

Appendix D1

Landscape Visual Assessment

Landscape Assessment Report

Mt Iron Junction Housing Scheme, Wānaka
Fast-track Approvals Act Application

17 December 2025



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Contents

| | | |
|---|--|----|
| 1 | Introduction | 4 |
| 2 | The Proposal..... | 7 |
| 3 | Relevant Policy Provisions | 9 |
| 4 | Landscape Description | 13 |
| 5 | Assessment of Landscape and Visual Effects..... | 18 |
| 6 | An Assessment Against the Relevant Policy Provisions | 44 |
| 7 | Conclusion | 49 |

1 Introduction

1.1 Introduction, Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Mt Iron Junction Ltd (**the Applicant**) to assess the actual and potential landscape and visual effects of the proposed Mt Iron Junction Housing Scheme that will comprise of 250¹ residential units, a café and market building, a childcare centre, and integrated landscaping and outdoor areas.



Figure 1: Overview plan of the proposed Mt Iron Junction Housing Scheme.

The 5.99ha **'Site'**, located at 237 Wānaka Luggate Highway containing the proposed Mt Iron Junction Housing Scheme is comprised of three lots, being Lot 2 and 6 DP605028, and Lot 3 DP359869, refer to Patersons Subdivision Scheme Plan. The development will be accessed via and internal circulation afforded by Junction Road and Mountain Roads, accessed from the State Highway (**SH**) 6 and SH84 roundabout.

¹ The original Fast-track Application proposed 263 residential units.

Under the Queenstown Lakes Proposed District Plan (**PDP**) the Site is zoned Rural and is outside the Wānaka Urban Growth Boundary (**UGB**). The proposed application is a **non-complying** activity under the PDP, as further described in **Section 3** below.

This landscape assessment report (**LAR**) is formatted as per the following:

- A description of the proposal
- An outline of the relevant policy provisions within the PDP.
- The identification and description of the receiving environment, including the Site.
- An assessment of the actual and potential landscape and visual effects.
- An assessment against the relevant statutory provisions.
- A conclusion.

This LAR is accompanied by a Graphic Attachment (**GA**) that contains:

- Receiving Environment and Local Context Plans
- The relevant QLDC PDP planning and Landscape Schedule Maps.
- Mount Iron Reserve Management Plan.
- The RM181471 consented Mt Iron Junction Masterplan
- The proposed Mt Iron Junction Housing Scheme.
- The proposed Architectural Housing Typologies.
- The Plant Palettes for the State Highway Boundaries, Reserves and Street Trees.
- Photographs of the Site taken from viewpoints representing the views from the surrounding public places.

The Architecture and Landscape Design plans illustrating the proposed development have been prepared by Figure and Ground Ltd and DCM Urban Ltd, respectively. These plans are set out in the documents that accompany the Fast-track Application.

1.2 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 more than a dozen times between July 2018 and November 2025, relating to this project and two other projects RMM have been involved with on the Site. The site visits have assisted in understanding how the Site has changed over the past seven years, understanding the changing development patterns within and around Wānaka, 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

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

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 Mt Iron Junction Housing Scheme are found in the RMA and the PDP, that both provide the policy framework against which this landscape assessment has been evaluated.

The FTAA has recognised that the proposal will be contrary to the Rural Zone objectives and policies. Importantly though, this LAR assesses the proposal against the landscape character and values of the receiving environment, the Part Two: Strategy Chapters in the PDP and takes into consideration the high-level direction provided for in the Queenstown Lakes Spatial Plan 2021 (**Spatial Plan**). This LAR does not provide a detailed assessment against the Rural Zone policy provisions and it is acknowledged that it will be contrary to them as the proposal consists of urban development.

Figure 2 below outlines 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.⁵

1.3 Code of Conduct

As per the Fast-track Approval 2024: Panels Conveners' Practice and Procedure Guidance⁶, Mr Paul Smith (Author) and Ms Nikki Smetham (Peer Reviewer) 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 Ms Smetham have not omitted to consider any material facts known to them that might alter or detract from the conclusions reached.

³ FTAA. Schedule 5. (1)(g)

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

⁵ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

⁶ FTAA: Panels Conveners' Practice and Procedure Guidance. 22 July 2025. 4.1(h).

2 The Proposal

2.1 Description of the Proposal

The proposed Mt Iron Junction Housing Scheme will contain 250 residential units, a café and market building, a childcare centre, two main reserve areas and extensive landscaping throughout the Site.

Whilst this proposal is being lodged through the FTAA process, it is a variation to the consented development within the Site, as approved by RM181471, refer to **GA Sheet 8**. Noting that the approved Caltex Service Station within Lot 1 DP605028, and Junction Road and Mountain Road (both legal roads) are not within the Site and do not form part of this Fast-track application.

The following points are of key relevance to an assessment of landscape and visual effects. Also, the more relevant Architecture and Landscape Design plans to assist with assessing the landscape and visual effects are included on **GA Sheets 9 – 22**. The complete details of the proposed development, including Architecture and Landscape Design plans are set out in the documents that accompany the Fast-track Application.

2.1.1 Residential Units

The proposal development will consist of:

- **Unit Type A:** 26 single-level (5m tall), two-bedroom, one car garage units. There are two different designs for these townhouses and are referred to as T1 and T2.
- **Unit Types B and C:** 70 two-level (7m tall), three-bedroom, one car garage units. There are four different designs for these townhouses and are referred to as T3, T4, T5, and T6.
- **Unit Types D:** 62 two-level (7.5m tall), two-bedroom units, with one associated carpark space. There are three different designs for these townhouses and are referred to as T9, T10, and T11.
- **Unit Types E and E1:** Two three-level (9m tall) buildings containing a mix of 20 single-level and two-level, dual key units, with one associated carpark space. Referred to as T7 and T8.
- **Apartments:** 72 one and two-bedroom apartments situated within two three level (10m tall) apartment buildings. Each apartment has one associated carpark space.

The T1 – T3 single-level and two level three-bedroom units line the Site's northern boundary. The T7 and T8 three level, dual key units are situated near the Site's western corner. The two apartment buildings are located alongside SH6. The remainder of the two-level units are centrally located throughout the Site.

2.1.2 Commercial Hub

The proposal will contain a café and market building, and a childcare centre.

The café and market building is proposed immediately east of Junction Road, opposite the service station. The shape of the retail floor area is L-shaped, will be 429m² and is 5.6m tall with mono pitched roofs. Signage platforms face Junction Road and the SH6 and SH84 roundabout.

A childcare centre is proposed to be located immediately north of Mountain Road, opposite the service station. The childcare centre is a rectangular shaped building, that will be 400m² and 4.2m tall.

The proposal will not alter the consented Caltex Service Station (RM181471) situated within Lot 1 DP605028. The native vegetated earth mound associated with the service station is within the Site. A variation to RM181471 is proposed to remove this earth mound and native vegetation to accommodate the proposed development.

2.1.3 Access and Internal Roads

The Site is accessed via Junction Road and Mountain Road (both legal roads) that are accessed from the SH6 / SH84 roundabout. A loop road and a no exit road provide access to the eastern and western halves of the development, respectively.

All the commercial buildings are accessed directly off Junction Road and Mountain Road. Therefore, most non-residential vehicle movements are contained to the central portion of the Site. Beyond the commercial buildings, the primary road users will consist of residents and visitors. The exception to this will be people cycling and walking who can enter and exit the Site to the east and west.

Several design changes are proposed within Junction Road and Mountain Road's legal road corridors, to accommodate the proposal. This includes alterations to the Mountain Road cul-de-sac, access through to the Junction Road extension, changes to footpath alignments, and changes to the landscaping and street trees. These aspects of the design require sign off from Queenstown Lakes District Council (**Council**).

2.1.4 Landscaping

A comprehensive landscape plan has been prepared to integrate the proposed development into the Site. It consists of:

- Two main open spaces. The eastern reserve includes a pickle ball court, communal BBQ and seating area, a large lawn area and amenity trees, that is proposed to vest in Council. The western open space includes a playground, large lawn areas and amenity trees.
- Exotic amenity trees lining the proposed streets, located within the proposed properties along the Site's northern boundary with Mount Iron and along the Site's southern boundary separating the proposed residential units from the SH84 and SH6.
- Large swathes of native shrubs along the Site's southern boundary separate the proposed residential units and car parks from the SH84 and SH6.

The exotic trees and native shrubs have been chosen and located to visually break up the bulk and scale of the proposed built form, provide a vegetated foreground for most views toward Mount Iron, nestle the built form into the Site, reduce the visibility of 'on-ground' activities and screen potential headlight glare from cars within the Site on SH road users. For reference, the proposed planting has not been designed to visually screen the entire development from view.

