUNCTION - FAST TRACK APPLICATION SECTION 53 RESPONSE

GRAPHIC ATTACHMENT - URBAN DESIGN AND LANDSCAPE

FOR MT IRON JUNCTION LTD

PROJECT NO. 2023_084 | 26 JUNE 2026 | REVISION B

MT IRON JUNCTION, WĀNAKA | FAST TRACK APPLICATION SECTION 53 RESPONSE

Project no: 2023_084
Document title: Fast Track Application S53 Response - Graphic Attachment - Urban Design and Landscape
Revision: B
Date: 26 June 2026
Client name: Mt Iron Junction Ltd.

Author: Anca Belu

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DCM URBAN DESIGN LIMITED

10/245 St Asaph Street, Ōtautahi / Christchurch, 8011
Level 1, 17 Garrett Street, Te Whanganui-a-Tara / Wellington, 6011
1/1 Umbers Street - Wānaka

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LEGEND

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- 2 **Visualisation 2**
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- 3 **Visualisation 3**
Viewpoint 12 in RMM LAR
- 4 **Visualisation 4**
Viewpoint 16 in RMM LAR
- 5 **Visualisation 5**
Original photos / panorama by RMM
- 6 **Visualisation 6**
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- 7 **Visualisation 7**
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- 8 **Visualisation 8**
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- 9 **Visualisation 9**
Viewpoint 17 in RMM LAR



A. VIEWPOINT VISUALISATION LOCATIONS (1:5000@A3)

METHODOLOGY

1. Purpose of Visualisations

The purpose of these visualisations is to demonstrate indicative renders that show potential impact of the development on surrounding landscape features and mitigation strategies proposed.

2. Viewpoints

All visualisations are based on viewpoints and photography provided in RMM's Landscape Assessment Report (LAR). For more information on viewpoints and photography, refer to LAR Graphic Attachment, and RMM RFI Response 1. Viewpoints for visualisations were selected based on locations that would capture views where the landscape features could potentially be impacted. The viewpoints were taken to display 180° then cropped to more accurately represent the Human Field of View.

3. Photomatching

The photo matches were conducted using visualisations which are computer generated renders produced from a geolocated 3D model which shows the development built and soft landscaping form along with Mount Iron.

Photo matches have been calibrated using the profile poles with known heights from the previously consented landscape masterplan by RMM (RM181471). Matching profile pole location and heights, including date and time, allowed accurate overlay of the 3D model on the photo viewpoints to create the overall visualisation.

4. Stages of Visualisation

Visualisations show a sequenced over time from the time of planting, 5 years after planting and 10 years after planting, to illustrate potential temporary visual effects and how these reduce over time, softening the built form of the development.

The visualisations are rendered using planting/trees shown at early autumn. Tree size varies between species and is indicatively shown through the sequencing of time depending on the grades and growth rate. Approximate tree heights are detailed in Plant Palette. Planting (Shrubs, Groundcovers and grasses) have also been shown at the time of planting with their heights and grade varying between species. Plants are shown at their mature size from 5 years onwards.

5. Additional Viewpoint Visualisations

Visualisation 5 was prepared in response to QLDC's Information Gaps (landscape 7) dated 30 April 2026. As a viewpoint portraying views to Mount Iron and centred more on one of the taller apartments was not taken at the time of the request, RMM prepared an additional viewpoint panorama. The preparation of the panorama photograph and visualisation aligns with the methodology included in the RMM RFI dated 7 May 2026.

Visualisation 6 - 9 were prepared as in response to the Expert Panel's Minute 2, in which comment (c) additional viewpoint visualisations were requested. Viewpoints 30, 33 and 35 were selected to portray indicative anticipated views of the development from Mount Iron. Viewpoint 17 was included to capture views from neighbouring property on Balneaves Lane. For further information refer to David Compton-Moen's S53 evidence, appendix 2.

