

Landscape Assessment Report

Ridgeburn Development
Fast-track Approvals Act Application

9 March 2026



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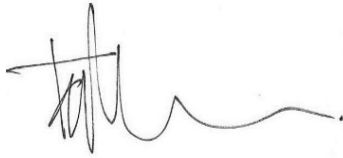
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1

Executive Summary

The proposed Ridgeburn Development is a master-planned development on an approximately 212-hectare site at 122 Morven Ferry Road, between Arrowtown and the Kawarau River in the Queenstown Lakes District. The development will include:

- 1,210 residential units across the site, including 180 affordable units.
- A commercial precinct located at the north-eastern corner of the site, providing approximately 17,420m² commercial, retail, community and accommodation activities, including a supermarket, daycare, community hall/gym, workspace and retail uses, hospitality (woolshed bar and pizzeria), a pump station, and visitor accommodation/ workers accommodation.
- Approximately 32 hectares of reserve area, 103 hectares of Morven Hill and Kawarau Escarpment Native Restoration, green links and a mix of active and passive recreation areas.
- A network of open space reserves and walking and cycling trails, including access to Morven Hill's summit will be provided via the existing access track associated with infrastructure on the hill

The majority of the development will be located within the RCL and WBRAZ. The exception to this is seven properties and the water tanks that will be located on the toe of the Morven Hill ONF and two proposed water bores and their pump sheds that will be located within the Kawarau River ONF.

Visual Amenity Effects

Summary on the local viewing audience:

- The proposed development will be well enclosed by boundary vegetation, so the housing, visitor accommodation and commercial development will not be seen. Also, the proposed vegetation will maintain the current mix of open and enclosed views that are currently experienced from along Morven Ferry Road.
- The proposed development will not be seen from Arrow Junction Road.
- The proposed development will not be seen when entering Queenstown from Cromwell, along Lake Hayes-Arrow Junction Highway and will be difficult to depict from the Gibbston Highway. Therefore, it will have **very low to no adverse effects** on this entrance experience and the amenity gained from this large viewing audience.
- The proposed development will not be seen from the relevant stretch of the Twin Rivers Trail and is not required to be assessed from any other nearby trails.
- The upgrades to Morven Ferry Road and the subsequent increase in traffic will substantially change the streetscape character of Morven Ferry Road.

Overall, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effect on the visual amenity experienced by the local viewing audience. The exception to this is the increase in traffic will have a **low-moderate degree** of adverse effects on the visual amenity experienced by existing Morven Ferry Road users.

Summary on the wider viewing audience:

- Beyond the nearby surrounding public roads, the Site is only seen from a few, distant elevated vantage points, highlighting the fact that the Site is not prominent within Whakatipu Basin,

- When seen from the Crown Range Road, the top of Tobin's Track, Coronet Peak Road and Remarkables Ski Field Road, the proposal will always be seen in the context of other urban development in the Basin. I.e. will not appear as a single node of development within a purely rural setting.
- At a local scale, the proposed Ridgeburn Development will appear as a spread of residential development east of Morven Hill, that is currently a strong landform feature containing urban development to the west. At a wider scale, the proposal will cohesively from part of the west to east row of urban development between Fernhill and Ladies Mile, all accessed off SH6 / SH6A that has occurred over the past two to three decades within the Whakatipu Basin.

Overall, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effects on the visual amenity experienced from Tobin's Track Summit and the top of Coronet Peak Road. Also, the proposal will have a **moderate to moderate-high degree** of adverse effects on the visual amenity experienced from the elevated lookouts along the Crown Range Road and a **low-moderate degree** of adverse effects on the visual amenity experienced from the elevated parts of the Remarkables Ski Field Access Road.

Landscape Effects

Regarding landscape effects:

- The proposed 68ha of native revegetation on Morven Hill and the 35ha within the Kawarau River corridor, covering 38.5ha more land than the urban development will enhance the natural character and physical, associative and perceptual landscape values of these two ONFs.
- The proposed accessway to Morven Hill's summit will positively enhance its recreational associative values.
- The proposed water tanks and seven properties on the toe of Morven Hill will not adversely affect its outstanding landscape values.
- At a receiving environment scale, the proposal will have a high degree of adverse effects on the rural character of the Morven-Ferry Triangle.
- However, at a wider scale, the proposed Ridgeburn development will appear as a coherent and legible extension to the east to west corridor pattern of urban development, along and accessed of the SH.

Regarding the PDP, the proposal is both consistent with some and contrary to other landscape related policies. This is inevitable when proposing urban development within the RCL and the WBRAZ.

2 Introduction

2.1 Introduction, Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Ridgeburn Ltd (**the Applicant**) to assess the actual and potential landscape and visual effects of the proposed Ridgeburn Development.



Figure 1: The proposed Ridgeburn Development Masterplan.

The Project is a master-planned development on an approximately 212-hectare site at 122 Morven Ferry Road, between Arrowtown and the Kawarau River in the Queenstown Lakes District. The development incorporates a mix of uses within a commercial village hub, including retail, shared working space, a daycare, and community facilities. The Project has been designed to integrate with a network of open space reserves and walking and cycling trails and will be serviced by supporting on-site three waters infrastructure.

Under the Queenstown Lakes Proposed District Plan (**PDP**) the Site is zoned Rural and Whakatipu Basin Rural Amenity Zone (**WBRAZ**), is within the Morven Hill Outstanding Natural Feature (**ONF**), is adjacent to the Kawarau River ONF, and is outside the Urban Growth Boundary (**UGB**). The proposed application is a **non-complying** activity under the PDP, as further described in **Section 4** below.

RMM have been involved throughout the design and assessment process which has informed the proposed development response to the landscape of the Site.

This design process has included the key following steps:

- Six site visits undertaken between March and December 2025.
- An analysis of the landscape character, visibility, connectivity and land use aspects of the Site and the surrounding area.
- A review of the following documents:
 - The PDP zoning and overlays within the Site.
 - The Queenstown Lakes Spatial Plan 2021 (**the Spatial Plan**).
 - The Whakatipu Basin Land Use Planning Study, March 2017.
- Co-designing the Site development plan with the Project Team.

This Landscape Assessment Report (**LAR**) has been prepared by Mr Paul Smith (Senior Landscape Architect – NZILA Registered) and Mr Tony Milne (Director - FNZILA). We have 14 and 25 years of experience, respectively. Both working on a significant number of small- and large-scale developments throughout the Queenstown Lakes District during our careers.

As per the Fast-track Approval 2024: Panels Conveners' Practice and Procedure Guidance¹, Mr Smith and Mr Milne record that they have read and agree to and abide by the Environment Court's Code of Conduct for Expert Witnesses as specified in the Environment Court's Practice Note 2023. This LAR and its accompanied GA is within their area of expertise, except where the report states that they rely upon the reports of other experts. Both Mr Smith and Mr Milne have not omitted to consider any material facts known to them that might alter or detract from the conclusions reached.

The LAR is formatted as per the following:

- A description of the proposal.
- An outline of the relevant policy provisions.
- The identification and description of the wider environment, the receiving environment and the Site's landscape values and landscape character.
- An assessment of the actual and potential landscape, natural character and visual effects.
- An assessment against the relevant statutory provisions.
- A conclusion.

This report is accompanied by the Ridgeburn Landscape Design Document (**LDD**). The LDD outlines the design process in which the proposed development stems from. It contains the process used through the design phase, the site context and analysis including the PDP planning maps, the Ridgeburn Strategy and Principles, the proposed Masterplan Plan and photographs of the site from the surrounding public places.

¹ FTAA: Panels Conveners' Practice and Procedure Guidance. 22 July 2025. 4.1(h).

2.2 Methodology

The methodology and terminology used in this LAR has been informed by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines² (**TTatM Guidelines**). The Site and its surrounds have been visited half a dozen times between March and December 2025. The site visits have assisted in understanding the landscape character and values within the receiving environment and assessing the proposal's actual and potential landscape and visual effects.

This LAR is tailored to suit the nature of the project and its context including the framework of the governing legislation. Schedule 5 of the Fast-track Approvals Act 2024 (**FTAA**) requires the proposal to be assessed against Sections 5, 6 and 7 of the Resource Management Act 1991 (**RMA**)³ and the PDP⁴. Therefore, the statutory documents containing provisions relevant to the proposed Ridgeburn Development are found in the RMA and the PDP, that both provide the policy framework against which this landscape assessment has been evaluated.

Engagement with manawhenua is occurring through the consultation phase. At this stage, input from Iwi to assist with understanding the actual and potential adverse effects of the cultural values of Morven Hill, the Kawarau River, and the wider environment is not known. Therefore, these actual and potential adverse effects are not yet taken into consideration in this LAR.

The LAR has been externally peer reviewed by Mr Shannon Bray, Director of Wayfinder Ltd and a Fellow member of the NZILA. Several comments in his peer review have been taken into consideration in this LAR.

Figure 2 below is the TTatM Guidelines seven-point rating scale that is used in this LAR and a comparative scale between the seven-point scale and the RMA scale.



Figure 2. The TTatM Guidelines seven-point landscape and visual effects rating scale and a comparative scale of degree of effects.

² 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

³ FTAA. Schedule 5. Cl 5(1)(g)

⁴ FTAA. Schedule 5. Cl 5(1)(h), (2)(f) and (3)(a).

3 The Proposal

3.1 Description of the Proposal

The Project is a master-planned development on an approximately 212-hectare site at 122 Morven Ferry Road, between Arrowtown and the Kawarau River in the Queenstown Lakes District. The development incorporates a mix of uses within a commercial village hub, including retail, shared working space, a daycare, and community facilities. The Project has been designed to integrate with a network of open space reserves and walking and cycling trails and will be serviced by supporting on-site three waters infrastructure.

The Project is anticipated to be delivered over a six-year timeframe in six development phases and comprises:

- A total of 1,210 residential units across the site, including 180 affordable units. These residential units have been architecturally designed to be in keeping with the architectural alpine character within Queenstown. Also, the layout of residential development has been designed to complement the site's hummocky terrain and maintain the steeper slopes and gullies as open space.
- A commercial precinct located at the north-eastern corner of the site, providing approximately 17,420m² commercial, retail, community and accommodation activities, including a supermarket, daycare, community hall/gym, workspace and retail uses, hospitality (woolshed bar and pizzeria), a pump station, and visitor accommodation/ workers accommodation.
- An estimated 6,554 full-time equivalent (**FTE**) job-years generated over the development period.
- Approximately 32 hectares of reserve areas will provide green links and a mix of active and passive recreation areas throughout the urban development. These reserves have been designed to emphasis the Site's natural watercourses and hummocky terrain and break up what may otherwise be large expansive areas of urban space.
- Approximately 103 hectares of native restoration planting will occur on Morven Hill and the river escarpment, and the river terrace within the Kawarau. Once established, it will constitute one of the largest areas of lower elevation native vegetation in the ecological district.