3 Relevant Policy Provisions

3.1 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.*⁷

The proposed Mt Iron Junction Housing Scheme is one of the Fast-track listed projects, being of regional significance because:

- It will assist with addressing the housing needs within Wānaka by providing an additional 250 residential units within 3kms of Wānaka town centre and 1km of Three Parks.
- It is the only Fast-track listed housing development within Wānaka.
- It is supported by the Queenstown Lakes Community Housing Trust.
- The Ministers decision to accept the proposal as a Fast-track Application recognised that if this project was processed under the RMA, it would require a Plan Change and subsequent Resource Consents to achieve. This would be a time-consuming process that would likely result in a similar outcome.⁸

This LAR has been prepared to assess the actual and potential landscape and visual effects of the proposed development as required in Schedule 5 of the FTAA.⁹

3.2 The Resource Management Act 1991

The RMA underpins the PDP provisions that are referred to in relation to the proposed 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'*.¹⁰

The Site does not form part of any Outstanding Natural Features (**ONF**) or Outstanding Natural Landscapes (**ONL**). However, the Site is situated adjacent to Mount Iron, that is an ONF and near the Ōrau / Cardrona River. Therefore, Sections 6a and 6b are relevant when assessing the proposal. Also, because the Site is not an ONL or ONF, but is zoned Rural, Section 7 landscape related matters 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:

⁷ FTAA. Part 1, 3 - Purpose

⁸ FTA#339: Application for listed project under the Fast-track Approvals Bill – Mt Iron Junction Housing Scheme Project for Schedule 2A, 9 July 2024.

⁹ FTAA. Schedule 5. (1)(g), (1)(h), (2)(f) and (3)(a).

¹⁰ 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.

3.3 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 zoned Rural and is classified as a Rural Character Landscape (RCL), is situated adjacent to Mount Iron ONF, and is outside the Wānaka UGB, refer to **GA Sheets 4 and 6**.

By default, under Policy 6.3.1.1¹¹, the Site is categorised as a RCL because it is zoned Rural but not an ONF or ONL. However, the Council recently identified the RCLs within the Upper Clutha.¹² The Site has not been identified as a RCL as part of this process, because the Methodology Statement states that (underlined for emphasis) “A Schedule has not been prepared for the fragments of RCL land surrounded by urban zoned land in Wānaka, around the edges of Mount Iron PA (ONF)... because the RCL fragments generally relate to individual sites, land that is subject to appeal in the Environment Court or sites where a designation applies”.¹³

This methodology statement acknowledges the fact that the 5.99ha Site is too small to be a landscape in its own right and its zoning is contentious. Furthermore, the landscape character and values of the receiving environment that the Site is situated within is strongly influenced by Mount Iron, the consented development within the Site (RM181471) and by the surrounding residential and rural residential land use activities. This is reflected in the Environment Court Consent Order (Decision No. [2021] NZEnvC53) stating that “Despite its zoning, the landscape architects each agreed (more or less) that the zoning of the site did not reflect its current character or amenity, particularly taking into account the nature of the surrounding commercial and residential land use activities. Context was an important consideration for the experts”.¹⁴

Also, regarding the underlying Rural zoning, it’s worth mentioning that Mt Iron Junction Ltd did not submit on Stage 1 of the PDP review process in 2015 as they did not own the Site. When they took ownership in 2016 / 2017 Mt Iron Junction Ltd withdrew the previous owner’s submission on the PDP. Subsequently, no site-specific analysis of the appropriateness of the land’s Rural zoning and whether

¹¹ **6.3.1.1** - Categorise the Rural Zoned landscapes in the District as:

- a. Outstanding Natural Feature (ONF);
- b. Outstanding Natural Landscape (ONL);
- c. Rural Character Landscape (RCL).

¹² Upper Clutha Landscape Schedules Variation

¹³ Upper Clutha 21.23 Schedules and Mata-au Clutha River PA Schedule 21.22.25 Methodology Report. October 2024. Para 1.20.

¹⁴ Environment Court Consent Order, Decision No. [2021] NZEnvC53. Para 7.

or not it should be excluded from the UGB was ever undertaken. Of further relevance is that the consented development (RM181471) within the Site, approved in 2021 is not rural in character, as described in **Section 6** below.

Given the background, the current Rural zoning of the Site appears to be an anomaly, left out from the PDP review process and at odds with the consented development and the developing context of Wānaka. However, because the Site is zoned Rural, under the PDP, the proposed development is a **non-complying activity** triggered by the proposed activities which are not listed in the Rural Zone tables¹⁵. This is described in full in the Assessment of Environmental Effects Assessment Report.

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

- Chapter 3 – Strategic Objectives
- Chapter 4 – Urban Development
- Chapter 6 – Landscapes and Rural Character

An assessment against the Chapter 21 objectives, policies and assessment matters is not included in this report because they specifically focus on maintaining rural character. As assessed in the body of the LAR, the receiving environment is not rural in character, and the proposal consists of an urban development. Due to this, an assessment of the proposed Mt Iron Junction Housing Scheme against the Chapter 21 policy provisions is not necessary.

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 covered off in the DCM Urban, Urban Design Assessment Report.

This LAR has taken the policy provisions in Chapters 3, 4, and 6 into consideration throughout the body of this LAR, and a summary assessment against them is included in **Section 7**.

3.4 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.”*¹⁶ Hierarchically, the Spatial Plan provides the long-term strategic direction that guides more specific plans, strategies and policies, with the PDP needing to give effect to it¹⁷.

The Site is illustrated as ‘Rural’ on the Spatial Plan’s analysis plans¹⁸. This is despite urban development being approved within the Site prior to the Spatial Plan being finalised and other areas of identified ‘Rural’ land being zoned Residential, including the land immediately north of Orchard Road. Therefore, there are some small anomalies in the Spatial Plan, that have resulted in the Site and other areas in Wānaka not being analysed on their ability to absorb development.

¹⁵ PDP 21.4.37 - Any activity not otherwise provided for in Table 1.

¹⁶ The Queenstown Lakes Spatial Plan. July 2021. Page 8.

¹⁷ *ibid.* July 2021. Page 13.

¹⁸ *ibid.* July 2021. Page 41.

Despite these site-specific issues, the Spatial Plan's key high-level framework promotes a "*consolidated approach to growth*"¹⁹ and has identified that the "*urban extent of Wānaka is consolidated within the areas bound by the Cardrona and Clutha Rivers*".²⁰ This area includes the Site.

3.5 Summary

The FTAA recognises that the proposed Mt Iron Junction Housing Scheme consisting of urban development will be contrary to the Rural Zone objectives and policies. Therefore, this LAR assesses the proposal against the landscape character and values of the receiving environment, the high-level direction provided for in the Spatial Plan, and the higher order Chapters in the PDP. This is consistent with how a private plan change request would be assessed.

¹⁹ *ibid.* July 2021. Page 51.

²⁰ *ibid.* July 2021. Page 63.

4 Landscape Description

4.1 Extent of the Receiving Environment

The receiving environment²¹, being the environment that is potentially affected by the proposal²² is comprised of Mount Iron's south and east sides, including the summit look-out area, Albert Town and Three Parks, and the development contained on the river terraces that step down to the Ōrau / Cardrona River, refer **GA Sheets 3 and 4**.

The 5.99ha Rural Zoned Site is too small to form a landscape. This is reinforced in the recent Sticky Forest Environment Court Decision²³ that determined the 19ha Sticky Forest property to be too small to constitute a landscape. Rather, the Site's character and amenity is influenced by its context including the consented Caltex Service Station (RM181471) and the surrounding development enabled by Albert Town's Residential, Large Lot Residential A (**LLR A**) and Rural Residential (**RR**) Zones, and its location immediately west of the Ōrau / Cardrona River.

Beyond the receiving environment, the wider environment comprises Mount Iron's northeast side, Wānaka to the northeast through southeast, and the Ōrau / Cardrona River and the Upper Clutha Basin to the east and southeast.

4.2 Description of the Receiving Environment

4.2.1 Physical Attributes

Mount Iron is a prominent glacial feature located within Wānaka. It is a roche moutonnée, an elongated knob of bedrock carved and smoothed by an overriding glacier. Standing 548 masl, it rises abruptly some 250m above its surrounds. Its steep slopes retain a naturally regenerating cover of kānuka, indigenous scrub and rock outcrops.

Mount Iron is an obvious natural feature is an important Wānaka landmark and is particularly important for its sentinel role as SH6 road users' approach Wānaka township²⁴. It is largely free of built development except over the lower, less steep, north-facing slopes, where residential development has established, notwithstanding that residential development surrounds (and adjoins) the Mount Iron ONF to the north (Little Mount Iron), east and west.

The southwest and southeast slopes of Mount Iron are comparatively steeper than the northern slopes, comprised of distinctive rock faces. These slopes often appear as a dark and foreboding feature from a southeast aspect when approaching Wānaka from SH6 / Wānaka-Luggate Highway, refer to **GA Sheets 25 - 27**.

East of Mount Iron is the Ōrau / Cardrona River, that is 40kms long flowing from the Cardrona Valley to the Mata-Au / Clutha River. Contextually, the Ōrau / Cardrona River extends north to south along

²¹ The 'receiving environment' is the same as a 'landscape character area' as per PDP 3.3.45.

²² www.qualityplanning.org.nz/node/850

²³ 2024-NZEnvC-182. Para 82.