VIEWPOINT VISUALISATION LOCATIONS + METHODOLOGY



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM SH6 AND SH84 ROUNDABOUT - ORIGINAL PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 1

Original photos / panorama from viewpoint 5 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM SH6 AND SH84 ROUNDABOUT - CROPPED PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 1

Original photos / panorama from viewpoint 5 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AT PLANTING

STATE HIGHWAY INTERFACE - VISUALISATION 1

Original photos / panorama from viewpoint 5 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 1

Original photos / panorama from viewpoint 5 in RMM LAR



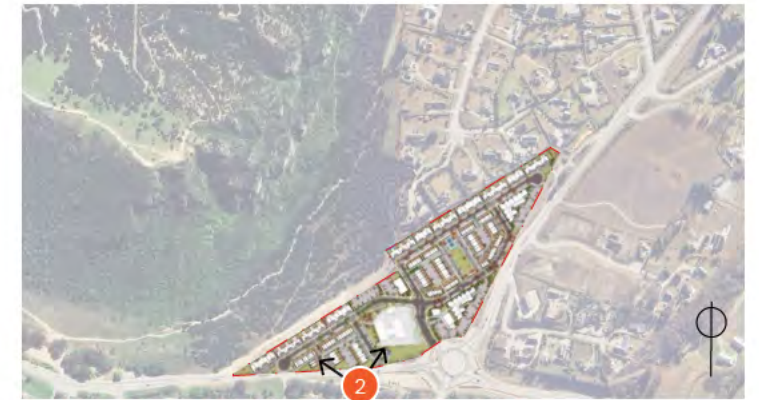
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 1

Original photos / panorama from viewpoint 5 in RMM LAR



A. VISUALISATION LOCATION (NTS)

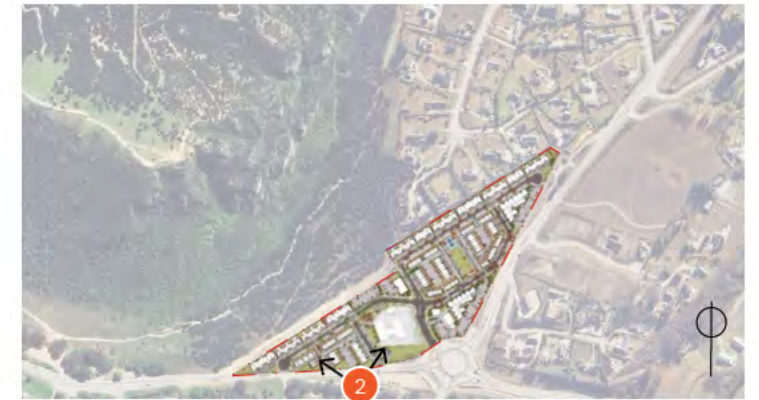


REFER 2023_084/008

B. EXISTING VIEW FROM THE ENTRANCE TO THE PARKING BAY ON SH84 - ORIGINAL PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 2

Original photos / panorama from viewpoint 8 in RMM LAR



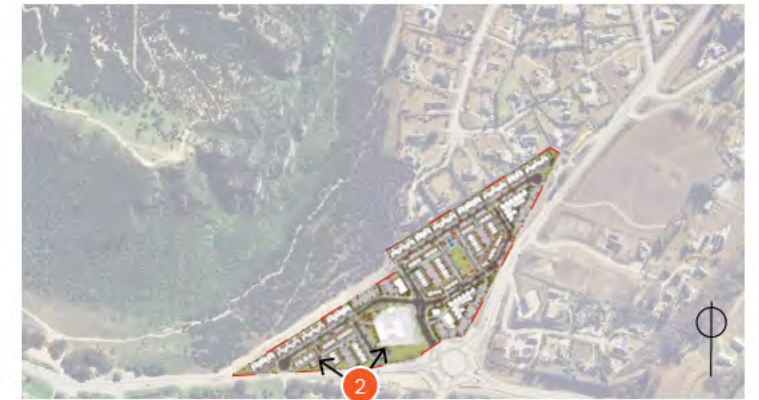
A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM THE ENTRANCE TO THE PARKING BAY ON SH84 - CROPPED PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 2

Original photos / panorama from viewpoint 8 in RMM LAR



A. VISUALISATION LOCATION (NTS)

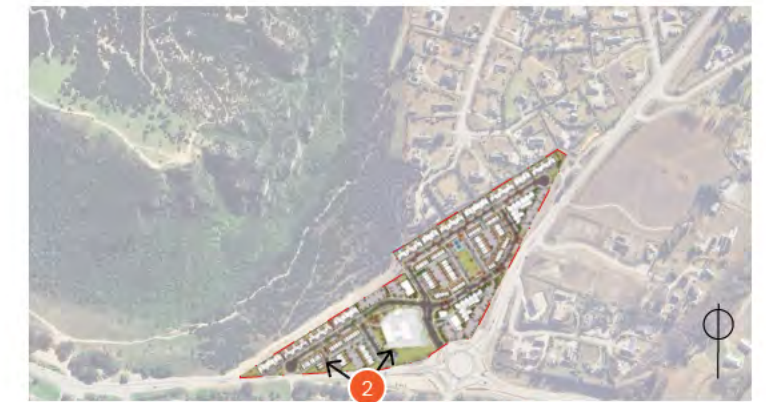


B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE ENTRANCE TO THE PARKING BAY ON SH84 - VEGETATION HEIGHT AT PLANTING