Regarding the PDP zoning and overlay:

- The majority of the development will be located within the Rural Character Landscape (**RCL**) and **WBRAZ**.
- Seven properties, and the water tanks and water supply infrastructure will be located within the Morven Hill ONF, refer to **LDD Part 1 Sheet 7 and Part 2 Sheet 5**. The water tanks and where practicable their infrastructure will be finished black / ebony to reduce prominence. Also, a landscape plan will be prepared that illustrates native planting around their east, west and southern sides to screen them from view.
- Access to Morven Hill's summit will be provided via the existing access track associated with infrastructure on the hill.
- 68ha of native revegetation will occur on Morven Hill's southern face.
- The two proposed water bores and their pump sheds will be located on a terrace within the Kawarau River ONF. The pump sheds design will be undertaken at detailed design phase, but they will be located within 2m tall, 2m x 2m (4m²) building envelopes and finished in black /

ebony to reduce prominence. Also, a landscape plan will be prepared that illustrates native planting standing more than 2m tall around their east, west and southern sides.

- 35ha of native revegetation will occur within the Kawarau River corridor.

This application seeks consent for the land use and subdivision of the Project site. As detailed in the Assessment of Effects, the development is organised into a series of neighbourhoods. Neighbourhoods A–H and J comprise residential areas, while Neighbourhood K forms the Commercial Precinct. Each neighbourhood includes access to local amenities and open space.

4 Relevant Policy Provisions

4.1 The Government's Fast-track Approval Act 2024

*The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.*⁵

The proposed Ridgeburn Development has been referred to the Fast Track by the Minister for Infrastructure who has determined that it is of regional significance because it will assist with addressing the housing needs within Queenstown and will deliver significant ecological benefits. In addition, the Ridgeburn Development includes the ecological restoration across 68ha of degraded landscape and enhanced public access to recreational trails supporting tourism.

This LAR assesses the actual and potential landscape and visual effects of the proposed development as required by Schedule 5 of the FTAA.

4.2 The Resource Management Act 1991

The RMA underpins the PDP provisions that are referred to in relation to the proposed Ridgeburn Development. The purpose of the RMA is '*to promote the sustainable management of natural and physical resources...whilst enabling people and communities to provide for their social, cultural and economic well-being*'.⁶

The Site includes the southern slopes of the Morven Hill ONF and is located adjacent to the Kawarau River ONF. Therefore, Sections 6a and 6b are relevant when assessing the proposal. Also, the Site is zoned Rural and WBRAZ, therefore Section 7c and 7f are relevant when assessing the proposal.

6 - Matters of national importance

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

⁵ FTAA. Part 1, s3 - Purpose

⁶ RMA. Part 2 – Purpose and Principles, Section 5 Purpose.

- (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development*
- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*

7 - Other matters

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (c) the maintenance and enhancement of amenity values;*
- (f) maintenance and enhancement of the quality of the environment.*

4.3 The Queenstown Lakes Proposed District Plan

The most relevant statutory document applicable to the proposal is the PDP. This is because most of the PDP appeal matters are settled and will soon supersede the Operative District Plan (**ODP**).

Under the PDP, the Site is within the following zones and overlays, as illustrated on LDD Pt1, Sheet 7:

- The majority of the Site is zoned Rural. Within the Rural Zone, the western half of the Site is located on the ONF of Morven Hill. The ONF boundary follows the toe of Morven Hill, where there is a clear change in gradient between the hill and the hummocky topography to the east. Also, the southern part of the Site is within the Kawarau River ONF.
- The eastern quarter of the Site is within the WBRAZ, Landscape Character Unit (**LCU**)18: Morven Eastern Foothills. The western edge of the WBRAZ follows and including a small portion of the eastern hummocky terrain.
- The northern quadrant containing the flat land is within the WBRAZ, LCU17: Morven Ferry.
- The central node of the Site located on the hummocky terrain is classified as RCL. Council is yet to describe the landscape character and visual amenity values to be maintained within this RCL in the PDP.⁷ Based on the LCU study and on-site investigation, the hummocky topography within the RCL is generally consistent with the LCU18 description, as described in **Section 5** below.
- Also, the Site is outside the Queenstown UGB, refer to **LDD, Pt 1, Sheet 7**.

A description of the receiving environment, including these landscapes and landscape features is included below in **Section 5**.

Urban development is not anticipated within the ONF, RCL and the WBRAZ, therefore, the proposed development is a **non-complying activity** triggered by the proposed activities that are not listed in the Rural Zone tables⁸. This is described in full in the Assessment of Environmental Effects Assessment Report.

The PDP objectives, and policies that are relevant to this assessment are found in:

- Chapter 3 – Strategic Objectives

⁷ PDP 3.3.33

⁸ PDP 21.4.37 - Any activity not otherwise provided for in Table 1.

- Chapter 6 – Landscapes and Rural Character
- Chapter 21 – Rural Zone
- Chapter 24 – Wakatipu Basin

The objectives and policies in Chapter 27 – Subdivision and Development are focused on creating a high-quality environment to ensure that the district is a desirable place for both residents and visitors. These are internal urban design focused objectives and policies, that are addressed in the Urban Design Assessment Report.

This LAR has taken the policy provisions in Chapters 3, 6, 21 and 24 into consideration throughout the body of this LAR, and a summary assessment against them is included in **Section 8**.

4.4 Queenstown Lakes Spatial Plan 2021

“The Queenstown Lakes Spatial Plan is a vision and framework for how and where the communities of Wakatipu and Upper Clutha can Grow Well and develop to ensure our wellbeing and prosperity.”⁹ Hierarchically, the Spatial Plan provides the long-term strategic direction that guides more specific plans, strategies and policies, that the PDP is to give effect to¹⁰.

The Site is not identified as an area for future urban growth because it does not form one of the two key corridors where consolidated growth is promoted to occur over the next 30 years.¹¹ However, it is important to recognise that future development along the two identified corridors will occur at the whim of the landowners, except within the Homestead Bay and Ladies Mile Fast Track Applications. I.e. these landowners may not develop these properties for another decade or two, which commonly occurs in the district e.g. Three Parks.

The Site is illustrated as ‘Rural’ on the Spatial Plan’s analysis plans. When looking beyond the future growth areas, the Site is illustrated as having fewer constraints / is more susceptible to absorb change when compared with other parts of the Whakatipu Basin, refer to **LDD, Pt 1, Sheet 14**.¹²

⁹ The Queenstown Lakes Spatial Plan. July 2021. Page 8.

¹⁰ *ibid.* July 2021. Page 13.

¹¹ *ibid.* July 2021. Page 13.

¹² *ibid.* July 2021. Page 30.

5 Landscape Description

5.1 Wider Landscape Context - The Whakatipu Basin

The Whakatipu Basin forms the wider context which the proposed Ridgeburn Development will be situated.

The proposal will be situated within the Whakatipu Basin's southeast corner, immediately east of Morven Hill, approximately 1km southeast of SH6 and immediately north of the Kawarau River.

West of Morven Hill, situated along SH6 and north of the Kawarau River is Lake Hayes Estate, Bridesdale, Shotover Country, and the anticipated Ladies Mile development. Further west is Frankton, Queenstown and Fernhill, albeit these three areas are outside the Basin. Regarding this, it is apparent that urban development over the past two to three decades within the wider Queenstown Area has developed along a west to east corridor between Fernhill and Ladies Mile, all accessed off SH6 / SH6A. Notably, SH6 / SH6A is the key travel route for locals and residents, including the increase in people travelling from Cromwell to work in the Queenstown area each day.

Also, to the north is the Hogans Gully Resort Zone, the Arrowtown Lifestyle Village, Millbrook and Arrowtown. All of which are notable urban developments within the wider context of the Site.

5.1.1 Extent of the Receiving Environment - The Morven Ferry Triangle

The receiving environment is illustrated on **LDD, Pt 1, Sheet 6**. It includes Morven Hill's eastern slopes, the Kawarau River south of Morven Hill and the Site, and the alluvial terraces between Morven Hill, and the Crown Range's scarp face.

The viewing audience extends beyond the receiving environment, is illustrated on **LDD, Pt 1, Sheet 6** consisting of Morven Ferry Road, Arrow Junction Road, Lake Hayes-Arrow Junction Highway, The Twin Rivers Trail, Gibbston Highway, The Arrow River Bridges Trail, Crown Range Road, Tobin's Track / the Crown Range, Coronet Peak, Remarkables Ski Field Access Road and private land neighbouring these public places.

5.2 Description of the Receiving Environment

5.2.1 Physical Attributes

The landscape (physical, associative, and perceptual) attributes and values for Morven Hill and the Kawarau River have been robustly described and evaluated in the PDP, being Priority Areas 21.22.4 and 21.22.9, respectively. This LAR has captured the relevant descriptors from the PDP, providing additional information where required.

Morven Hill is a "*Prominent large roche moutonnée landform that is the highest and most extensive of the roches moutonnées protruding from the Whakatipu Basin floor [330masl] (Morven Hill, Slope Hill, Ferry Hill and Feehlys Hill). The landform extends south-west to north-east, with the lower western summit (559 m) separated from the main eastern summit (750 m) by a shallow saddle. This landform is recognised in the NZ Geopreservation Inventory having national importance. The underlying schist*

*bedrock is exposed in places on the hill slopes, particularly on the north-eastern and eastern faces.”*¹³

Land cover on Morven Hill consist of *“Predominantly rough pasture (with scattered matagouri, sweet briar, hawthorn, elderberry and other exotic weeds in places). Dense cover of weeds (the previously mentioned species as well as buddleia, gorse and broom), with some matagouri and mānuka, on the shadier southern slopes leading down to the river. Conifer shelterbelts and woodlots in the saddle area and one larger radiata pine plantation adjacent to the river.”*¹⁴

There is a *“natural spring on the southern side of the saddle, with associated farm ponds and an ephemeral watercourse running down to the Kawarau River.”*¹⁵ This watercourse is situated west of the Site. Also, west of the Site are *“The denser patches of matagouri towards the river provide suitable habitat for grey warbler, fantail and silvereye.”*¹⁶ Importantly, the PDP identifies that there is *“Potential for enhancement of ecological values on the southern faces through weed control and indigenous regeneration. Some indigenous plantings have been established along the cycle trail.”*¹⁷

The Kawarau River ONF is located immediately south of Morven Hill and the Site. Most notably, Morven Hill's southern slopes directly descend to the river corridor, enclosing the river to the north. East of Morven Hill, spectacularly steep approximately 60m high scarps separate the Site from the river and enclose the river corridor itself. Land cover on this part of the scarp face comprises pines, willows, Lombardy poplars, briar, hawthorn, and other exotic weeds in places.