²⁴ Mount Iron Reserve Management Plan, 17 April 2025. Section 5.5 - *To acknowledge the distinctive Mount Iron geology and geomorphology, recognising it is an Outstanding Natural Feature (ONF), which makes it a key landmark at the gateway to Wānaka.*

the eastern side of Wānaka, separating the urban development within the township from the Upper Clutha Basin's rural landscape.

The Ōrau / Cardrona River is partly braided, varying in width between approximately 10m and 200m, contained by mostly mature exotic trees that line its margins. Modifications to the river corridor appear relatively small, consisting of two road bridges (SH6 and Ballantyne Road), a cycle bridge along the Upper Clutha River Track, small areas of gravel extraction, and a four wheel drive (**4wd**) vehicle track. The Upper Clutha Tracks Trust is currently in the early phases of getting Resource Consent to extend and formalise this trail²⁵. Rural and rural residential development adjoin and clearly define the edge of the river's margins.

A sequence of two river terraces and escarpments / lateral moraines separate the toe of Mount Iron and the Ōrau / Cardrona River. This landform consists of gently rolling topography generally descending west to east towards the Ōrau / Cardrona River. Its modified landcover includes the SH and local road network, dwellings, landscaping and associated outdoor living.

The immediate receiving environment mainly consists of that part of the river terrace above the Ōrau / Cardrona River bridge centred around one of the main intersections on the edge of Wānaka where SH84, SH6, and Riverbank Road meet. This is primarily where road users travelling from Tarras, Cromwell, Hawea and further afield enter Wānaka township. Also, it is where road users travelling from Cardona to Hawea (or vice versa) bypass Wānaka township.

4.2.2 Perceptual Attributes

When travelling west along SH6, the Ōrau / Cardrona River contributes to the gateway experience approaching Wānaka as the river terrace forms a strong and clearly defensible boundary between the rural environment to the east and the peri-urban environment. At a finer scale, Wānaka has grown to a point where the entrance experience is a sequence of arrival points.

- The first sense of arrival is when road users cross the Ōrau / Cardrona River and ascend SH6 to the SH6 / SH84 roundabout as road users enter the outer suburbs of Wānaka.

People travelling from Hawea gain a similar experience when crossing the Mata-Au / Clutha River, then travel through outer suburbs (Albert Town) along SH6. Similarly, people travelling along Riverbank Road also travel through the outer eastern suburbs around Wānaka and will travel past the Three Parks future residential development.

- The second sense of arrival is experienced when descending SH84 to the BP / Three Parks roundabout as road users enter Wānaka's inner suburbs.
- Finally, there is a sense of arrival is into Wānaka town centre as road users descend SH84 past Hedditch Street and Ballantyne Road and into town.

This highlights the sequentially arrival experience into Wānaka predicated by the transition across the Ōrau / Cardrona River, the SH roundabout and the increase in urban development at all three main arrival points.

Residential development over the past decade has seen Albert Town, once a separate rural settlement, become a suburb of Wānaka. This is due to the growth of primarily residential development through this area wrapping around the base of Mount Iron, refer to **GA Sheets 3 – 7**. This includes:

²⁵ lwb.co.nz/content/proposed-gateway-trail-along-cardrona-river

- Albert Town’s Residential, Large Lot Residential A (**LLR A**) and Rural Residential (**RR**) Zones to the northeast, that people travel through, when travelling along Aubrey Road and SH6 between the Clutha River and the Site.
- 38 and 56 Albert Town-Lake Hawea Road, located immediately northeast of the Site are zoned RR and can each be subdivided into 10 lots. 228 Wānaka-Luggate Highway, and 2 and 36 Riverbank Road can each be subdivided in two. Therefore, perceptually this area currently appears more open than what is anticipated.

Interestingly, the RR Zone east of SH6 is serviced and provides for the same residential density as the Large Lot Residential B (**LLR B**) Zone. I.e. the visual character and dominance of built structures within the RR Zones aligns with the density of development anticipated within the UGB²⁶.

- Three Parks to the southwest, when fully developed will comprise the new bulk retail commercial hub south of Wānaka township, including industrial and low-density residential development that will be experienced when travelling along Riverbank Road. Urban development extends south to Orchard Road, refer to **GA Sheet 4**.
- Beyond this, the Spatial Plan has identified future urban growth extending south of the PDP UGB through to the Cardrona Valley Road and Riverbank Road intersection.²⁷ The ability for this land to accommodate urban growth has been captured in the proposed Riverbank Road and Studholme Road Landscape Schedules²⁸, refer to **GA Sheet 4**.
- The Rural Lifestyle (**RL**) Zone, with associated rural living development lines the eastern side of Riverbank Road.
- The surrounding land use activities beyond Mount Iron and the Ōrau / Cardrona River, directly relate to their underlying zoning. I.e. denser residential development is within the Residential, and LLR A Zones and the slightly more spacious development is located within the RR and RL Zones, albeit the RR Zone is serviced and provides for the same density of development as the LLR B Zone which is defined as an urban area in the PDP. This level of development in the vicinity reflects a peri-urban character on the periphery of Wānaka Township. The Rural Zone is unequivocally experienced east of the Ōrau / Cardrona River.

Notably, the receiving environment and Mount Iron Junction is where the commercial and residential development meet, all of which are well contained to the east by the Ōrau / Cardrona River, that has been identified in the Spatial Plan²⁹ as the urban edge of Wānaka.³⁰

4.2.3 Associative Attributes

A 5km loop track traverses Mount Iron’s summit offering 360-degree views of Lake Wānaka, the Pisa Range, the Upper Clutha Basin, the Grandview Range and the Southern Alps. It is a very popular

²⁶ PDP Definitions – Urban Development. *Means development which is not of a rural character and is differentiated from rural development by its scale, intensity, visual character and the dominance of built structures. Urban development may also be characterised by a reliance on reticulated services such as water supply, wastewater and stormwater and by its cumulative generation of traffic. For the avoidance of doubt, a resort development in an otherwise rural area does not constitute urban development, nor does the provision of regionally significant infrastructure within rural areas.*

²⁷ The Queenstown Lakes Spatial Plan. July 2021. Page 63.

²⁸ Proposed Landscape Schedule 21.23.7 – Studholme Road and 21.23.8 – Riverbank Road.

²⁹ The PDP is to give effect to the Spatial Plan. Page 12.

³⁰ The Queenstown Lakes Spatial Plan. July 2021. Page 63.

walking / running track due to its central location within Wānaka, being located less than 2km from Wānaka town centre and Albert Town, and for the panoramic views that are gained from its summit.

The Ōrau / Cardrona River is a traditional Māori route linking Whakatipu Waimāori (Lake Whakatipu) with Lake Wānaka and Lake Hāwea. It has also been recorded as a mahinga kai (food-gathering place) where tuna (eels), pora ('Māori turnip') and Weka were gathered.

Walking, cycling and 4WD access is enabled by a popular 4wd track along the Ōrau / Cardrona River between the SH6 and Ballantyne Road Bridge. The 4WD track continues south of the Ballantyne Road bridge providing access to numerous fishing locations. This trail, if resource consent is granted will be upgraded to enhance public access to and along the Ōrau / Cardrona River between Hook Creek and the Mata-Au / Clutha River.

4.3 Site Description

The Site is a triangular area of land, split in half by Junction and Mountain Roads. It is 5.99ha in area and measures approximately 610m along its northwestern boundary, 345m along the eastern boundary and 360m along the southern boundary.

The Site is located at the intersection of SH84, SH6 and Riverbank Road, directly bounded by SH6 to the east, and SH84 to the south. The Site is bounded by the Mount Iron Reserve to the northwest and the LLR A Zone at the southern end of Albert Town to the north.

The Site is predominantly flat with slight undulations and an overall fall to the southeast towards the Ōrau / Cardrona River. The Site appears elevated by approximately 1.5m above the SH roundabout and sits at grade with the SHs towards its northeast and southwest corners.

The Environment Court Consent Order (Decision No. [2021] NZEnvC53) for RM181471 approved a Caltex Service Station, a cluster of nine worker accommodation units, 13 two-storey residential units, roading, servicing, infrastructure, landscaping and open lawn areas within the Site, refer to **GA Sheet 8**.

Since the consent order was granted, the Site has been in a constant state of change. The NZ Transport Agency Waka Kotahi has completed construction of the new SH84 / SH6 roundabout, Junction Road that provides access into the Site, and Mountain Road, including earthworks, signage, a park and ride carpark (southern side of SH84), overhead LED lighting, footpaths, post-and-rail fencing, and landscaping, refer to the Photos in the **GA**.