Note: Some trees visible in the visualisation are part of the proposal site and will be removed as part of the development.

STATE HIGHWAY INTERFACE - VISUALISATION 2

Original photos / panorama from viewpoint 8 in RMM LAR



A. VISUALISATION LOCATION (NTS)

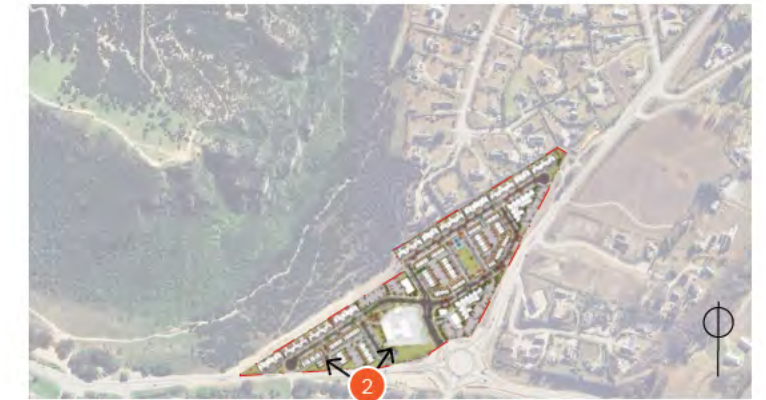


B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE ENTRANCE TO THE PARKING BAY ON SH84 - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

Note: Some trees visible in the visualisation are part of the proposal site and will be removed as part of the development.

STATE HIGHWAY INTERFACE - VISUALISATION 2

Original photos / panorama from viewpoint 8 in RMM LAR



A. VISUALISATION LOCATION (NTS)

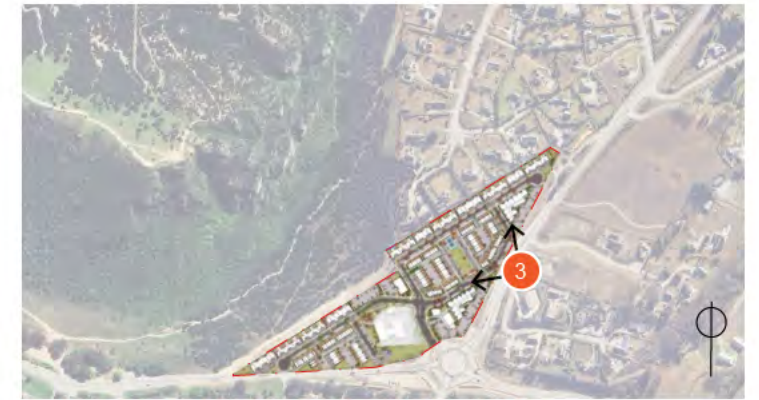


B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE ENTRANCE TO THE PARKING BAY ON SH84 - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

Note: Some trees visible in the visualisation are part of the proposal site and will be removed as part of the development.

STATE HIGHWAY INTERFACE - VISUALISATION 2

Original photos / panorama from viewpoint 8 in RMM LAR



A. VISUALISATION LOCATION (NTS)

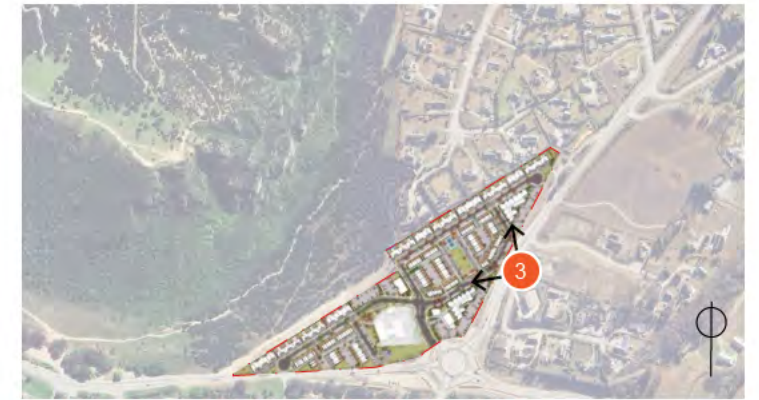


REFER 2023_084/013

B. EXISTING VIEW FROM THE INTERSECTION OF BALNEAVES LANE AND SH6 - ORIGINAL PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 3