Morven Hill's eastern foothills containing both RCL and WBRAZ land are described in the PDP LCU18: Morven Eastern 'Foothills'.¹⁸ Also, the generally flat alluvial terrace through to Arrow River, also within the Receiving Environment is described to the PDP LCU17: Morven Ferry.

Morven Hill's foothills consist of the *“elevated moraine landform with plateaus, hummocky hills, swamps and remnant kettle lakes”*¹⁹ above the alluvial terraces. The hummocky terrain is predominantly used for rural lifestyle / hobby farming, comprised of more generously proportioned working rural lots. There is a limited amount of rural residential development on this terrain, with the terrace being divided into a mix of 4 – 10ha lots, each containing a dwelling, sheds and extensive shelterbelts, and rural and amenity planting.

¹³ PDP 21.22.4.1

¹⁴ PDP 21.22.4.2

¹⁵ PDP 21.22.4.3

¹⁶ PDP 21.22.4.4

¹⁷ PDP 21.22.4.5

¹⁸ The western edge of LCU18 was defined by the ONL lines identified by Dr Marion Read in 2016. The Morven Hill Priority Area was identified and described in 2022 / 2023, which resulted in only Morven Hill's steeper slopes and its roche moutonnée landform forming part of the ONL. Subsequently, the hummocky terrain was excluded through the priority area mapping process, resulting in the creation of this RCL land. Whereas, it is evident that the hummocky terrain is consistent with LCU18, but is excluded from this LCU because of the rolling review nature of the PDP.

¹⁹ PDP 24.8.18

5.2.2 Associative Attributes

Morven Hill and the Kawarau River are “ancestral land to Kāi Tahu whānui and, as such, all landscape is significant, given that whakapapa, whenua and wai are all intertwined in te ao Māori.”²⁰

“At its southern extent, the [Morven Hill] ONF overlaps the mapped wāhi tūpuna Kawarau River.”²¹
“Kāi Tahu whakapapa connections to whenua and wai generate a kaitiaki duty to uphold the mauri of all important landscape areas.”²²

“The Kawarau River was a traditional travel route that provided direct access between Whakatipu-Waimāori (Lake Whakatipu) and Mata-au (the Clutha River).”²³ “The Kawarau is a significant kāika mahika kai where weka, kākāpō, kea and tuna (eel) were gathered.”²⁴

“The mana whenua values associated with the [Morven Hill] ONF include, but may not be limited to, ara tawhito, mahika kai and nohoaka.”²⁵ Similarly, “The mana whenua values associated with the Kawarau ONF include, but may not be limited to, ara tawhito, mahika kai, nohoaka, kāika and tauraka waka.”²⁶

In addition to cultural values, Morven Hill is important “as a widely visible and relatively open landmark that contributes strongly to the identity and sense of place of the Whakatipu Basin.”²⁷ There are no recreational attributes or values with Morven Hill because there is no public access.

The Twin Rivers Trail runs east to west along the northern side of the Kawarau River. It is a very popular walking, running and cycling trail connecting Frankton and Gibbston. This trail ascends the scarp face immediately south of the Site.

5.2.3 Perceptual Attributes

Morven Hill is a “Very prominent distinctive landform. The pastoral openness means that undulating ice-eroded slopes and rocky outcrops are displayed, and the formative glacial processes are clearly legible.”²⁸

It is “A prominent and distinctive component of views from surrounding areas of the Whakatipu Basin and in particular from SH6 to the east, from Lake Hayes and surrounds, from Lake Hayes Estate, from the Crown Escarpment zig-zag and lookout and from the Remarkables ski field road. The bulky muscular and barren form of the hill dominates views from SH6 as it skirts the hill and from the Twin

²⁰ PDP 21.22.4.13 and 21.22.9.16

²¹ PDP 21.22.4.14

²² PDP 21.22.4.15

²³ PDP 21.22.4.16

²⁴ PDP 21.22.9.22

²⁵ PDP 21.22.4.18

²⁶ PDP 21.22.9.24

²⁷ PDP 21.22.4.21

²⁸ PDP 21.22.4.23

Rivers Trail. From the basin to the north, the hill forms a significant foreground feature in views towards the Remarkables.”²⁹

Morven Hill has a “Moderate-high level of naturalness due to the distinctive largely unmodified landform (within the PA), including a mosaic of pasture and native scrub cover and the low level of built modification and domestication”³⁰ located on the north-western hill slopes. It is a “Highly memorable landform due to its height and bulk, isolation within the basin, open barrenness and elongated form.”³¹ Also, it has “High aesthetic attributes due to the visual prominence, openness and legibility of the landform, its memorability and visual coherence, and its role as the largest of the roches moutonnées within the Whakatipu Basin floor.”³²

The Kawarau River has “Clearly legible, glacial and alluvial / hydrological processes that have shaped the river valley landscape and which continue to add to its dynamic qualities.”³³ It has “Highly attractive close, mid and long-range views along the predominantly vegetation clad river corridor. Vegetation and landform patterns together with the winding corridor contain and frame views, contributing a highly variable albeit generally relatively enclosed character to the outlook. In places, the roche moutonnée of Morven Hill and/or the mountain slopes of the Remarkables add a sense of drama and grandeur. The dynamic river waters are a dominant visual element. The mixing of different water colours at the Kimiākau (Shotover) confluence, particularly when the Kimiākau is in flood, adds to the appeal and interest of the views in this section of the Kawarau.”³⁴

Also, it has “Appealing mid and long-range views from Remarkables Park, Shotover Country, Lake Hayes Estate, Bridesdale, SH6 and the Queenstown Trail to discreet sections of the Kawarau River and its predominantly vegetation clad banks and floodplains. In such views, the rugged mountain backdrop of the Remarkables and other enclosing mountains adds to the appeal of the outlook.”³⁵

The hummocky terrain has “a moderate perception of naturalness as a consequence of the limited visibility of [buildings](#), the open hummocky pastoral character (particularly to the western side of Morven Ferry Road), and the close proximity and open views to the mountain setting and Crown Terrace escarpment.”³⁶ This is reduced on the terrace to the east because development has resulted in a “mixed rural and rural residential landscape on the edge of the established Arrow Junction rural residential ‘node’”.³⁷ Subsequently, the terrace is perceived as having a “moderate to low degree of naturalness as a consequence of the patterning and visibility of rural residential development”.³⁸

²⁹ PDP 21.22.4.24

³⁰ PDP 21.22.4.26

³¹ PDP 21.22.4.27

³² PDP 21.22.4.29

³³ PDP 21.22.9.33

³⁴ PDP 21.22.9.34

³⁵ PDP 21.22.9.35

³⁶ PDP 21.24.8.18 - Naturalness

³⁷ PDP 21.22.8.18 - Sense of place

³⁸ PDP 21.22.8.17 - Naturalness

In both instances (LCU 17 and 18), the Morven Ferry triangle has a variable sense of openness / enclosure, a variable degree of complexity and a low level of landscape and visual coherence due to the landform, vegetation patterning, as well as the array of building styles.

5.3 Description of the Site

The Site is irregularly shaped, bound by Morven Ferry Road to the north, Morven Hill's summit to the west and the Kawarau River to the south. The eastern boundary adjoins rural properties which range between 2 - 64ha, many of which contain a dwelling and accessory buildings.

The eastern quarter of the Site is located within the WBRAZ Morven Eastern 'Foothills' LCU18, WBRAZ Morven Ferry LCU17 and the RCL land, as described above.³⁹

Landform within the Site ranges between 365masl to 750masl (Morven Hill – A3A4), comprised of the flat to gently sloping alluvial terrace within the northern portion of the Site, while the southwestern areas is comprised of the elevated hummocky / moraine landform an ephemeral stream, a water race for irrigation, and remanent kettle lakes.

An existing dwelling, cluster of farm buildings, including a large silage structure are surrounded by established trees are situated on the terrace alongside Morven Ferry Road. A number of farm sheds are scattered throughout the Site, accessed via a farm track which runs generally north to south through the Site. Land use reflects that of a small-scale working farm, with areas of flat to gently sloping terrain comprised of pasture grass, divided into a series of paddocks used for farming activities, including stock grazing / seasonal crops.

Landcover within the flatter to gently sloping areas is comprised of exotic pasture, rough pasture cover within less developed / steeper terrain, clusters of exotic trees and evergreen shelter belts throughout. Landcover on the southern slopes of Morven Hill ONF *'is comprised of rough grass cover, with scattered matagouri, manuka, sweet briar, hawthorn and elderberry.'*⁴⁰ A threatened Environments Classification (criteria – less than 10% indigenous cover) extends across the Site.

5.4 Landscape Character and Values of the Receiving Environment

The landscape character and values of the receiving environment, including the Site form the baseline for an assessment of landscape and visual effects. The landscape values of the receiving environment, including the Site stem from its physical attributes and surrounding context. The landscape values that are relevant to an assessment of the proposed development are listed below.