4.4 Landscape Character 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.

Mount Iron is a unique, highly visible, publicly accessible, reserve and landmark within Wānaka's urban environment. Notably, it is a *"A prominent and distinctive component of views from surrounding areas of the Upper Clutha Basin, including Wānaka township, Albert Town and the southern parts of*

*Lake Wānaka. Natural landmark at the entry to Wānaka from the east, where it dominates the entry experience.*³¹

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

- *“**Very high** physical values relating to the prominent and classic roche moutonnée landform, the predominance of regenerating indigenous vegetation with important habitat values for indigenous fauna, reflected in its partial SNA status and the mana whenua features association with the area.*
- ***Very high** associative values relating to the mana whenua associations of the areas, the significant recreational attributes, historic farming use, and the strong shared and recognised values as part of the local and regional sense of place.*
- ***High** perceptual values relating to the legibility, visual prominence, memorability and naturalness of the hill, its contrast with surrounding urban areas and the ability for people to access and experience the feature.*³²

The Ōrau / Cardrona River has high cultural associative values being a traditional route between Lake Whakatipu and Lakes Wānaka and Hawea and being a place for mahinga kai gathering. This is highlighted in the PDP as Schedule #11 Wāhi Tūpuna site.

The Ōrau / Cardrona River has moderate to high recreational associative values as it is a popular walking, cycling, fishing and 4WD location. This is highlighted by the Upper Clutha Tracks Trust currently seeking Resource Consent to upgrade this trail to enhance public access.

The escarpments that step up from the Ōrau / Cardrona River contribute to the amenity experienced along the Ōrau / Cardrona River and adds to the gateway threshold of entering and exiting Wānaka to the east.

The underlying landscape values of the Ōrau / Cardrona River terrace are relatively unremarkable due to the residential and commercial development that has taken place and form an important part of the Site’s context.

The overall character of the receiving environment is best described as peri-urban, due to the development that wraps around Mount Iron, characteristic of the landscape, particularly the way it is experienced when travelling east and west between Wānaka, Albert Town and Luggate.

Due to this, the landscape capacity of the Site and the receiving environment, outside Mount Iron ONF and the Ōrau / Cardrona River is moderate to high and can accommodate additional development, above and beyond what is currently consented.³³

³¹ PDP 21.22.11 – Mount Iron PA: Schedules of Landscape Values. Point 15.

³² *ibid.* Point 22, 23 and 24.

³³ PDP 3.3.35. a iii - the landscape capacity of that landscape character area [receiving environment] is assessed so as to soundly inform a determination that the requirements of SP 3.3.23 are met.

5 Assessment of Landscape and Visual Effects

5.1 Potential Issues

The potential landscape and visual effects arising from the proposed Mt Iron Junction Housing Scheme includes the following:

- Adverse effects on the landscape values of the adjoining Mount Iron ONF, and the Ōrau / Cardrona River.
- Adverse effects on visual amenity values, in particular on the aesthetic qualities that contribute to a road users' experience when entering Wānaka.
- Adverse effects on the peri-urban landscape character of the receiving environment.
- Whether or not the proposed development will fit with the pattern of urban development within the receiving environment and wider landscape.

5.2 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.”*³⁴ *“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.”*³⁵

Whether the proposal 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.

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. As identified above, the Site is not characteristic of an RCL, rather it is situated within a peri-urban landscape surrounded by varying densities of residential and rural living development. Therefore, the focus of the visual effects assessment is how the proposed Mt Iron Junction Housing Scheme will or will not protect the landscape values contributed by the Mount Iron ONF and the Ōrau / Cardrona River, and how the development is experienced and / or fits within the context of the surrounding development patterns.

From a desktop analysis and on-site investigations, the visual catchment of the Site and the proposed Mt Iron Junction Housing Scheme is limited to the following public and private places.

- SH84 - 500m stretch between Puzzling World and the roundabout approach to the Site from the west
- SH6 – A 200m stretch south of Ōrau Cardrona River and the 230m approach to the Site via Ōrau / Cardrona River from the east.

³⁴ '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.

³⁵ *ibid.* Paragraph 6.25.

- SH6 – the 600m stretch between Aubrey Road and the roundabout approach to the Site from the north.
- Riverbank Road, the northern most 200m approaching the roundabout from the south.
- Balneaves Lane, Head Place and Clan Mac Road, the western end of each road.
- Old Racecourse Road, southern 200m looking south towards the Site.
- Junction and Mountain Road, that provide access to the Site.
- Mount Iron’s Summit and the southern trail network.
- Private neighbouring residential properties.

The viewpoint locations representing the views gained from these public places were chosen because they represent areas frequented by the public and where views of the Site are gained. It is acknowledged there may be other locations where the Site and the proposed development may be seen from, but it is considered that these viewpoints are a fair representation of the views towards the Site. A viewpoint location plan, panorama photos and photomontages are contained on **GA Sheets 23 - 59**.

5.2.1 State Highway 6 – Eastern approach via Ōrau / Cardrona River

Viewpoints 1 – 5 illustrate views when travelling west towards Wānaka township. Road users traverse the rural landscape from Luggate through the Upper Clutha Basin, past the Wānaka Airport towards Mount Iron. Mount Iron’s distinct southern face increasingly becomes an apparent and striking feature as road users approach the Ōrau / Cardona River and the Site in general.

When approaching Wānaka, the river terrace forms a strong and clearly defensible boundary between the rural environment to the east and the peri-urban environment consisting of urban, residential and rural living activities to the west of the Ōrau / Cardona River. This is highlighted in the Queenstown Lakes Spatial Plan stating “*The Cardrona / Ōrau and Clutha / Mata-Au Rivers present clear boundaries to the expansion of Wānaka*”³⁶ and seeks to achieve “*The urban extent of Wānaka is consolidated within the area bound by the Cardrona and Clutha Rivers*”³⁷.

This is indicated by glimpses of urban development along the far terrace edge which are first obtained about 1km from the Site, refer to **Viewpoints 1 and 2**. However, the entrance into Wānaka from the east is first experienced when road users cross Ōrau / Cardrona River and ascend SH6 to the SH6 / SH84 roundabout where the existing and anticipated node of development consisting of the Caltex Service Station, and residential development is located, along with the noticeable change to the urban roading infrastructure.

Whilst being a peri-urban environment, Mount Iron ONF is a large-scale glacial feature that has a very strong influence on this area as it is a dominant backdrop to the Site and the river terraces contributing to moderate-high degree of visual amenity.

Viewpoints 1 and 2

Viewpoints 1 and 2 illustrate the views towards the proposed development from a 200m stretch of SH6, east of the Ōrau / Cardrona River, at 1.2kms away.

³⁶ Queenstown Lakes Spatial Plan 2021. Page 40.

³⁷ Ibid. Page 63.

When travelling at 100km/h (27m/s) along this 200m stretch of road, illustrated by **Viewpoints 1 and 2**, the proposed development, including the upper parts of the apartment buildings will be difficult to distinguish when intermittently seen at 1.2kms away, between mature roadside trees, and trees within the river corridor. When briefly seen, the built form will appear consistent with the line of existing dwellings / development that are seen along this terrace.

When seen, the proposed development will have a **very low degree** of adverse effects on the visual amenity that road users currently experience.

Viewpoint 3

Viewpoint 3 illustrates the view when the first part of the proposed development will be seen as road users ascend SH6. At Viewpoint 3 the upper part of the T7 and T8 three-storey townhouses, within the western side of the Site will be seen at the southern toe of Mount Iron and below the Mount Alpha skyline, and Mount Iron will remain the prominent feature to the view. Therefore, whilst a small amount of the proposed development will be seen road users know they are entering Wānaka and development is anticipated to be seen. Therefore, the proposal will have a **very low degree** of adverse effects on the visual amenity that road users currently experience.

Viewpoints 4 and 5

Viewpoints 4 and 5 illustrate the complex and busy foreground of the roundabout with the development set back behind this at distances of between 50 – 100m. The consented baseline which consists of 22 units within the landscaped setting will be seen extending northwards along the Site from the Caltex Service Station. The proposed development, including the proposed landscaping will wrap around the consented 5.9m high Caltex Service Station, and will replace the consented development.

From Viewpoints 4 and 5 as road users approach the roundabout, the retail hub, two-storey townhouses and three-storey apartment building will come into view, to the northeast / right-hand-side of the Caltex Service Station and two-storey townhouses will be seen at the eastern and western ends of the Site. The proposal will replace the consented worker accommodation and two-storey residential development at the eastern end of the Site. The proposal will obviously densify the development within the Site, removing open space within the western end and along the SH6 boundary to the east.

The boundary planting along the SHs, and in front of the built form will consist of native, evergreen hedging up to 1.2m, ground cover and exotic and native tree species, consisting of *Fagus sylvatica* spp., Mountain Beech, Kowhai, *Acer x freemanii* 'Jeffers Red', *Fraxinus excelsior* 'Purple Spire', *Tilia cordata*, *Carpinus betulus* 'Fastigiata', *Platanus orientalis* 'Autumn Glory', *Prunus* 'accolade and *Liquidambar styraciflua*, refer to **GA Sheets 20 – 22**. During construction and up to year 5 post mitigation planting the upper part of the commercial hub, apartment buildings and the two and three-storey townhouses, will be seen as road users approach the roundabout. The development will be experienced at a distance of 50 - 100m, being relatively close proximity from where road users will be able to see the finer details of the building designs and associated landscaping, refer to the Visualisations on **GA Sheets 28 - 29**. Importantly, the visual clutter that typically accompanies ground level activities including internal road layout, car parks, fences, washing lines and rubbish bins will be screened by the proposed boundary vegetation.