Original photos / panorama from viewpoint 12 in RMM LAR



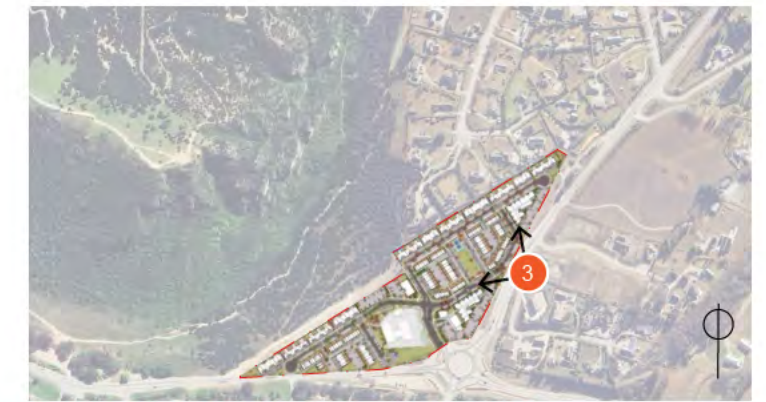
A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM THE INTERSECTION OF BALNEAVES LANE AND SH6 - CROPPED PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 3

Original photos / panorama from viewpoint 12 in RMM LAR



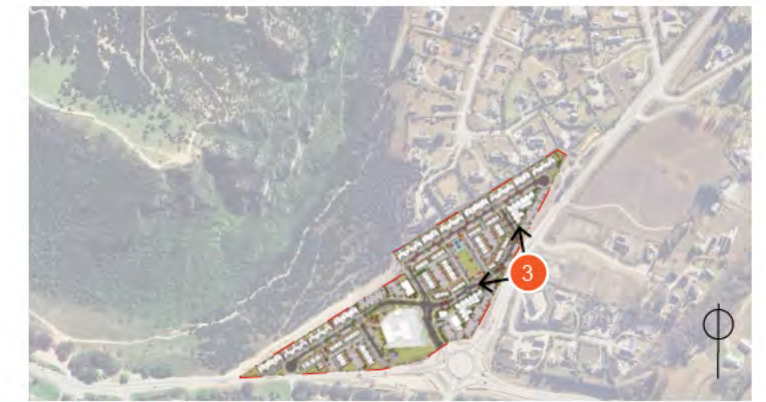
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE INTERSECTION OF BALNEAVES LANE AND SH6 - VEGETATION HEIGHT AT PLANTING

STATE HIGHWAY INTERFACE - VISUALISATION 3

Original photos / panorama from viewpoint 12 in RMM LAR



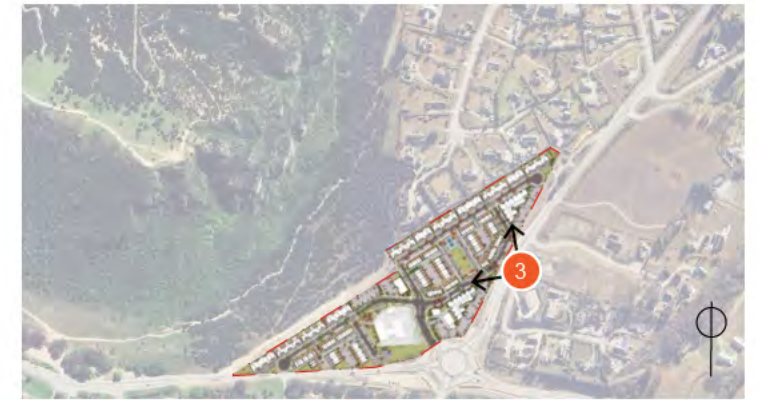
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE INTERSECTION OF BALNEAVES LANE AND SH6 - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 3

Original photos / panorama from viewpoint 12 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM THE INTERSECTION OF BALNEAVES LANE AND SH6 - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 3