Morven Hill has been identified as an ONF in the PDP, which in brief is due to its:

- ***“High physical values relating to the prominent and largely unmodified roche moutonnée landform and the [mana whenua](#) features associated with the area.***
- ***Moderate associative values relating to the [mana whenua](#) associations of the area, the historical associations with early European settlement and strong shared and recognised values as part of the local sense of place and identity.***

³⁹ PDP 24.8 LCU 17 and LCU 18

⁴⁰ PDP 21.22.4.2

- **High perceptual values** relating to the visual prominence, coherence and memorability of the hill, its openness, legibility and naturalness, and its role as the largest of the roches moutonnées within the Whakatipu Basin floor.”⁴¹

The Kawarau River, including the stretch immediately south of the Site has been identified as an ONF in the PDP, which in brief is due to its:

- **“Very high physical values** relating to the volume, flow and clarity of the waters, the dynamic attributes of the confluence with the Kimiākau (Shotover), the scarps, gorges and floodplains shaped by the river, the habitat values for native and introduced fauna, the areas of indigenous vegetation, and the [mana whenua](#) features associated with the area, acknowledging that these attributes are counterbalanced by the presence of pastoral land use, fencing, tracks, powerlines.
- **Very high associative values** relating to the [Kāi Tahu](#) associations with the river, the rich history of gold mining and early European settlement, the significant recreational attributes, and the strong shared and recognised values, as evidenced by the 2013 Water Conservation Order.
- **Very high perceptual values** relating to the expressiveness of the river landforms, the memorability of the spectacular gorges and fast flowing turquoise waters, the high level of naturalness, the scenic views available to and within the corridor, and the sense of remoteness and wildness experienced east of the Kawarau Bungy.”⁴²

The landscape character of the Morven Ferry Triangle generally reads as a mixed rural and rural lifestyle / hobby farming and rural residential area. It has a low to moderate degree of naturalness due to the farming and lifestyle development that has and is anticipated to occur by way of granted Resource Consents and what the underlying zoning provides for. There is a variable sense of openness / enclosure, a variable degree of complexity and a low level of landscape and visual coherence due to the landform and vegetation patterning.

6 Potential Issues

The potential landscape, natural character and visual effects arising from the proposed Ridgeburn Development include the following:

- Adverse effects on the landscape values on Morven Hill ONF and the Kawarau River ONF.
- Effects on the rural character of the Site and the receiving environment.
- Localised effects on the hummocky landforms and natural character of the gullies, rock, scarp faces, kettle ponds, stream and wetlands within the Site.
- Adverse effects on visual amenity values, in particular on the aesthetic qualities that contribute to road users’ experience.
- Whether or not the proposed development will fit with the pattern of urban development within the Whakatipu Basin, and wider surrounds.

⁴¹ PDP 21.22.4.30 – 32

⁴² PDP 21.22.9.45 – 47.

7 Assessment of Landscape and Visual Effects

7.1 Assessment of Visibility and Visual Effects

“Visual effects are effects on landscape values as experienced in views. They contribute to our understanding of landscape effects. They are a subset of landscape effects.”⁴³

“For example, a proposal that is in keeping with the landscape values may have no adverse visual effects even if it is a large change to the view. Conversely, a proposal that is completely out of place with landscape values may have adverse effects even if only occupying a small portion of the view.”⁴⁴

Regarding the above, the actual and potential adverse effects on visual amenity have been assessed first because they contribute to the landscape effects assessment and its overall conclusions. Also, because the key effects on perceptual landscape values are experienced visually and the PDP policy focuses on effects on amenity.

Whether the proposed Ridgeburn Development is appropriate is partly determined by the visual amenity effects on the receiving environment and whether the perceptual values attributed to this setting are protected / maintained. Importantly, the PDP indicates that landscape values within an ONF and ONL need to be protected and within an RCL need to be maintained or enhanced.

The significance of the visual effect is influenced by the visibility, distance, duration of the view, the scale, nature and duration of the proposal, its overall visual prominence, the context in which it is seen, and the size of the viewing audience. Visual matters are integral to landscape rather than a separate category. Physical, associative and perceptual dimensions are each experienced visually (and through other senses). However, effects on landscape values do not have to be visible to be an effect.

A desktop analysis and on-Site investigation found that the Site is well contained and will not be seen from many vantage points. However, it will be seen (to varying degrees) from the following places, as illustrated on **LDD, Pt 1, Sheets 19 - 45**:

- Morven Ferry Road
- Arrow Junction Road
- Lake Hayes-Arrow Junction Highway
- The Twin Rivers Trail
- Gibbston Highway
- The Arrow River Bridges Trail
- Crown Range Road
- Tobin's Track / Crown Range

⁴³ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Para 6.25.

⁴⁴ *ibid.* Paragraph 6.25.

- Coronet Peak
- Remarkables Ski Field Access Road

The viewpoint locations represent the views gained from these public places. Each viewpoint was chosen because they represent areas frequented by the public and where views of the Site are more readily gained (worst case scenario). It is acknowledged there may be other locations where the Site and proposal may be seen from, within the 'Viewing Audience' area on **LDD, PT1, Sheet 6**.

7.1.1 **Morven Ferry Road: Viewpoints 1 - 4**

Currently, Morven Ferry Road is experienced as a quiet, narrow (approximately 4m wide), country lane with no centre line or shoulder. Its relatively small vehicle movements per day make it a quaint road to drive along. It is mostly used by the generally small number of residents who reside along this road, and their guests. Noting that this road is not a popular recreational road to cycle, walk and run along (unlike Arrow Junction Road) because it connects with SH6, being a busy highway. Importantly, whilst Morven Ferry Road is a narrow formation, upgrades to the road within its corridor is a permitted activity.

Viewpoint 1

Viewpoint 1 represents the views gained from the Morven Ferry Road / Arrow Junction Highway intersection, and the northwestern 1km of road. The immediately adjacent mature roadside vegetation, vegetation within neighbouring properties and proposed vegetation within the Site will screen the development from view. Therefore, the proposed development within the Site will not directly adversely affect the visual amenity experienced along the northern 1km of Morven Ferry Road.

Morven Ferry Road is a Local Road, indicating that it is largely used for property access.⁴⁵ The Transport Report anticipates the peak morning hour and peak evening hour traffic volumes to be 1,180 and 1,629, respectively.⁴⁶ Subsequently, the road and this intersection will be upgraded to accommodate this level of traffic.

For all intents and purposes, the upgraded road and intersection design may occur because it is situated within the road reserve. Therefore, the road upgrade does not contribute to adverse visual amenity effects.

The associated increase in vehicle movements resulting from the proposal will be a noticeable change to the roads current quaint character, most noticeable in the morning and evenings when people are travelling to and from work, experienced by the few existing residents and their guests. Whilst the road will be busier, the immediately surrounding rural lifestyle environment will continue to contribute to the character of the road environment and visual amenity gained. Therefore, the proposal will have a **low-moderate degree** of adverse effects on the amenity that is currently experienced. Future residents and guests associated with the development are unlikely to experience this adverse effect as they will not know the current amenity experienced.

Viewpoint 2 and 3

The proposed development fronts a 360m stretch of Morven Ferry Road. Residential and visitor accommodation developments are set 72m and 23m from the road, respectively. This 'setback' area will primarily consist of large specimen trees, that when mature will visually screen the internal built

⁴⁵ Carriageway Consulting. Transportation Assessment. Residential & Mixed Use Development, Morven Ferry Road. Part 2.2.

⁴⁶ *ibid.* Table 13.

form, areas of open lawn spaces, and water detention basins. Also, it will include a shared car park and bus shelter.

A landscape buffer strip consisting of a 6m wide strip of native plants, located along the Site's northwest and southeast boundaries and on the upper terrace for visual screening purposes, refer to **LDD, Part 3 – Boundary Interfaces**. Subsequently, the development will have a vegetated external appearance because the Site's vegetated frontage and boundary planting will screen built form from Morven Ferry Road. This vegetation patterning will be consistent with the variable pattern of enclosure with Morven Ferry Road Triangle.

Overall, once the vegetation has matured, the development itself will have a **very low** degree of adverse effects on the visual amenity experienced. Noting that the indirect effects resulting from an increase in road users will be **low-moderate**, albeit future residents and guests are unlikely to experience this adverse effect.

Viewpoint 4

Viewpoint 4 represents the view gained from the Morven Ferry Road and Arrow Junction Road intersection, south of the Site.

The residential, visitor accommodation and commercial areas that front Morven Ferry Road will be enclosed by boundary vegetation. Therefore, once this vegetation is mature this part of the development will not be seen.

A small area of residential development will be seen on the southernmost portion of the hummocky terrain that can be seen, at the toe of Morven Hill, refer to **LDD, Part 1, Sheet 22**. This will form a very small part of the overall view, with Morven Hill and its surrounds maintaining the overall outlook gained.

Importantly, the majority of the hummocky terrain that separates the upper and lower terraces, comprised of open pasture and rock outcrops that contribute to the amenity gained will not be developed because it will form part of the large, centralised, open space area.

In summary, once boundary vegetation matures, the outlook comprised of paddocks, linear plantings, and an immediate backdrop of hummocky terrain rising up to Morven Hill will largely remain. Overall, the proposal will result in a **low degree** adverse effects on road users.

7.1.2 Arrow Junction Road: Viewpoints 5 and 6

Currently, Arrow Junction Road is experienced as a quiet, narrow (approximately 4m wide), country lane with no centre line or shoulder. Its relatively small vehicle movements per day makes it a popular road to cycle, walk and run along, as it forms part of the popular Twin Rivers Trail between Arrows town and Gibbston Valley, and connecting onto the Kawarau Trail through to Cromwell. Similar to Morven Ferry Road, whilst Arrow Junction Road is a narrow formation, upgrades to the road within its corridor is a permitted activity.

Viewpoints 5 and 6 represent the views gained when travelling north and south along Arrow Junction Road. The immediately adjacent mature roadside vegetation, vegetation within neighbouring properties, at times hummocky topography and proposed vegetation within the Site will screen the development from view. Therefore, the proposed development within the Site will not adversely affect the amenity experienced along Arrow Junction Road.

7.1.3 Lake Hayes-Arrow Junction Highway: Viewpoint 7

The proposed development will not be visible from Lake Hayes-Arrow Junction Highway due to landform screening provided by Morven Hill, the surrounding hummocky terrain, intervening

residential development and its associated vegetation, including vegetation that is required to be protected by way of resource consent approvals, and the proposed vegetation within the Site. Therefore, the proposed development will not adversely affect the amenity experienced along Lake Hayes-Arrow Junction Highway.