The majority of the residential development will stand less than 8m tall and therefore will appear comparatively low lying at the base of Mount Iron, that stands 250m above the Site. Once the proposed vegetation has matured, it will stand at a similar height to the built form, with the vegetated foreground merging with Mount Iron's backdrop vegetation and nestling the development into the Site, refer to the Visualisation on **GA Sheet 30**. Importantly, the proposal, both built form and

vegetation will not interfere with views to the Mount Iron's more impressive rock outcrops. Therefore, whilst seen at its base, the proposal will only slightly detract from Mount Iron's prominent and distinctive landform and skyline at the entrance in Wānaka. The built form, in particular its bulk and density may draw the eye, however, Mount Iron will continue to be seen as a large foreboding landscape feature and will continue to have a very strong influence on this area, remaining as a dominant backdrop to the Site.

The proposed development, much like the consented development will comprise architecturally designed townhouses set within a treed and vegetated Site. Therefore, whilst seen, the proposal will be an aesthetically appealing urban development, contributing to the outlook and amenity experienced. This would not be the case if a 'cookie cutter', monotonous design aesthetic was proposed, that may occur if standardised residential zoning was proposed. Such development may include 7m tall dwellings, situated behind 1.8m tall board and batten fences.

At nighttime, standard 8m tall residential streetlights will illuminate the proposed road environment. These lights will be consistent with the streetlights along Junction and Mountain Roads. Noting that the roundabout light is 16m tall, and the SH streetlights are 12m tall. The proposal will result in additional lighting seen at the foot of Mount Iron, mostly within the western half of the Site. This road environment is already well lit by the existing lighting illuminating the roading infrastructure. Therefore, additional lighting will not be out of place within this environment. Also, any light spill from the proposed streetlights standing 8m high, will be situated behind the 7.7m and 10m tall townhouses, and amenity trees. Therefore, at most it will slightly contribute to reducing Mount Iron's silhouette, that has already been affected by the SH lighting.

Overall, the proposed Mt Iron Junction Housing Scheme will have a **Low-Moderate to Moderate** degree of adverse effects on the visual amenity that a road user experiences when entering the SH6 / SH84 roundabout environment.

5.2.2

State Highway 84

Viewpoints 6 – 9 illustrate views from SH84 when travelling east, along the tree lined highway, past Mount Iron on the left, car park and walking trails, the Three Parks development, the entrance to Te Rangi Estate (a new 18 lot subdivision) and Puzzling World to the right.

The open, grassed roadside verge interspersed with exotic trees, the steep open slopes of Mount Iron to the left and the long ranging views over the Upper Clutha Basin and the distant Grandview Range all contribute to road users moderate-high degree of visual amenity.

Viewpoints 6 and 7

When travelling east, the T7 and T8 three-level townhouses will be the first built form seen by road users travelling along the 250m stretch of highway between Puzzling World and the Site's western corner. These buildings will be seen set back beyond the boundary vegetation, consisting of native, evergreen hedging, ground cover and amenity tree species. Refer to **Viewpoints 6 and 7**.

As discussed in Section 4, the western side of the Site can absorb further development, as highlighted by the fact that the consented Protected Landscape Area will cease once the underlying zoning changes to accommodate residential development and subsequently reducing the open space

values.³⁸ Therefore, views of development within the Site from SH84 are not automatically considered to be adverse.

When travelling east rounding Mount Iron's southern toe (**Viewpoints 6 and 7**), the proposal will be seen at the far end of SH84, at a low point on the terrace, immediately backdropped by the rolling hillside east of the Ōrau / Cardrona River. Therefore, it will not reduce the views to the distant Grandview Range, or adjacent Mount Iron both of which contribute to the amenity road users experience.

The proposed vegetation, when mature, will be prominently seen in the foreground as it lines SH84 and because of the obtuse angle that the Site is seen on. This vegetation will reduce the visibility of built form and contribute to road user's amenity similar to that contributed by the existing vegetated roadside verges. Due to this, the proposed built form will not be visually prominent or dominate the streetscape environment, and it will have a **very low to low degree** of adverse effects on the visual amenity that road users currently experience.

Viewpoints 8 and 9

The western side of the proposed development will be seen by road users travelling east and west along SH84, adjacent to the Site's 360m long southern boundary. This will include the T1 and T2 single-storey townhouses, the T7 and T8 three-level townhouses, the T4, T6 and T11 two-storey townhouses, the service station and commercial hub, set back behind the proposed landscaping. Refer to **Viewpoints 8 and 9**.

When seen from **Viewpoints 8 and 9**, the finer details of the upper parts of built form and the roadside landscaping will be evident when travelling east and west alongside the Site's southern boundary.

Prior to the proposed vegetation maturing, the T4, T6, T7 and T8 two and three-level townhouses will draw the eye, slightly reducing Mount Iron's prominence as they are situated alongside SH84 and are taller than all other existing development within the area, refer to the Visualisations on **GA Sheets 33 - 34**. However, in the long term, the prominence of the proposed townhouses will be adequately mitigated by the landscaping that fronts the SH, refer to the Visualisation on **GA Sheet 35**.

When travelling east the proposed townhouses will briefly interrupt the currently fleeting, distant views towards the Grandview Range. As per the consented development, these views are anticipated to be reduced by the service station and earth mound. Therefore, a reduction in these long ranging views will not adversely affect the anticipated amenity experienced.

Conversely, for road users travelling west toward Wānaka town centre the proposed townhouses will briefly interrupt their views to Mount Iron, reducing the amenity gained due to the height and proximity of built form. However, when mature, the proposed amenity trees will visually break up the bulk of built form and the physical separation between these townhouses provided by car parking also visually breaks up the built form and maintains viewshafts to Mount Iron, that mitigates the potential dominance of built form, refer to the Visualisation on **GA Sheet 35**.

The consented Caltex Service Station will be seen nestled behind the roadside landscaping for the final 150m stretch of this road. Whereas currently, the consented landscaping and approximately 3m tall mound are anticipated to screen it from view. Seeing the service station in an urban context will not adversely affect road user's amenity because they are commonly located in urban environments, therefore it will not appear of place and the proposed vegetation will further effectively reduce its overall prominence, settling it into the Site.

³⁸ RM181471 – Conditions of Consent. 60.g.

In addition to the above, from both the further afield and closer locations along SH84, road users will see the proposed development as being consistent with the pattern of growth within Wānaka. This is because it will align with the western edge of both Three Parks (as planned development occurs) and Albert Town.

At nighttime, standard 8m tall residential streetlights will illuminate the proposed road environment. The addition of streetlights around the cul-de-sac situated at the western end of the Site will form a small part of the already illuminated SH environment. Therefore, it will not substantively contribute adverse nighttime effects.

Overall, the proposal will have a **low-moderate to moderate** degree of adverse effects on the visual amenity that is currently experienced from the stretch of SH84 adjacent to the Site.

5.2.3

State Highway 6 / Albert Town-Lake Hawea Road

Viewpoints 10 – 13 illustrate the experience of road users travelling along SH6 between the Mata-Au / Clutha Bridge and the SH6 / SH84 roundabout when traveling through Albert Town, that forms the eastern edge of Wānaka. The environment has substantially changed over the past two decades with the terraces now primarily containing low-density residential development. Previously in the mid 2000's Albert Town was a small, very low key, local centre and was colloquially not considered to be part of Wānaka whereas now it forms the outer suburb.

Road users travelling north and south along SH6 between Albert Town and the roundabout at the intersection of SH6 and SH84 gain a moderate-high degree of amenity that stems from the vegetated corridor provided by the roadside vegetation (mostly within neighbouring properties), views to Mount Iron, and the more open rural residential properties that afford views over the Upper Clutha Basin to the Grandview, Criffel and Pisa Ranges.

Viewpoints 10 and 11

Viewpoints 10 and 11 illustrate the view when approaching the Site from the north, between 205m and 50m away. The proposed development will replace the consented development that is anticipated to be seen. Once the proposed landscaping has matured it will visually screen the bulk of the proposed development due to the obtuse viewing angle and the majority of the built form being situated behind the landscaping. The exception to this will be the northern apartment building. It will form a very small part of the overall view, with some proposed landscaping breaking up the bulk of its built form.

Importantly, the proposal is situated to the left of and spatially separated from Mount Iron and will have an immediate backdrop of the vegetation beyond the Site. Therefore, the proposal will not interrupt the views to Mount Alpha, nor will it interfere with views towards Mount Iron. Due to this, the proposal will have a **very low to low** degree of adverse effects on the visual amenity experienced from SH6, north of the Site.

Viewpoints 12 and 13

Viewpoints 12 and 13 illustrate the view when travelling north and south along the adjacent stretch of SH6, in which the proposed development will be clearly seen prior to the proposed vegetation maturing, refer to the Visualisation on **GA Sheet 39**.

The proposed development will replace the consented development that is anticipated to be seen from this same 340m stretch of road. The consented development comprises thirteen 7.9m and nine

5.5m tall townhouses and evergreen trees lining the Site's eastern boundary, that will screen views to the lower half of Mount Iron but not reduce the long ranging views south along SH6.