Original photos / panorama from viewpoint 12 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM IMMEDIATELY SOUTH OF THE SH6 AND SH84 ROUNDABOUT - ORIGINAL PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 4

Original photos / panorama from viewpoint 16 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM IMMEDIATELY SOUTH OF THE SH6 AND SH84 ROUNDABOUT - CROPPED PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 4

Original photos / panorama from viewpoint 16 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM IMMEDIATELY SOUTH OF THE SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AT PLANTING

STATE HIGHWAY INTERFACE - VISUALISATION 4

Original photos / panorama from viewpoint 16 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM IMMEDIATELY SOUTH OF THE SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 4

Original photos / panorama from viewpoint 16 in RMM LAR



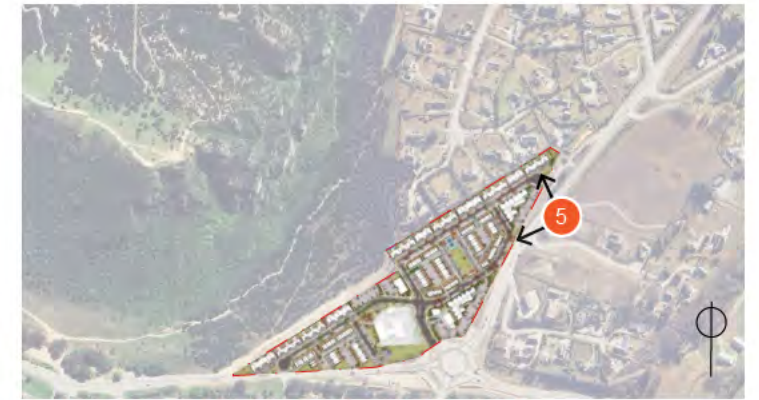
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM IMMEDIATELY SOUTH OF THE SH6 AND SH84 ROUNDABOUT - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 4

Original photos / panorama from viewpoint 16 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM ENTRANCE OF 38 ALBERT TOWN-LAKE HAWEA ROAD (SH6) - ORIGINAL PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 5

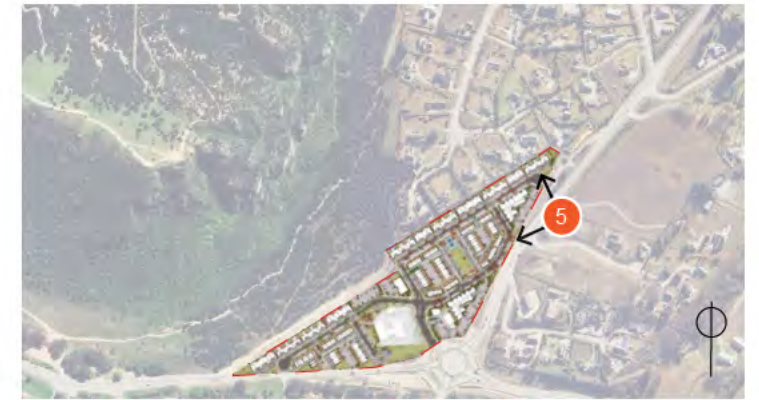
Original photos / panorama by RMM

Photo taken at 11am on 11 May 2026.

Horizontal FoV: Approx 120 degrees

Vertical FoV: Approx 40 degrees

The preparation of the panorama photograph and visualisation aligns with the methodology included in the RMM RFI dated 7 May 2026.



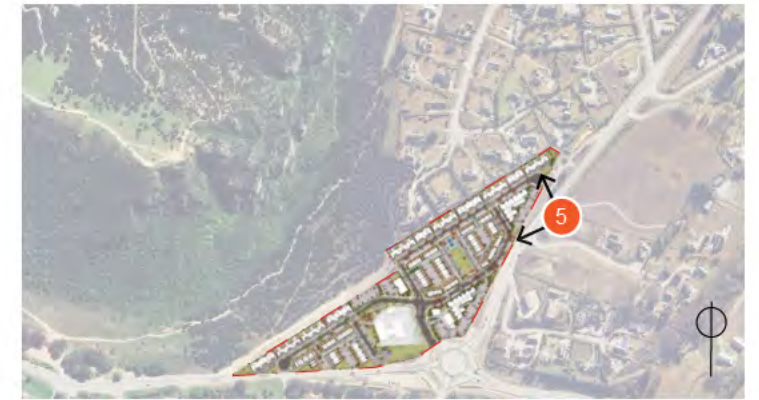
A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM ENTRANCE OF 38 ALBERT TOWN-LAKE HAWEA ROAD (SH6) - CROPPED PANORAMA PHOTO