7.1.4 **The Twin Rivers Cycle Trail: Viewpoints 8 - 11**

The Twin Rivers Cycle Trail, alongside the Kawarau River is enclosed by large mature stands of trees. These trees, the scarp face's topography and proposed vegetation will screen the development from view. The pump stations on the elevated terrace above the trail will be adequately screened by the existing vegetation alongside the trail, topography and the pump stations associated vegetation. Therefore, the proposed development will not affect the amenity trail users experience from this stretch of the Twin Rivers Cycle Trail.

The Twin Rivers Cycle Trail, ascending the scarp face and extending through to Morven Ferry Road was approved and constructed post 11 December 2007. Therefore, under the PDP this section of trail is not defined as a 'Public Place' and an assessment from this trail is not required.

7.1.5 **Gibbston Highway: Viewpoints 12 and 13**

Viewpoints 12 and 13 represent the views gained towards the Site when travelling northwest along the Gibbston Highway, noting that the Site is not seen when travelling southeast towards Gibbston / Cromwell.

The majority of the proposed development will not be seen from Gibbston Highway. At most, a small part of the housing area, along the western side of the Site and the water tanks will be intermittently seen from short stretches of Gibbston Highway, at 1.5kms – 1.0km away, beyond multiple rows of intervening vegetation and beyond rural lifestyle development between the road and Site, whilst road users travel at up to 100km/h.

This area of visible development will form a very small part of the overall view gained, to the point that it will be difficult to depict and dwarfed by and not reduce the dominance of the surrounding mountainsides, hillsides and rural outlook that contributes to road users experience. Due to this, the proposal will have a **very low degree** of adverse effects on the visual amenity experienced from Gibbston Highway.

7.1.6 **The Arrow River Bridges Trail: Viewpoints 14**

The Arrow River Bridges Trail was approved and constructed post 11 December 2007. Therefore, under the PDP this trail is not defined as a 'Public Place' and an assessment from this trail is not required.

7.1.7 **Crown Range Road: Viewpoints 15 and 16**

Viewpoints 15 and 16 represent the broad sweeping views over the Whakatipu Basin to Queenstown, and Lake Whakatipu gained from the Crown Range Road. In particular, the two key Scenic Lookout Points consisting of the informal stopping point (within private land) located approximately 2km below the Crown Range Summit, and the top of the Crown Range Road Zig Zag, a popular lookout point situated at the top of Crown Terrace escarpment. It must bear in mind that these are two stationary locations, whereas, people traveling down the Crown Range Road gain fleeting views towards the Site as view direction changes, and vegetation and the roadside barrier intermittently screens views.

Viewpoint 15

The majority of the proposed development will be seen at 5.9kms away, situated at the toe of Morven Hill. While the detail of the development will not be evident, the spread of residential development

east of Morven Hill, currently containing Lake Hayes Estate, Shotover Country and Ladies Mile development to the west will reduce the rural setting and the highly attractive open views across the area that contribute to the amenity gained. This will be further emphasised at nighttime, mostly in the winter when the days are shorter, because streetlights will illuminate the eastern toe of Morven Hill, in the midground of the view. Whereas most nighttime lighting is consolidated within Frankton, including the Queenstown Airport and Queenstown, being further afield.

Conversely, at a slightly wider scale the proposal will cohesively form part of the long row of visible residential development that extends west to east including Fernhill, Queenstown, Frankton, Lake Hayes Estate and Shotover Country (Ladies Mile screened from view). Subsequently, the proposal will align with this wider pattern of residential development all of which is located along and accessed off SH6. Therefore, whilst the development will result in a spread of residential development and slightly reduce the rural outlook, only forming a small part of the overall scene, its location within the wider setting will appear as a coherent extension to the west to east pattern of development that has occurred over the past two to three decades within the Whakatipu Basin.

Overall, the proposal will have a **moderate to moderate-high degree** of adverse effects on the visual amenity experienced from the upper part of the Crown Range Road, including the informal lookout.

Viewpoint 16

The majority of the proposed development will be seen at 2.1kms away and within the southern / left hand side of the panoramic view over the Whakatipu Basin from the top of the Crown Range Road Zig Zag. It will be seen within close proximity of SH6 that provides access to Queenstown and south of the Hogans Gully Resort Zone / Golf Course Development⁴⁷. When further down the Zig Zag, the proposal will be seen in the same landscape context as the Arrowtown Lifestyle Village, Millbrook and Arrowtown.

At 2.1kms away, the finer details of the proposal will be noticeable, including housing typologies, density of development, road layout etc, the proposal will briefly draw the eye. However, the wider scene taking in The Remarkables, Morven Hill, Queenstown Hill, and Ben Lomond will continue to dominate the overall view contributing to the overall outlook gained. However, a modest, but important part of the Whakatipu Basin's rural aesthetic wrapping around the toe of Morven Hill will be replaced by urban development that will compromise the rural aesthetic.

Due to this, the proposal will have a **moderate to moderate-high degree** of adverse effects on the visual amenity experienced.

7.1.8 **Tobin's Track – Viewpoint 17**

Viewpoint 17 represents the southwest facing view towards the Site from the Tobin's Track Lookout. The panoramic view gained from this elevated vantage point takes in the majority of the Whakatipu Basin, including Arrowtown, Millbrook, the Arrowtown Lifestyle Village, Lake Hayes Estate, Shotover Country, Ladies Mile, and Frankton, all enclosed by the surrounding mountains.

More than two-thirds of the proposed development will not be seen from the Tobin's Track Lookout because it is situated behind Morven Hill, or it will be situated over the other side of the hummocky terrain.

The very northern extent of the development, consisting of the park and ride facility, medium density housing and the accommodation and commercial hub will be seen on the terrace, and the northwestern extent of housing on the hummocky terrain. This area of development will be integrated

⁴⁷ PDP 27.13.17 – Hogans Gully Resort Zone Structure Plan.

into a well treed landscape setting, softening any potential hard edge of development that may be created, adequately mitigating the extent of development that will be seen. I.e. a predominantly vegetated appearance will remain.

It is my understanding that all street and public open space lighting will have consideration for viewing the night's sky in accordance with the Southern Light Strategy and AS/NZS1158. Noting this, the proposed boundary vegetation will assist with softening and containing any nighttime light spill that is not mitigated by a future lighting design that accords with the above standards. Nighttime lights will be noticeable, similar to the other developments that are seen by those who frequent this lookout at nighttime. Therefore, when seen at 3.6kms away, they will form a very small part of and not detract from the overall extent of the panoramic views gained over the Basin. Due to this, the proposal will have a **low degree** of adverse effects on the visual amenity experienced from Tobin's Track Lookout.

7.1.9 **Coronet Peak – Viewpoint 18**

Viewpoint 18 represents the view gained towards the Site from the top of Coronet Peak Road and the Ski Field, when facing south overlooking the entire Whakatipu Basin, The Remarkables and the surrounding mountains.

The majority of the proposed development will not be seen from Coronet Peak, because it is situated behind Morven Hill. At most, the very northern extent of the development, consisting of the open space area and park and ride facility, and a small part of the visitor accommodation fronting Morven Ferry Road will be seen. This area of development, in particular the visitor accommodation will be integrated into a well treed landscape setting, softening any potential hard edge of development that may be created and seen. Also, this northern extent of development will be seen at 11kms away and will form a very small portion of and not detract from the panoramic views over the Basin that are currently gained. Due to this, the proposal will not adversely affect the visual amenity experienced from Coronet Peak.

7.1.10 **Remarkables Ski Field Access Road – Viewpoints 19 - 21**

The Remarkables Ski Field Road is part owned by the Crown, and three privately owned companies. Therefore, is deemed private, noting the \$15 surcharge to use the road between October and June. However, whilst the road is mostly privately owned, an assessment is required because it is not a trail, and it is frequented by the public.⁴⁸

Viewpoint 19

Viewpoint 19 represents the view gained from Windy Point, a popular stopping point situated 3km up the Remarkables Ski Field Road, where views over Lake Whakatipu and the Whakatipu Basin are gained. This photo illustrates that the Site and proposed development will not be seen from this popular viewing location and the lower 3km stretch of road due to intervening topography.

Viewpoints 20 and 21

Viewpoints 20 and 21 represent uninterrupted views gained from the middle stretch of the Remarkables Ski Field Road, where the road traverses the north and northeast face, before ascending the Rastus Burn Valley. The majority of the proposed development will be seen when a clear line of sight can be gained, illustrated by Viewpoint 21. However, it is important to highlight that the view represented by Viewpoints 20 and 21 are only occasionally gained, more so observed by a passenger than a driver, due to the hazardous nature of the road, and the view being intermittently

⁴⁸ PDP 21.21.2.2 a.

screened by the hillside, the road surface, and the road barrier. I.e. a clear and constant view is not gained.

When briefly seen while travelling at up to 50km/h, on this somewhat hazardous road, the proposed development will appear as a spread of residential development east of Morven Hill, physically separated from Lake Hayes Estate, Shotover Country and Ladies Mile. At a slightly broader scale, the proposed development will cohesively form part of the long row of visible urban and residential development that extends west to east including Queenstown, Frankton, Lake Hayes Estate, Shotover Country and Ladies Mile, all situated along and accessed from SH6. Subsequently, the proposal will align with this wider pattern of residential development. Therefore, whilst the development will result in a spread of residential development and slightly reduce the rural outlook, it will only form a small part of the overall scene, and its location within the wider setting will appear as a coherent extension to the west to east pattern of development that has occurred over the past two to three decades within the Whakatipu Basin.

Night-time skiing does not occur at the Remarkables Ski Field. Therefore, the general public will not see the proposed development at nighttime. The exception to this is Staff, and the few people who may venture up here after dark. When intermittently seen by this small viewing audience, the proposal will be emphasised at nighttime, because streetlights will illuminate the southeast toe of Morven Hill, spreading nighttime lights to the east, and separate from the existing nodes of urban development. Overall, the proposal will have a **low-moderate degree** of adverse effects on the visual amenity experienced from the Remarkables Ski Field Road.

7.1.11 Summary of Visual Effects

Summary on the local viewing audience:

- The proposed development will be well enclosed by boundary vegetation, so the housing, visitor accommodation and commercial development will not be seen. Also, the proposed vegetation will maintain the current mix of open and enclosed views that are currently experienced from along Morven Ferry Road.
- The proposed development will not be seen from Arrow Junction Road.
- The proposed development will not be seen when entering Queenstown from Cromwell, along Lake Hayes-Arrow Junction Highway and will be difficult to depict from the Gibbston Highway. Therefore, it will have **very low to no adverse effects** on this entrance experience and the amenity gained from this large viewing audience.
- The proposed development will not be seen from the relevant stretch of the Twin Rivers Trail and is not required to be assessed from any other nearby trails.
- The upgrades to Morven Ferry Road and the subsequent increase in traffic will substantially change the streetscape character of Morven Ferry Road.