The primary difference between the consented environment and proposal, is that the proposal will be seen as a substantially denser node of development with increased bulk and height covering the entire Site. Subsequently, this will result in a reduction in the anticipated openness and the open views to Mount Iron that would otherwise be gained south of the consented development. However, the reduction in openness and the reduction in views to Mount Iron's lower slopes (**Viewpoints 12 and 13**) will be partly mitigated by the primary view being north and south towards the distant mountains and Mount Iron being seen in the periphery of the view, and the brevity of the view as road users travel along this road at up to 80km/h. These views are anticipated to be reduced within the northern half of the Site, although further planting to the south could also reduce them. Nevertheless, the proposed development will comprise architecturally designed townhouses comprised of modern material design vernacular within a master planned development that will contribute to amenity, and the proposed landscaping will contribute to a vegetated highway corridor conveying a similar amenity to the SH84 road corridor. This may not be the case if standardised residential zoning was proposed.

Once the proposed vegetation has matured, the majority of the proposed development will be intermittently seen behind a well treed and vegetated landscape setting. The exception to this will be the northern apartment building that will be clearly seen setback behind the carpark, approximately 10 carpark amenity trees and the SH landscape treatment. While briefly seen, it will be noticeable and prominent, similar in effect to the two-storey townhouses within Albert Town that line SH6 immediately south of the Mata-Au / Clutha Bridge. Therefore, it will briefly detract from the current amenity gained from along SH6.

At nighttime, street lighting will illuminate the proposed road environment, which is anticipated by the consented development. Only one additional streetlight will be seen from this stretch of SH as all other lights will be behind built form. Due to this, this additional streetlight will not cumulatively detract from the nighttime environment as it will comfortably sit within the already well-lit SH road environment.

Overall, the proposal will have a **low-moderate to moderate degree** of adverse effects on the visual amenity that is currently experienced from the 340m stretch of SH6 that is adjacent to the Site.

5.2.4 Riverbank Road

Viewpoints 14 – 16 illustrate the road user experience when travelling along Riverbank Road which is anticipated to change under the current planning regime. This will include the paddocks north of Orchard Road and within Three Parks providing industrial and residential development, Refer to **GA Sheet 4**. It will also include a roundabout into Three Parks, like the BP roundabout³⁹, that will be situated approximately 200m south of the Riverbank Road Wastewater Pump Station⁴⁰. Further to this, the Spatial Plan has identified future urban growth extending south of the PDP UGB through to the Cardrona Valley Road and Riverbank Road intersection.⁴¹ The ability for this land to accommodate urban growth has been captured in the proposed Riverbank Road Landscape Schedule.⁴² Refer to **GA Sheet 4**.

³⁹ PDP 27.13.12 – Three Parks Structure Plan

⁴⁰ Ibid.

⁴¹ The Queenstown Lakes Spatial Plan. July 2021. Page 63.

⁴² Proposed Landscape Schedule 21.23.8 – Riverbank Road. Page 6.

In effect, the current zoning will result in Riverbank Road users travelling alongside 2.5kms of residential and industrial development rather than the rural character that currently prevails prior to arriving at the SH6 / SH84 roundabout. The extent of this anticipated development is highlighted on **GA Sheets 3 – 6**. Once further zoning is approved to align with the Spatial Plan, residential / urban development will extend through to the Cardrona Valley Road and Riverbank Road intersection. When this occurs Riverbank Road users will travel alongside 4.1kms of urban development.

Road users currently experience a moderate-high degree of amenity when travelling north along Riverbank Road towards the SH6 / SH84 roundabout. This stems from the broader landscape elements including views towards Mount Iron and the surrounding mountains, and the more open RR development to the east, which provides fleeting views to the Upper Clutha Basin. Whilst the adjacent views to the west will change, these broader landscape elements will continue to contribute to the amenity, that will be of a moderate to moderate-high degree.

Viewpoints 14 – 15

As road users near the Mt Iron Junction roundabout the rural lifestyle properties, highlighted by individual driveways and letterboxes, and the heavily treed roadside planting restrict views to the immediate road corridor and limit views to the proposed development.

The commercial hub and three-storey apartments will be seen, approximately 150 - 200m away. When seen, they will form a small part of the overall view and will be well set back behind the proposed landscaping. Therefore, the proposal will have very little influence on the view and subsequently will have a **very low degree** of effect on the amenity that road users are anticipated to experience.

Viewpoint 16

When entering the roundabout environment, the view opens and will include the commercial hub, service station, two and three-storey townhouses to the west / left of the service station, the upper rooflines of the two-storey townhouses behind the commercial hub and the southernmost apartment building, prior to the proposed landscaping maturing, refer to **Viewpoint 16** and the Visualisation on **GA Sheet 45**.

The finer details of the proposed development will be briefly seen from this northern 100m stretch of Riverbank Road when entering the roundabout environment. The consented service station and two and three-storey townhouses, all below 8m tall will be seen as low-lying buildings immediately below Mount Iron's summit, which extends up to 250m in height. Once the proposed landscaping has matured, it will form a predominantly vegetated foreground reducing the visibility of these proposed buildings that sit below Mount Iron's summit, maintain views to its rock outcrops and skyline.

The exception to this is the 10m tall apartment building to the immediate right of Mount Iron, that will continue to be seen once the proposed landscaping has matured, refer to **Photomontage 16.3**. The location of the apartment building balances the requirement to provide a specific amount of housing, the required associated car parking, the need to set back built form to reduce prominence, shading and internal noise from the SH. In this instance, the setbacks and parking requirements have resulted in a narrow width of landscaping available to nestle development into the Site. The key mitigating factor is the apartment's location, the use of *Fagus sylvatica* in this tight planting bed, and the way in which it the apartment will not interrupt the view to Mount Iron.

Visibility towards Mount Burke will be lost. However, this was already significantly reduced by the consented development, including amenity trees. Also, individually, Mount Burke does not materially contribute to the amenity gained. Rather, it forms part of the wider band of surrounding mountains that contribute to the long ranging views. Therefore, further reducing the visibility of this mountain will have little effect on the amenity that is currently gained.

In addition to the above, road users will see the proposed development as another node of residential development along Riverbank Road, within Wānaka's eastern suburbs. At a wider scale, the proposal will appear contained within the urban fabric of Wānaka by the Ōrau / Cardrona River to the east / right. Therefore, the proposed development will be visually in keeping with the pattern of urban development and will not characteristically result in adverse effects.

Overall, the proposal will have a **low to low-moderate** degree of adverse effects on the visual amenity that is currently experienced from the northern 100m of Riverbank Road.

5.2.5

Balneaves Lane

Balneaves Lane is a private Right-of-Way (**ROW**) and is a no-exit road, accessed off SH6, situated east of the Site providing access to the Kingdom Hall Church, the Wānaka Vetlife Clinic and seven rural residential properties. The primary road users are people attending church and visiting the Vetlife Clinic at the western end of the road, and residents and their guests using the full extent of the road. Similar to the surrounding roads, a moderate-high degree of amenity is experienced from this road.

Viewpoints 17 – 18

The proposed development consisting of the commercial hub, three-storey apartment building and the T10 two-storey apartment building will be visible behind the existing row of trees lining Balneaves Lane and the proposed landscaping within the Site from the western end of Balneaves Lane, refer to **Photos 17 and 18**.

The proposed development will replace the consented open grass area with the commercial hub, the apartment building and roadside planting. This will result in built form being 50m closer to Balneaves Lane than what is currently anticipated, and will subsequently further reduce views to Mount Iron, more than what is currently anticipated.

Prior to the vegetation maturing, the key visual difference between the consented and proposed developments will be the substantial increase in built form and its density. The density of development will detract from the wider sense of spaciousness currently provided by the LLR A, RR Zones and the consented campus like design within the Site. However, the key mitigating measure during this short to midterm timeframe before vegetation matures and take effect will be the brevity of the view, the distance of the view that assists with maintaining views to Mount Iron and the street trees along Balneaves Lane / the SH. The proposed landscaping between Balneaves Lane and the commercial hub and apartment building will break up the bulk of built form, and visually settling the building into the Site to the point that it will not be overly prominent below Mt Iron's summit.

The proposed development, much like the consented development will comprise architecturally designed townhouses, predominantly set within a treed and vegetated Site. Therefore, the development itself, while denser than the current environment, will remain aesthetically appealing. Noting that it will be more visually appealing than what could result from a standardised residential zone.

Overall, the proposal will have a **low-moderate** degree of adverse effects on the visual amenity that is currently experienced from Balneaves Lane.

5.2.6

Head Place

Head Place is a no-exit road, accessed off SH6, situated east of the Site providing access to ten large lot / rural residential properties. The primary road users are residents and their guests. Like the surrounding roads, a moderate-high degree of amenity is experienced from this road.

The proposed development will be difficult to see from most of Head Place and when seen will form a very small part of the overall view. This is due to the way in which future residential development alongside the corners in this road will screen / narrow the current long ranges views gained. Therefore Viewpoint 19 has been chosen to represent the view towards the Site, because this view is uninterrupted.