STATE HIGHWAY INTERFACE - VISUALISATION 5

Original photos / panorama by RMM



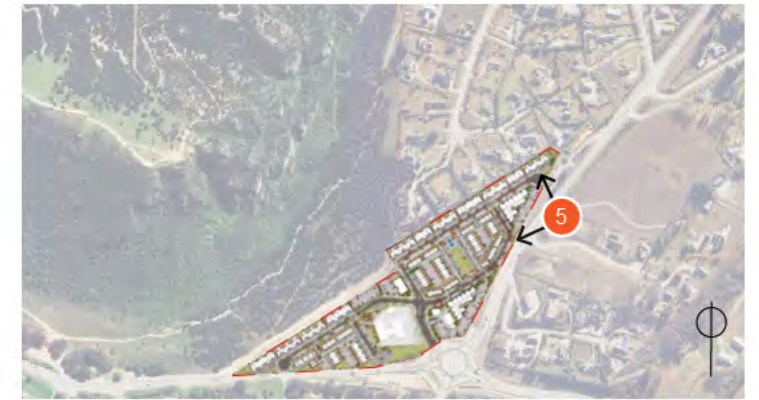
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM ENTRANCE OF 38 ALBERT TOWN-LAKE HAWEA ROAD (SH6) - VEGETATION HEIGHT AT PLANTING

STATE HIGHWAY INTERFACE - VISUALISATION 5

Original photos / panorama by RMM



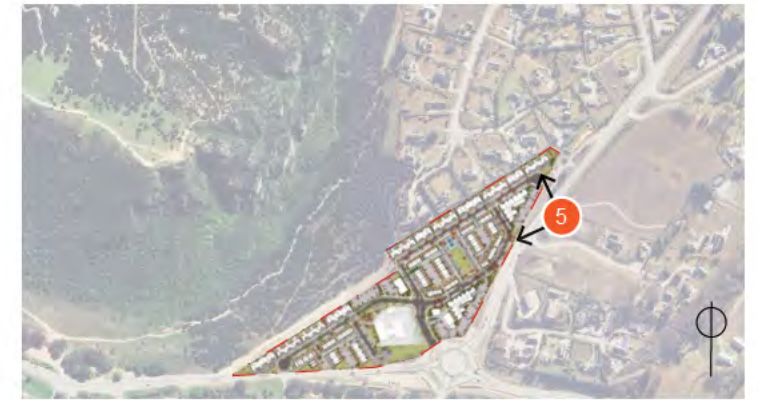
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM ENTRANCE OF 38 ALBERT TOWN-LAKE HAWEA ROAD (SH6) - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 5

Original photos / panorama by RMM



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM ENTRANCE OF 38 ALBERT TOWN-LAKE HAWEA ROAD (SH6) - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

STATE HIGHWAY INTERFACE - VISUALISATION 5

Original photos / panorama by RMM



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM MOUNT IRON SUMMIT, AT THE VERY SOUTHERN EDGE OF SUMMIT FACE - ORIGINAL PANORAMA PHOTO

VISUALISATION 6 - MOUNT IRON SUMMIT

Original photos / panorama from viewpoint 30 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM MOUNT IRON SUMMIT, AT THE VERY SOUTHERN EDGE OF SUMMIT FACE - CROPPED PANORAMA PHOTO

VISUALISATION 6 - MOUNT IRON SUMMIT

Original photos / panorama from viewpoint 30 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON SUMMIT, AT THE VERY SOUTHERN EDGE OF SUMMIT FACE - VEGETATION HEIGHT AT PLANTING

VISUALISATION 6 - MOUNT IRON SUMMIT

Original photos / panorama from viewpoint 30 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON SUMMIT, AT THE VERY SOUTHERN EDGE OF SUMMIT FACE - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

VISUALISATION 6 - MOUNT IRON SUMMIT

Original photos / panorama from viewpoint 30 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON SUMMIT, AT THE VERY SOUTHERN EDGE OF SUMMIT FACE - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