Overall, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effect on the visual amenity experienced by the local viewing audience. The exception to this is the increase in traffic will have a **low-moderate degree** of adverse effects on the visual amenity experienced by existing Morven Ferry Road users.

Summary on the wider viewing audience:

- Beyond the nearby surrounding public roads, the Site is only seen from a few, distant elevated vantage points, highlighting the fact that the Site is not prominent within Whakatipu Basin,
- When seen from the Crown Range Road, the top of Tobin's Track, Coronet Peak Road and Remarkables Ski Field Road, the proposal will always be seen in the context of other urban

development in the Basin. I.e. will not appear as a single node of development within a purely rural setting.

- At a local scale, the proposed Ridgeburn Development will appear as a spread of residential development east of Morven Hill, that is currently a strong landform feature containing urban development to the west. At a wider scale, the proposal will cohesively form part of the west to east row of urban development between Fernhill and Ladies Mile, all accessed off SH6 / SH6A that has occurred over the past two to three decades within the Whakatipu Basin.

Overall, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effects on the visual amenity experienced from Tobin's Track Summit and the top of Coronet Peak Road. Also, the proposal will have a **moderate to moderate-high degree** of adverse effects on the visual amenity experienced from the elevated lookouts along the Crown Range Road and a **low-moderate degree** of adverse effects on the visual amenity experienced from the elevated parts of the Remarkables Ski Field Access Road.

7.2 Assessment of Landscape Effects

"A landscape effect is an outcome for a landscape value. While effects are consequences of changes to the physical environment, they are the outcomes for a landscape's values that are derived from each of its physical, associative, and perceptual dimensions. Change itself is not an effect: landscapes change constantly. It is the implications of change on landscape values that is relevant."

⁴⁹

7.2.1 Morven Hill

The majority of the proposed urban development will not be located on the Morven Hill ONF. At most, the proposed water tanks are situated on its southeast toe, and seven residential properties will be located on a small, flatter paddock, that sits between the toe of Morven Hill and the Kawareau River scarp face, but within the Morven Hill ONF, **refer to LDD, Pt 2, Sheet 5**.

⁴⁹ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Para 6.01 – 6.03.

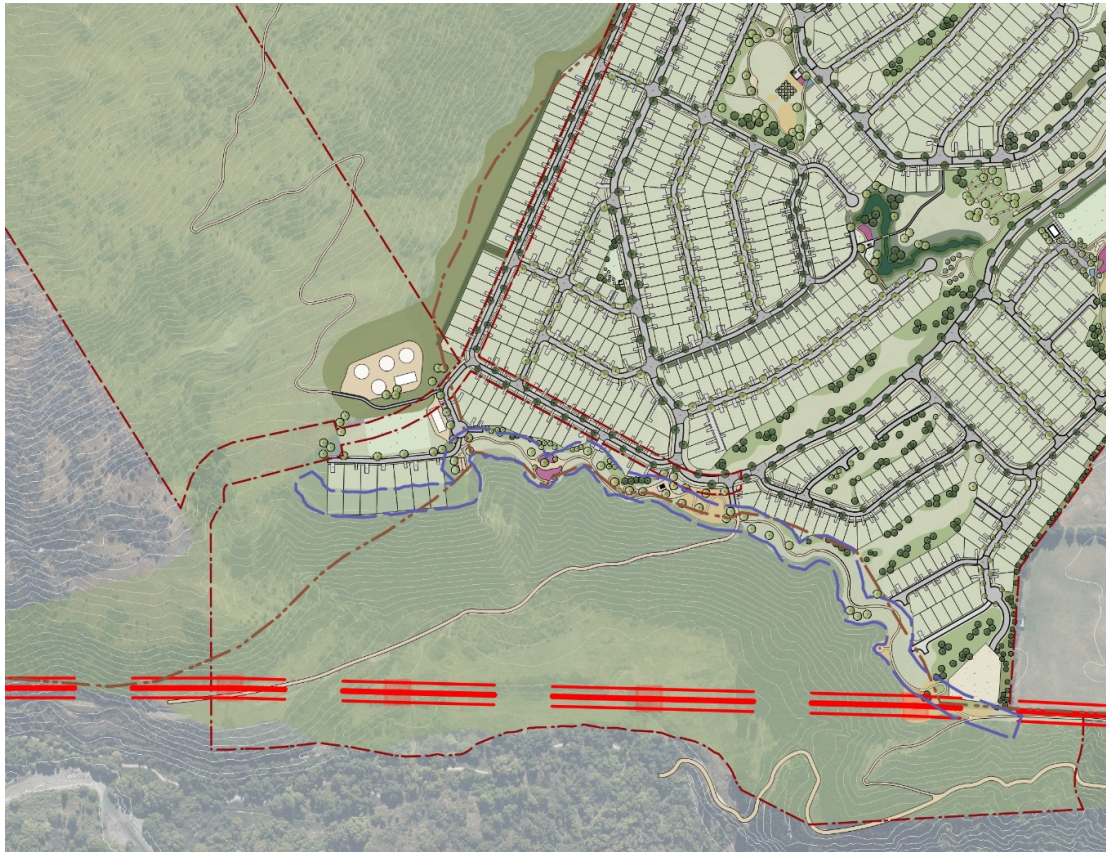


Figure 3: The location of the water tanks and seven residential properties within the ONF.

The proposed water tanks will be located and benched into the hillslope where a small quantity of earthworks has already occurred at the 425masl. They will be visually enclosed to the east, south, and west by future native vegetation. For reference, they will not be located at the more elevated (465masl) and larger area of earthworks.

The proposed water tanks and seven properties will introduce a very small amount of development on the less developed southeastern slopes, that will result in a slight reduction to the open character of the hillslope. Water tanks are commonly situated on elevated slopes, allowing water to gravity feed nearby development. Therefore, whilst they will not be seen due to screening vegetation, they will be perceived as being appropriately situated in an elevated location, but low down where the majority of Morven Hills open slopes remain intact.

The seven properties will be located within a gently sloping, ploughed paddock that is situated within a small triangular wedge of land between Morven Hill's steeper slopes and the steep escarpment face enclosing the Kawarau River. Noting that the ONL / RCL line follows the shelterbelt along the paddocks eastern edge. When on site, it is clear that the physical and perceptual values of this paddock do not align with the physical and perceptual values of Morven Hill or the Kawarau River. This is because it is more intensively used for farming and the underlying landform differs. Due to this, this paddock, while illustrated as being within the ONL has the capacity to absorb these seven properties. As assessed above, the seven properties are set 30m away from the terrace edge and therefore will not be seen from the Twin River's Trail.

Due to the above, individually, and cumulatively, the proposed water tanks and seven properties will not adversely affect the Morven Hill's outstanding landscape values.

The proposal will result in the regeneration of native vegetation on one third of Morven Hill's eastern slopes, consisting of all the Morven Hill land with the Site. This revegetation and the overall increase in native vegetation and biodiversity habits over 68ha of Morven Hill will positively enhance Morven Hill's natural character and biophysical landscape values. Overall, enhance the landscape values of this ONF. This is because the native vegetation will replace the rough pasture, cohesively knitting together the existing patches of natives. Subsequently, this aspect of the proposal will also enhance the visual character and qualities when seen from the east, including the Crown Range Road, SH6, Morven Ferry Road, Arrow Junction Road and the local trail network.

For reference, the proposed urban development within the Site covers 66.5ha of rural land, being 1.5ha smaller than the revegetation on Morven Hill and collectively 36.5ha of all proposed revegetation. Based on our experience working on small- and large-scale developments, this extent of restoration is highly unlikely to occur if a development like this was not proposed.

The proposal will enable access to Morven Hill's summit via the existing farm track on its eastern slopes. Three-sixty-degree views over the Whakatipu Basin and its surrounds, including elevated views down the Kawarau River and Gibbston Valley that currently can't be gained from any other public place will be gained from Morven Hill's summit (750masl). This new public trail, and the unique views gained, will likely become a popular trail with locals and tourists, similar to Queenstown Hill, Tobin's Track and Saw Pit Gully and the like. Due to this, the proposal will positively contribute to Morven Hill's associative landscape values.

Overall, the proposed development will not adversely affect Morven Hill's outstanding landscape values. Rather, it will positively enhance its physical, associative and perceptual values due to the native revegetation and enabling public access to its summit.

7.2.2 The Kawarau River

The proposed Ridgeburn Development will be separated from the top of the Kawarau River's scarp face by an approximately 30m wide open space area, that will include extensive amenity planting along its length.

This planted open space will physically and visually enclose the proposed development to the hummocky and terrace terrain and separate it from the river corridor itself. Importantly, the built development will not alter the physical and perceptual attributes associated with the enclosing scarp face, that contributes to its very high values. The proposed planting, while consisting of a mix of native and exotic species will not affect the attributes and values of the scarp face either. This is because they will be consistent with the mix of vegetation patterns along the river corridor.

The proposal will result in the regeneration of native vegetation on 35ha of land within the Kawarau River corridor. This revegetation and the overall increase in native vegetation will positively enhance the Kawarau River's natural character and landscape values. This is because the native vegetation will replace an existing area of exotic vegetation and rank pasture. Some of this planting may be briefly seen from the Twin Rivers Trail in which it will also enhance the visual character and qualities of this small area within the river corridor.

Overall, the proposed development will not adversely affect the Kawarau River's outstanding landscape values. Rather, it will positively enhance its physical values due to the native revegetation.

7.2.3 Wider Landscape Context - The Whakatipu Basin

The proposed development is located within a rural / rural lifestyle landscape setting within the Whakatipu Basin, outside the Spatial Plans identified areas for 'consolidated urban growth'.

Regarding the Spatial Plan, it is important to highlight that the identified areas of urban growth will only be realised if landowners progress such development. This excludes for the Homestead Bay and Ladies Mile Fast Track Applications, that make up less than half the developable areas. Therefore, whilst the Spatial Plan highlights were the community want development to occur, it may take another decade or two to occur, which is commonly seen in the district.