Viewpoint 19

The western end of Head Place and intersection with SH6 lies directly opposite the Site. The view when exiting Head Place will include the T10 row of two-storey townhouses, standing 7.3m tall, set back behind the proposed SH6 landscape planting and the proposed amenity trees lining the internal road network. Also, the three-storey apartment buildings will be situated to the left- and right-hand side of the view, with the southern apartment building being setback behind a row of amenity trees.

Under the consented baseline road users exiting Head Place will see seven to eight 7.9m tall townhouses, behind a dense band of evergreen and deciduous trees. In comparison, the proposed townhouses will be 0.6m lower in elevation and are setback an additional 15m from the Site boundary. Therefore, the proposed townhouses will slightly increase the direct facing views to Mount Iron, with the proposed amenity planting maintaining a vegetated outlook, once mature.

Beyond the T10 row of townhouses, the proposed development will appear denser when compared with the consented development, including the two apartment buildings located to the left- and right-hand side of the view which will be a noticeable difference, that will draw the eye. The density of development will be partly mitigated by the brevity of the view when leaving Head Place, the overall appealing design aesthetic including the treed setting, and the slight increase to the views gained to Mount Iron.

Overall, the proposal will have a **low-moderate** degree of adverse effects on the visual amenity that is currently experienced from Head Place.

5.2.7

Clan Mac Road

Clan Mac Road is a no-exit road, accessed off SH6, situated northeast of the Site providing access to a small node of 14 rural residential properties. The primary road users are residents and their guests. Similar to the surrounding roads, a moderate-high degree of amenity is experienced from this road.

Viewpoint 20

Viewpoint 20 illustrates the view towards the Site, in which the upper floors of the two-storey townhouses and three-storey apartment buildings, behind existing and proposed vegetation will be partly visible, 220m away from the southern end of Clan Mac Road. This is due to the open views across 38 and 56 Albert Town-Lake Hawea Road.

38 and 56 Albert Town-Lake Hawea Road are both 4ha in area and are zoned RR. Therefore, it is anticipated that these two properties will each contain approximately ten 4,000m² lots, residential dwellings up to 8m tall, and associated landscaping. This future development will visually screen the Site and the proposal from Clan Mac Road.

The proposal will be briefly seen as road users exit Clan Mac Road prior to development occurring within 38 and 56 Albert Town-Lake Hawea Road. The upper floors of townhouses and apartments will be seen to left of Mount Iron, 220m away, behind existing and proposed vegetation, with multiple rows of vegetation standing taller and to the rear of the Site. Therefore, the development will not interfere with views to Mount Iron, nor will they interfere with the views to the Criffel Range; And overall will be set within a well vegetated scene.

Once 38 and 56 Albert Town-Lake Hawea Road are developed, the proposal will not be seen, therefore will not adversely affect the visual amenity experienced from Clan Mac Road.

Overall, the proposal will have a **very low to nil** degree of adverse effects on the visual amenity that is currently experienced from Clan Mac Road.

5.2.8 Old Racecourse Road

Old Racecourse Road is a no-exit road. It is accessed off Aubrey Road, situated away from the busy SH6, is located north of the Site and provides access to approximately 30 residential properties zoned LLR A. The primary road users are residents and their guests, and people accessing Mount Iron Reserve via a trail beside 18 Old Racecourse Road (**Viewpoint 21**) and similar to the surrounding roads, a moderate-high degree of amenity is experienced from this road.

Viewpoints 21 – 22

The Site is located behind the row of residential properties located at the southern end of the cul-de-sac.

The proposed development will be located within Lot 3 DP 359869 and replace the consented development that would also be partly seen immediately beyond the existing residential development accessed off Old Racecourse Road. Noting that the consented townhouses are 7.9m tall, 0.2m taller than the proposed two-storey townhouses.

The single-storey T1 and T2 townhouse, and the two-storey T3 townhouses that will line the Site's northern boundary will be 5m and 7.7m tall, respectively. Therefore, the existing Old Racecourse Road residential development will visually screen the majority of the proposed single-storey and two-storey townhouses, when viewed from **Viewpoints 21 and 22**. At most the rooflines will be seen at a similar elevation as the existing rooflines and vegetation in the foreground of the view. This is evident by the fact that the existing two-storey house with the creamed coloured gable ends is approximately 7.5m tall (RM070760) and the brick house with a black roof is 6.1m tall (RM100487), refer to **Viewpoints 21 and 22**.

Also, the three-storey apartments will be located behind the proposed two-storey townhouses and the two-storey dwelling with 29 Old Racecourse Road. Therefore, due to the viewing angle this foreground residential development will screen the proposed three-storey apartments from view.

Despite the development being well screened, when seen, the proposed pattern of development will be denser and 50m closer to Old Racecourse Road when compared with the consented development, that could adversely affect the amenity gained. These changes in appearance are relatively small in extent and are generally immaterial when seen at 200m away behind existing development. This is because the majority of the development will be screened from view. Therefore, once developed, the current outlook gained will continue to consist of residential development, and open views beyond the Site to the adjacent Mount Iron and the distant Grandview Range that are the key elements contributing to the amenity gained, that will be maintained.

Overall, the proposal will have a **very low to low** degree of adverse effects on the visual amenity that is currently experienced from Old Racecourse Road.

5.2.9 Junction and Mountain Roads

Junction and Mountain Roads have recently been vested with Council and are now public roads. However currently, the roads are physically closed for public safety reasons as the Site is under construction, tree clearance, earthworks etc.

The only access to the Site is via Junction and Mountain roads. Therefore, as per RM181471 the future road users would consist of those people accessing the consented Caltex Service Station and the 22 dwellings. It is anticipated that these future road users will gain a moderate-high degree of amenity that is afforded by the close-up views of Mount Iron, the open and treed setting within the development and the wider ranging views to the surrounding mountains, whilst being situated within a node of urban / residential development.

Viewpoints 23 – 29

The consented Caltex Service Station, childcare facility, commercial hub and the nearby, architecturally designed one, two and three-storey townhouses, and apartment buildings situated within a treed setting at the toe of Mount Iron will be experienced from Junction and Mountain roads, refer to **Viewpoints 23 – 29**.

People using Junction and Mountain Roads to access the proposed childcare facility, commercial hub and dwellings will do so purposefully. i.e. without the proposed development, the viewing audience would not exist, except for the service station. Consequently, most of the viewing audience expects to see the proposed development, therefore it will not affect their amenity.

People accessing the Caltex Service Station will not anticipate seeing the proposal. Rather, they anticipate seeing / experiencing a less dense node of development with residential development to their east and an open space area to their west. To mitigate these potential adverse effects, the proposed development has been designed to maintain a viewshaft to Mount Iron by placing the tree lined carpark between Mountain Road and Mount Iron Reserve. This will maintain a relatively clear line of site from Junction and Mountain Roads, and the service station itself, refer to the DCM Urban Design Graphic Attachment, Sheet 19.

Views to the surrounding mountains, primarily to the east will be more fleeting. However, these would be reduced by the consented development, including landscaping. Internally, while there will be a reduction in openness, this will be partly mitigated by the comprehensive architectural and landscape design outcome enabling the Site to be an aesthetically appealing space to be in.

Overall, the proposal will have a **very low** degree of adverse effects on the visual amenity that is anticipated to be experienced from Junction Road and Mountain Road.

5.2.10

Mount Iron

Viewpoints 30 – 36 illustrate the elevated and uninterrupted, 360-degree views of Lake Wānaka, Wānaka, the Hawea Flats, the Upper Clutha Basin and the surrounding mountain ranges from the summit of Mount Iron. These expansive views from this popular, and relatively accessible, centralised and elevated location provides a high degree of amenity for people walking along its trails and spending time on the summit. The high degree of landscape values experienced relate to the broad scale sweeping appreciation of Lake Wānaka, the Clutha Basin and the enclosing mountain ranges.

Viewpoints 30 and 31

The central node of the proposed Mt Iron Housing Scheme, based around the roundabout will be seen when standing beside the fence and looking downward from the very southern edge of the main lookout at the top of Mount Iron, refer to **Viewpoint 30**. However, the Site is not visible when standing beside the Trig Point, approximately 5m from the edge of the summit, which is more representative of the south facing view from Mount Iron's summit, refer to **Viewpoint 31**.

Also, the south, downward facing view is opposite the view towards Lake Wānaka, with the proposed development forming a very small part of the 360-degree view experienced from Mount Iron's summit. The main views from the top of Mount Iron are towards Lake Wānaka, or the more distant Lake

Hawea, which form a more dramatic landscape setting comprising the lake to mountainside and mountainside to sky interfaces. The expansive outlook obtained from the summit of Mount Iron are spectacular and memorable, whereas in comparison the proposed development at the base of Mount Iron will be small and from most vantage points does not form part of view. Therefore, people will not necessarily see the proposed development during the time they spend on top of Mount Iron's summit.