VISUALISATION 6 - MOUNT IRON SUMMIT

Original photos / panorama from viewpoint 30 in RMM LAR



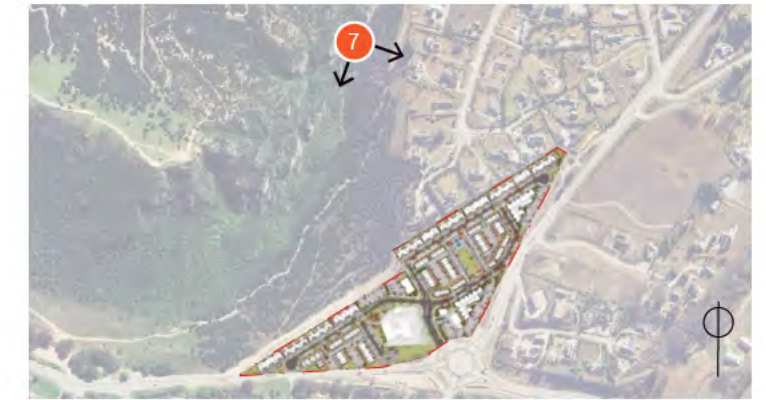
A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - ORIGINAL PANORAMA PHOTO

VISUALISATION 7 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 33 in RMM LAR



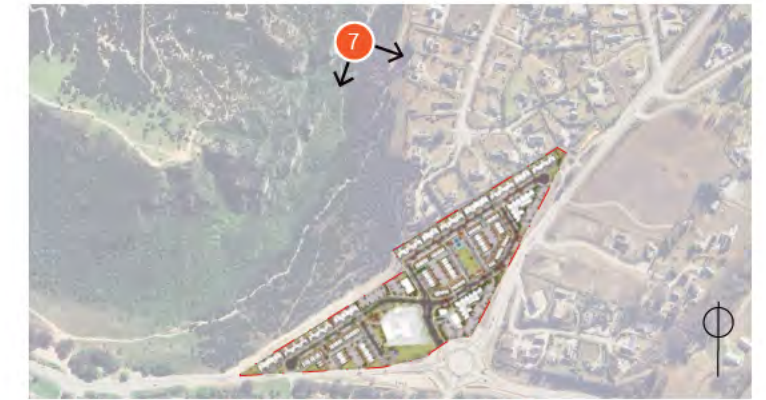
A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - CROPPED PANORAMA PHOTO

VISUALISATION 7 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 33 in RMM LAR



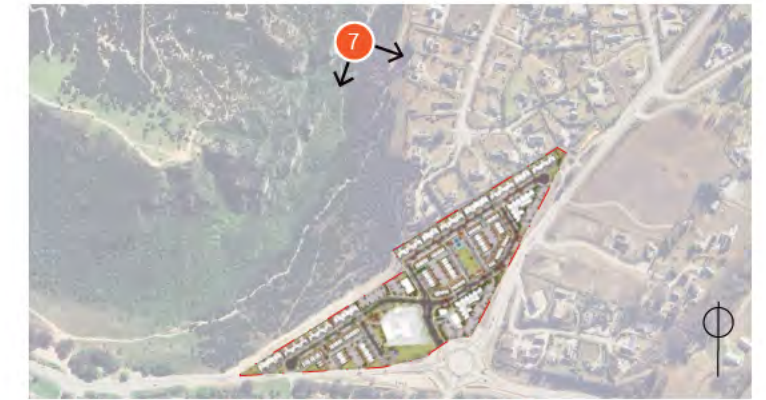
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AT PLANTING

VISUALISATION 7 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 33 in RMM LAR



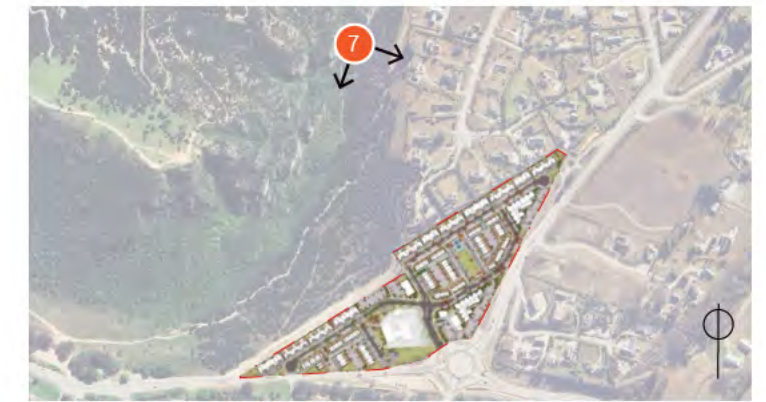
A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