The proposed Ridgeburn Development will introduce a new node of urban development into the Whakatipu Basin. This will be similar to the relatively new Arrowtown Lifestyle Village along McDonnell Road, and historically similar to Lake Hayes Estate being a new urban node of development introduced in the Basin in the mid 1990's. I.e. new nodes of urban development are not unheard of, and have been absorbed in the Basin, whilst not adversely affecting the wider ONLs and ONFs.

The proposal will be located 1km southeast of SH6, being the main road connecting all urban development, including Gibbston, Victoria Flats and Cromwell together. Importantly, the Spatial Plan identifies that *"Many residents travel between Cromwell, Wānaka and Queenstown for employment"*⁵⁰ This highlights the general development patterns within the Basin, including the primary east-west corridor consisting of urban development situated on generally flat land that is located along and directly accessed off the SH. Regarding this, it is clear that the proposal's location will appear as a coherent and legible extension to this pattern of urban development.

Morven Hill, situated between Lake Hayes Estate and the Site means that this will be a fragmented (not direct) extension of urban development, as generally sought by the Spatial Plan, which may contribute to the potential degree of adverse landscape effects. It is evident that a direct extension with Lake Hayes Estate is not possible because the Morven Ferry Triangle comprises this first area of flatter topography east of Morven Hill. Due to this, beyond the Spatial Plan's identified areas for 'consolidated urban growth', the proposed development will be situated within a landscape that physically, perceptually and logically forms the next area to the east along the SH to absorb urban development within the Whakatipu Basin.

7.2.4 The Receiving Environment - The Morven Ferry Triangle

The proposal will inevitably change the current rural character of the Site to a residential character. Therefore, at a site-specific level, the proposed development will have a **high** degree of adverse effects on the current rural character within the Site and receiving environment. Given the Site is very contained within its immediate receiving environment, and the Site itself is comprised of a complex series of folds, terraces, spurs and flats, the high degree of landscape character effects are very much confined within the context of Morven-Ferry Triangle.

The proposal responds sensitively to the underlying landscape pattern of the Site and coupled with the built form and landscape outcome envisaged, as illustrated in the **LDD**, a high level of amenity will be achieved. Therefore, while landscape character will change and therefore the source of amenity will too, **the resulting amenity (from a different source) will be high**. Furthermore, the proposed native revegetation will increase the existing biodiversity of the Site, which will result in a positive landscape outcome not only for the Site but the wider environment.

7.2.5 Summary

Summary of landscape effects:

⁵⁰ Spatial Plan, Page 53

- The proposed 68ha of native revegetation on Morven Hill and the 35ha within the Kowarau River corridor, covering 38.5ha more land than the urban development will enhance the natural character and physical, associative and perceptual landscape values of these two ONFs.
- The proposed accessway to Morven Hill's summit will positively enhance its recreational associative values.
- The proposed water tanks and seven properties on the toe of Morven Hill will not adversely affect its outstanding landscape values.
- At a receiving environment scale, the proposal will have a high degree of adverse effects on the rural character of the Morven-Ferry Triangle.
- However, at a wider scale, the proposed Ridgeburn development will appear as a coherent and legible extension to the east to west corridor pattern of urban development, along and accessed of the SH.

8 An Assessment Against the Relevant Policy Provisions

8.1 The Queenstown Lakes Proposed District Plan

The PDP gives effect to the RMA. Therefore, this assessment focus' on the PDP Strategy Chapter policy provisions and by default considers Sections 6(a), 6(b), 7(c) and 7(f) of the RMA.

The Site is zoned Rural and WBRAZ, is within the Morven Hill ONF and the Kowarau River ONF, and is outside the UGB. As previously stated, the proposal is for urban development within a rural landscape setting, where it is not anticipated by the PDPs current zoning.

8.1.1 PDP - Chapter 3 Strategic Direction

Strategic Objectives

3.2.2 - Urban growth is managed in a strategic and integrated manner.

3.2.2.1 - Urban development occurs in a logical manner so as to:

b. build on historical urban settlement patterns;

e. protect the District's rural landscapes from sporadic and sprawling urban development;

The proposal will create a new node of urban development within the southeast quadrant of the Whakatipu Basin. This is similar, but on a smaller scale to Arrowtown and Arthurs Point in the northeast and northwest areas, respectively.

The proposal consists of urban development within the Basin beyond Ladies Mile to the east. The proposal is not sporadic because it is suitably situated immediately off SH6, that is the main travel route through the Basin between Cromwell, Frankton and Queenstown, with Cromwell and Alexandra now housing a growing population of residents who work in Frankton and Queenstown. I.e. whilst the proposal will result in a reduction to rural land, which is inevitable with most large-scale housing developments, it will provide housing closer to where people work. This aligns with the Spatial Plans goal to creating live-work-play neighbourhoods and reducing the distance people need to travel.

Also, as discussed above, its location within the wider setting will appear as a coherent extension to the west to east pattern of development that has occurred over the past two to three decades within the Whakatipu Basin and to that extent it builds on historical urban settlement patterns.

The retention of the District's distinctive landscapes

Outstanding Natural Features and Outstanding Natural Landscapes

3.2.5.2 - *Within the Rural Zone, new subdivision, use and development is inappropriate on Outstanding Natural Features or in Outstanding Natural Landscapes unless:*

- a. where the landscape values of Priority Areas of Outstanding Natural Features and Outstanding Natural Landscapes are specified in Schedule 21.22, those values are protected; or*
- b. where the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes are not specified in Schedule 21.22, the values identified according to SP 3.3.45 are protected.*

As assessed in **Section 7** above:

- The proposed 68ha of native revegetation on Morven Hill and the 35ha within the Kawareau River corridor, covering 38.5ha more land than the urban development will enhance the natural character and physical, associative and perceptual landscape values of these two ONFs.
- The proposed accessway to Morven Hill's summit will positively enhance its recreational associative values.
- The proposed water tanks and seven properties on the toe of Morven Hill will not adversely affect its outstanding landscape values.

Overall, the proposed development will not adversely affect Morven Hill's or the Kawareau Rivers outstanding landscape values. Rather, it will positively enhance its physical, associative and perceptual values due to the native revegetation and enabling public access to its summit.

Rural Character Landscapes

3.2.5.6 - *In Rural Character Landscapes, new subdivision, use and development in proximity to any Outstanding Natural Feature or Outstanding Natural Landscape does not compromise the landscape values of that Feature or Landscape.*

As assessed, the proposed urban development at the toe of Morven Hill will be well enclosed by vegetation, that when mature will substantially limit the viewing audience to a handful of distant elevated viewpoints. Therefore, visually, the proposal will not compromise the perceptual landscape values of Morven Hill. Also, because the majority of the urban development is not situated on the hill, it will not compromise its physically alter its physical or recreational associative values. Rather, as assessed these values will be enhanced by the proposal.

8.1.2

PDP - Chapter 6 - Landscapes and Rural Character

6.3 Policies

6.3.2 - *Managing Activities in the Rural Zone, the Gibbston Character Zone, the Rural Residential Zone and the Rural Lifestyle Zone.*

6.3.2.1 - Avoid urban development and subdivision to urban densities in the rural zones.

The proposed development does not align with this policy direction.

6.3.2.2 - Ensure that the location and direction of lights does not cause excessive glare and avoids unnecessary degradation of views of the night sky and of landscape character, including of the sense of remoteness where it is an important part of that character.

The proposed lighting design, along with the perimeter planting will mitigate the potential horizontal light spill, adequately mitigating night sky views from nearby locations. Noting that the Site is not within a dark sky precinct, and therefore, a dark sky environment is not currently experienced. The vertical spill will mostly be experienced from the above-mentioned elevated viewpoints. When seen, it will not be excessive, consisting of substantially less illuminance than Frankton including the airport, Queenstown and the Lake Hayes Estate area.

6.3.2.6 - Encourage subdivision and development proposals to promote indigenous biodiversity protection and regeneration where the landscape values and nature conservation values would be maintained or enhanced, particularly where the subdivision or development constitutes a change in the intensity in the land use or the retirement of productive farm land.

The proposal will result in the regeneration of 68ha of native vegetation on Morven Hill's eastern slopes, being all of Morven Hill within the Site. This will enhance Morven Hill's landscape values, including its naturalness and its visual character and qualities. Therefore, the proposal will promote indigenous biodiversity protection and regeneration, albeit this is within the ONF part of the Site, not the RCL.

6.3.2.7 - Ensure that subdivision and development in the Outstanding Natural Landscapes and Rural Character Landscapes in proximity to an Outstanding Natural Feature or Outstanding Natural Landscape does not compromise the landscape values of that Outstanding Natural Feature or Outstanding Natural Landscape.

As assessed in the body of this LAR and above at 3.2.5.6, urban development within the Site will not compromise the landscape values of Morven Hill or the Kawarau River. Rather, in most instances the proposal will enhance the values of these two ONFs.

6.3.2.8 - Encourage any landscaping to be ecologically viable and consistent with the established character of the area.

The proposed vegetation within and around the development area will consist of both natives and exotic amenity plants. The natives have been primary used for restoration plantings, as well as around the periphery of the Site, and exotics used to also frame the site's perimeter and internal areas. Collectively, the proposed landscaping will be ecologically viable within those appropriate parts of the Site where it is warranted, and both the exotic and native plant species will be consistent with the established planting patterns within the area.

6.3.4 - Managing Activities in Rural Character Landscapes

6.3.4.1 - Recognise that subdivision and development is unsuitable in many locations in Rural Character Landscapes and successful applications will need to be, on balance, consistent with the objectives and policies of the Plan.

This Policy provision is referring to all the PDP objectives and policies. This LAR has found that the proposal is both consistent with some and contrary to other landscape related policies within the PDP. Therefore, from a landscape perspective the proposal is partially consistent with this policy.

6.3.4.4 – Have particular regard to the potential adverse effects on landscape character and visual amenity values where further subdivision and development would constitute sprawl along roads.

The proposed development is well contained by Morven Hill, the Kowarau River and in part by Morven Ferry Road. There are no landscape features that contain the development to the east. Therefore, future proposals may leverage off the Ridgeburn development and the subsequent change in character, resulting in the long term spread of urban development to the east, would further urbanise this area. However, any further development is subject to future resource consent processes, whatever these process may entail. In either situation, sprawl is not enabled by this development.

6.3.4.5 – Ensure incremental changes from subdivision and development do not degrade landscape character, or important views as a result of activities associated with mitigation of the visual effects of proposed development such as screen planting, mounding and earthworks

Of most concern is the nearby and adjoining stretch of Morven Ferry Road where views to Morven Hill will be screened. However, whilst this view will be partly screened, it is common for roadside amenity plantings to reduce long ranging views within this landscape character unit. Therefore, the proposed landscape mitigation planting will not degrade any important views experienced from the surrounding public places.

6.3.4.8 – Avoid adverse effects on visual amenity from subdivision, use and development that:

a. is highly visible from public places and other places which are frequented by members of the public generally (except any trail as defined in this Plan); or

b. forms the foreground for an Outstanding Natural Feature or Outstanding Natural Landscape when viewed from public roads.

The proposed urban development will be well enclosed and mostly screened by proposed and existing vegetation when experienced from the local viewing context. Also, the proposal will form a relatively small part of the overall views gained from the further afield elevated locations, because it is seen within the full context of the Whakatipu Basin and its enclosing mountains. Therefore, the proposal is not deemed to be 'highly visible' and subsequently aligns with 6.3.4.8.a.

As assessed in **Section 7.1.1**, the proposal will have a **very low and low degree** of adverse effects on the visual amenity experienced from the adjacent stretch and western end of Morven Ferry Road, when seen in the foreground of Morven Hill. Therefore, the proposal is contrary to 6.3.4.8.b. because adverse effects are not entirely 'avoided'.

6.3.4.9 - In the Wakatipu Basin, avoid planting and screening, particularly along roads and boundaries that would degrade openness where such openness is an important part of its landscape character.

Proposed planting will be located alongside Morven Ferry Road. However, openness is not an important part of the Morven Ferry Triangle with both Morven Ferry Road and Arrow Junctions Road being lined with mature vegetation, and amenity and hedge / shelterbelt planting dividing rural lifestyle properties. Therefore, whilst boundary planting is proposed, it will not degrade receiving environment's open space values.

8.1.3

PDP Chapter 21 – Rural

Rural Objectives and Policies and Rules

Objective 21.2.1 - A range of land uses, including farming are enabled while:

- a. *Protecting the landscape values of Outstanding Natural Features and Outstanding Natural Landscapes;*

As assessed in **Section 7.2.1 and 7.2.2** above, the proposal will enhance Morvan Hill's and the Kawarau Rivers landscape values.

- b. *Maintaining the landscape character of Rural Character Landscapes and maintaining or enhancing their visual amenity values;*

As assessed in **Section 7.2.3** above, the proposal will not maintain the landscape character of the RCL.

- c. *Maintaining or enhancing amenity values within the rural environment.*

As assessed in **Section 7.1**, the Site is tucked away having a small viewing audience in the first instance. The proposed development will be well enclosed by boundary vegetation, so the housing, visitor accommodation and commercial development will not be seen from most local public places. In doing so will maintain the amenity values experienced, albeit a **low-moderate degree** of effect on the Morven Ferry and Arrow Junction Road's road environments.

The proposed Ridgeburn Development will have a **nil to low degree** of adverse effects on the amenity experienced from Tobin's Track Summit and the top of Coronet Peak Road and a **moderate to moderate-high degree** of adverse effects on the amenity experienced from the elevated lookouts along the Crown Range Road and a **low-moderate degree** of adverse effects on the visual amenity experienced from the elevated parts of the Remarkables Ski Field Access Road. Due to this, the amenity values from these few public places will not be entirely maintained.

Also, the proposal includes public access to Morven Hill's summit where spectacular three-sixty-degree views over the Whakatipu Basin and its surrounds will be gained. This aspect of the proposal will enhance the amenity values within this rural environment.

21.2.1.3 *Require buildings to be set back a minimum distance from internal boundaries and road boundaries in order to mitigate potential adverse effects on landscape character, visual amenity, outlook from neighbouring properties and to avoid adverse effects on established and anticipated activities.*

The proposed development has been setback between 23 and 70m from Morven Ferry Road, and a minimum of 6m from all other boundaries. These setbacks coupled with the proposed boundary interface planting assists with mitigating the potential adverse effects on landscape character, visual amenity, and outlook from neighbouring properties.

Policy 21.2.1.11 - *Provide for the establishment of commercial, retail and industrial activities where these would protect, maintain or enhance rural character, amenity values and landscape values.*

This PDP policy provision focuses on assessing commercial and retail development on its own. Whereas the proposed commercial and retail development forms part of the comprehensive development that has been assessed as one above. Therefore, there is no need to replicate an assessment of the proposed commercial and retail development here.

8.1.4

PDP Chapter 24 – Wakatipu Basin Rural Amenity Zone

24.2 - Objectives and Policies

24.2.1 - Objective - *Landscape character and visual amenity values in the Wakatipu Basin are maintained or enhanced.*

Policies

24.2.1.2 - *Subdivision or residential development in all areas outside of the Precinct that are identified in Schedule 24.8 to have Very Low, Low (LCU18) or Moderate-Low (LCU17) capacity must be of a scale, nature and design that:*

- a. is not inconsistent with any of the policies that serve to assist to achieve objective 24.2.1; and*
- b. ensures that the landscape character and visual amenity values identified for each relevant Landscape Character Unit in Schedule 24.8 and the landscape character of the Wakatipu Basin as a whole are maintained or enhanced by ensuring that the landscape capacity is not exceeded.*

24.2.1.6 – *Ensure subdivision and development is designed (including accessways, services, utilities and building platforms) to minimise inappropriate modification to the natural landform.*

24.2.1.7 - *Ensure that subdivision and development maintains or enhances the landscape character and visual amenity values identified in Schedule 24.8 - Landscape Character Units.*

24.2.1.8 - *Maintain or enhance the landscape character and visual amenity values of the Rural Amenity Zone including the Precinct and surrounding landscape context by:*

- a. controlling the colour, scale, form, coverage, location (including setbacks) and height of buildings and associated infrastructure, vegetation and landscape elements.*

24.2.1.9 - *Require all buildings to be located and designed so that they do not compromise the landscape and amenity values and the natural character of Outstanding Natural Features and Outstanding Natural Landscapes that are either adjacent to the building or where the building is in the foreground of views from a public road or reserve of the Outstanding Natural Landscape or Outstanding Natural Feature.*

24.2.1.13 - *Control earthworks and vegetation clearance to minimise adverse effects on landscape character and visual amenity values.*

24.2.1.14 - *Enable residential activity within approved and registered building platforms subject to achieving appropriate standards.*

24.2.1.15 - *Provide for activities that maintain a sense of spaciousness in which buildings are subservient to natural landscape elements.*

24.2.1.16 - *Manage lighting so that it does not cause adverse glare to other properties, roads or public places, or degrade views of the night sky.*

24.2.1.19 - *Require buildings, or building platforms identified through subdivision, to maintain views from roads to Outstanding Natural Features and the surrounding mountain Outstanding Natural Landscape context, where such views exist; including by:*

- a. implementing road setback standards; and*
- b. ensuring that earthworks and mounding, and vegetation planting within any road setback, particularly where these are for building mitigation and/or privacy, do not detract from views to Outstanding Natural Features or Outstanding Natural Landscapes; while*

- c. *recognising that for some sites, compliance with a prescribed road setback standard is not practicable due to the site size and dimensions, or the application of other setback requirements to the site.*

24.2.2 – Objective – Non-residential activities maintain or enhance amenity values.

Policies

24.2.2.1 - Ensure traffic, noise and the scale and intensity of non-residential activities do not have an adverse impact on landscape character and amenity values, or affect the safe and efficient operation of the roading and trail network or access to public places.

24.2.2.2 - Ensure the effects generated by non-residential activities (e.g. traffic, noise, hours of operation) are compatible with surrounding uses.

24.2.2.3 - Ensure non-residential activities other than farming, with the potential for nuisance effects from dust, visual, noise or odour effects, are located a sufficient distance from formed roads, neighbouring properties, waterbodies and any residential activity.

The above policy provisions, in particular those focused on detail design aspects of a proposal are focused on assessing developments that may have breached several zone rules, and the way that such development is to maintain or enhanced the landscape character and visual amenity values of the respective LCUs in the Wakatipu Basin. These policy provisions are not drafted in a way to assess this proposed development. Therefore, there is no need to assess the proposal against each individual policy.

Overall, as assessed in **Section 7.1 and 7.2** above, the proposal will not maintain the landscape character within the Site and Morven-Ferry Triangle, comprising LCU 17 and 18.

9

Conclusion

The proposed Ridgeburn Development will consist of 1,210 houses, a commercial and visitor accommodation centre, its own water supply and wastewater treatment system, a sequence of open spaces that weave throughout the development a series of interlinked walking and cycling tracks, including a publicly accessible track to the summit of Morven Hill and extensive areas of native revegetation, including revegetating 68ha of Morven Hill's southern face.

Regarding visual amenity effects on the local viewing audience, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effect on the visual amenity experienced by the local viewing audience. The associated increase in traffic will have a **low-moderate degree** of adverse effect on the visual amenity experienced by existing Morven Ferry Road users.

Regarding visual amenity effects on the wider viewing audience, the proposed Ridgeburn Development will have a **nil to low degree** of adverse effects on the visual amenity experienced from Tobin's Track Summit and the top of Coronet Peak Road. Also, the proposal will have a **moderate to moderate-high degree** of adverse effects on the visual amenity experienced from the elevated lookouts along the Crown Range Road and a **low-moderate degree** of adverse effects on the visual amenity experienced from the elevated parts of the Remarkables Ski Field Access Road.

Regarding landscape effects, the proposed Ridgeburn Development will enhance Morven Hill and the Kawarau River's natural character and physical, associative and perceptual landscape values, the development on the toe of Morven Hill and within the river corridor will not adversely affect their outstanding landscape values. Also, at receiving environment scale, the proposal will have a high degree of adverse effects on the rural character of the Morven-Ferry Triangle. However, at a wider scale, the proposed Ridgeburn development will appear as a coherent and legible extension to the east to west corridor pattern of urban development, along and accessed off the SH.

Regarding the PDP, the proposal is both consistent with some and contrary to other landscape related policies. This is inevitable when proposing urban development within a RCL and the WBRAZ.