VISUALISATION 7 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 33 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

VISUALISATION 7 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 33 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM SECONDARY TRACK, JUST OFF THE MT IRON LOOP TRACK - ORIGINAL PANORAMA PHOTO

VISUALISATION 8 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 35 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM SECONDARY TRACK, JUST OFF THE MT IRON LOOP TRACK - CROPPED PANORAMA PHOTO

VISUALISATION 8 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 35 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AT PLANTING

VISUALISATION 8 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 35 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

VISUALISATION 8 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 35 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM MOUNT IRON LOOP TRACK, AT THE TOP OF THE STAIRCASE - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

VISUALISATION 8 - MOUNT IRON TRACK

Original photos / panorama from viewpoint 35 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM 2 BALNEAVES LANE - ORIGINAL PANORAMA PHOTO

VISUALISATION 9 - BALNEAVES LANE

Original photos / panorama from viewpoint 17 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. EXISTING VIEW FROM 2 BALNEAVES LANE - CROPPED PANORAMA PHOTO

VISUALISATION 9 - BALNEAVES LANE

Original photos / panorama from viewpoint 17 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM 2 BALNEAVES LANE - VEGETATION HEIGHT AT PLANTING

VISUALISATION 9 - BALNEAVES LANE

Original photos / panorama from viewpoint 17 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM 2 BALNEAVES LANE - VEGETATION HEIGHT AFTER APPROXIMATELY 5 YEARS

VISUALISATION 9 - BALNEAVES LANE

Original photos / panorama from viewpoint 17 in RMM LAR



A. VISUALISATION LOCATION (NTS)



B. INDICATIVE VISUALISATION OF DEVELOPMENT FROM 2 BALNEAVES LANE - VEGETATION HEIGHT AFTER APPROXIMATELY 10 YEARS

VISUALISATION 9 - BALNEAVES LANE

Original photos / panorama from viewpoint 17 in RMM LAR

APPENDIX 2: Methodology for the Development of the Visualisations

What did the Panel Ask For

The panel requested (in Minute 2) that additional viewpoint visualisations be prepared, particularly those from Mt Iron, to better understand how the proposal would appear from elevated public locations.

We did not Provide Additional VPs from the State Highways

In response, all viewpoints were reviewed. At the time of receiving the panel's request, five viewpoints had been prepared from State Highway 84 and State Highway 6. These are considered sufficient to show how the proposal will appear from the two main road corridors and provide a clear understanding of its visibility and overall form from these locations.

What VPs we Provided from Mt Iron and Why

In regard to additional viewpoints from Mount Iron, at the summit area, VP30, VP31 and VP32 (viewpoints from RMM's LAR) are all in close proximity, VP30 has been selected as the representative summit view as it provides the clearest and most direct outlook towards the site. VP31 is very similar with no meaningful difference in view, and VP32 is approximately 100m away from VP30, resulting in a near-identical outlook. Further along the Mt Iron track network, VP33 is located on the eastern side of the loop track at the top of the staircase and provides a direct southern outlook towards the site. VP34 35 and 36 are located on the secondary track and are close together, both facing southeast. VP35 has been selected as the representative viewpoint for this area as it provides the clearest view towards the site.

What VPs we Provided from the Neighbours and Why (and Why Not)

Additional viewpoints from VP17 (Balneaves Lane) and VP22 (Racecourse Road) were also considered to address nearby resident's views to the proposal site. VP17 has been included as it provides a clear and useful view of the site. VP22 was assessed for photomatching; however, the site is heavily screened by existing vegetation and buildings from this location, with no reference points on site visible to support accurate alignment of the proposal into the photo. As a result, the model could not be matched into the photo with a sufficient level of accuracy for the assessment, and has been excluded.

Methodology Confirmation

All additional viewpoint visualisations follow the same methodology as specified in the DCM Urban Design and Landscape Masterplan (Attachment B1, page 045), and RFI response dated 7 May 2026.

Updated Visualisations

In response to the QLDC Peer Review, a review was undertaken of all visualisations produced to date, and it is noted that not all materials were represented in the visualization renders, which were produced at an earlier stage of the design process, and the architecture has since been refined. In response, all visualisations have been updated to capture the most up to date architectural design and materiality.