When facing south, and looking down from the very edge of the summit the proposed development will be noticeable, with the finer details including architectural design, outdoor living areas, road and footpath layout, and lighting design being obvious, similar to the way in which the anticipated and existing neighbouring developments are seen. This includes Albert Town and the existing and anticipated development within Three Parks, to the left and right of this view, respectively. From this aspect it will be evident that the proposal will be an extension to and visually consistent with the spread of residential development within Albert Town and that anticipated within Three Parks, while being contained by SH6 and Riverbank Road.

At nighttime, the additional street lighting may draw the eye. However, this road environment is already well lit, with the new SH lighting including the 15m tall light pole at the centre of the roundabout. Therefore, additional lighting will not be out of place within this environment. Also, with proposed street lighting being 8m high and downward facing, it will not cumulatively detract from the nighttime outlook that is currently gained.

Overall, the proposal will have a **very low** degree of adverse effects on the visual amenity that is currently experienced from the top of Mount Iron.

Viewpoints 32 and 33

The Site and the proposed development will not be visible when descending the majority of the Mount Iron Loop Trail, on the southern side of Mount Iron. This is because trail users are enclosed within dense, tall kānuka standing approximately 2.5m – 3m tall, screening most views towards the Site.

Viewpoints 32 and 33 illustrate the two brief glimpses between small gaps in the mature kānuka where the Site and proposed development will be seen. Both of these views are not scenic viewing spots, i.e. where a seat is situated to spend time enjoying broad sweeping views. The potential adverse effects arising from the proposal will be mitigated by the brevity of these views, the extent of development already consented within the Site, the development being situated 300m away and without interruption to views of the wider rural environment.

Overall, the proposal will have a **very low** degree of adverse effects on the visual amenity that is currently experienced from the Mount Iron Loop Trail.

Viewpoints 34 - 36

The proposed development will be seen from a short stretch of a secondary trail, near the Site, between gaps in the mature kānuka, refer to **Viewpoints 34 and 35**. Beyond these gaps in kānuka, the proposal will not be seen, refer to **Viewpoints 36**. Similarly, the brevity of the view gained from the less used secondary trail⁴³ assists with mitigating the potential adverse effects on amenity.

Overall, the proposal will have a **very low to low** degree of adverse effects on the visual amenity that is currently experienced from the secondary trail within Mount Iron Reserve.

⁴³ www.strava.com/maps/global-heatmap

5.2.11 Table 1: Visibility and Visual Effects Table from the Surrounding Neighbouring Properties

| Address | Distance | Orientation of Primary View | Extent of Visibility | Effects on Values | Visual Effects |
|----------------------------|---|--|--|--|--|
| 228 Wānaka-Luggate Highway | Opposite the Site's southern corner, south of SH84. | The dwelling and outdoor living area is orientated north and is entirely enclosed by internal, mature trees covering the hillock located alongside SH84. | <p>The proposal will not be seen from the dwelling or its main outdoor area due to the internal, mature trees covering the hillock.</p> <p>The western corner of the proposed development, consisting of one, two and three-storey townhouses setback behind the highway boundary vegetation will be seen.</p> | <p>The proposed development will be a noticeable change, when compared with the consented reserve when the owners / occupiers leave their property.</p> <p>The sense of openness between their property and Mount Iron will be removed. However, views of Mount Iron will continue to be gained. This is because the T2 one-storey townhouses, set behind the roadside vegetation will not disrupt their view, with their apex being 5m tall and forming a small part of the overall view, and the three-storey townhouses being set off to the right-hand side of the view.</p> | <p>From the Dwelling: Nil</p> <p>From the Driveway Low</p> |
| 2 Riverbank Road | Opposite the Site's southern boundary, south of SH84. | This 4.6ha property contains two sheds located in its southeast and southwest corners, with the entire | <p>The Site is mostly screened by internal vegetation from the northern paddocks.</p> <p>The Site is not visible from the southern end of this</p> | The proposed development will be intermittently seen when the owners visit their property. If they are only accessing their sheds, the proposal will not be seen, | Nil – Very Low |

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| | | property enclosed by mature eucalyptus trees. | property, beside the sheds due to multiple rows of internal trees. | therefore not adversely affecting the current degree of amenity gained. | |
| 5 Riverbank Road | 90m, located on the opposite side of the SH84 / SH6 roundabout from the Site. | <p>The dwelling and outdoor living area is orientated north.</p> <p>This property is enclosed / separated from SH6 by mature, tall evergreen and deciduous trees that provide privacy from this busy road environment.</p> <p>These boundary and internal trees, limiting the views towards the Site are protected by RM191021.</p> | <p>The Site is mostly screened by internal vegetation along this property's northern boundary.</p> <p>Visibility of the upper parts of the three-storey apartment buildings, and some other two-storey townhouses situated alongside SH6 may be seen from the upper floor of the dwelling.</p> | <p>Views from the upper floor of this dwelling are gained from an upstairs loft, internally setback 5m from the large north facing window (RM191021).</p> <p>The apartment buildings and townhouses will form a small part of the view from the loft, that would already gain views of the consented two-storey townhouses.</p> <p>The proposed development, much like the consented development will be in the foreground of existing residential development, seen at 200m away, setback behind multiple rows of existing and proposed trees and off to the right hand-side and not reducing views to Mount Iron.</p> | Very Low |
| 9A Riverbank Road | 160m, located on the opposite side of the roundabout from the Site, east | This property contains a shed and an approved building platform (RM220923). | The development within 5 Riverbank Road and internal vegetation on top of the earth mound alongside this | The earth mound and internal vegetation enhance the amenity within this property, by screening the busy SH6 roadside environment. Therefore, | Nil |

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| | of 5 Riverbank Road. | They are located approximately 60m from this property's northern boundary and situated behind the dwelling and protected vegetation within 5 Riverbank Road. | property's northern boundary will visually screen the Site. | whilst the mound and vegetation are outside the control of the Site, pragmatically, it is unlikely that this boundary treatment will be removed and views to the Site opened up. | |
| Kingdom Hall of Jehovah's Witnesses 1 Balneaves Place | Located on the eastern side of SH6, opposite and 20m from the Site's eastern boundary. | <p>The Kingdom Hall Church, unlike a dwelling is not designed around a primary outlook. Rather, the internal seating arrangement is focused on the front of the room.</p> <p>Nevertheless, views towards the Site will be gained through windows on the western façade, from the northern portion of their carpark and adjacent lawn, and when exiting the driveway.</p> | <p>The eastern half of the proposed development, consisting of two and three-storey townhouses, and the southern apartment building setback behind the highway boundary vegetation, at the toe of Mount Iron will be seen.</p> <p>Unlike most other viewing locations, this property is elevated 3m above SH6, therefore views of and over the Site are comparatively, more easily gained.</p> | <p>The proposal will replace the consented development. The key visual differences will be an increase in development and its density, primarily consisting of two-storey townhouses and the inclusion of two three-storey apartment buildings, being 10m tall.</p> <p>The three-storey apartment building and SH planting near the roundabout will ever so slightly reduce the views to Mount Iron, when compared with consented development. This will be a very small reduction, with this taller building being set to the left-hand side of the view, and views to Mount Iron's summit not being reduced.</p> <p>The development will be much denser than all nearby development, detracting from a sense of spaciousness</p> | Moderate to Low-moderate |

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| | | | | <p>currently provided by the LLR A, RR Zones and the campus like design that is currently consented for the Site. Conversely, some viewers may see maximising the density as a positive, being similar in density to parts of Albert Town, Northlake and Three Parks.</p> <p>The proposed development, much like the consented development will comprise architecturally designed townhouses set within a treed and vegetated Site. Therefore, the development itself, while denser than the current environment, will remain aesthetically appealing.</p> | |
| <p>Vetlife Wānaka 2 / 20 Balneaves Place</p> | <p>Located on the eastern side of SH6, opposite and 20m from the Site's eastern boundary</p> | <p>The Vetlife Clinic and its associated landscaping have been developed around its functionality as a vet clinic and its entrance off Balneaves Lane, away from SH6 and the Site.</p> <p>The building itself is approximately 1.1m below road level, with a relatively dense band of vegetation</p> | <p>The Site and proposed development will be visible from the northern end of the carpark, further from the Site, and when exiting the Clinic's car park as views are gained between the trees along Balneaves Lane.</p> | <p>Fleeting, glimpse views of townhouses will be briefly gained as people transition through the carpark, beyond the Clinic itself and multiple rows of existing and proposed vegetation.</p> <p>The amenity gained from within this property is from the internal planting and views to Mount Iron. These views will not be materially altered, with the proposal</p> | <p>Very Low to Nil</p> |

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| | | separating the building from the road. | | forming a very small part of the view, if seen at all. | |
| Lot 7 Head Place | Lot 7 and 5 Head Place are located on the eastern side of SH6, opposite and 20m from the Site's eastern boundary. | Lot 7 and #5 Head Place are vacant properties containing no consented development. | Views towards the Site are limited by the consented earth mounds within these two properties. | The proposal including the three-storey apartment replaces consented development, both located within a treed and vegetated setting. Therefore, development within the Site is anticipated to be seen. | Low to Very Low |
| 5 Head Place | | Based on the pattern of development within the area, it is likely that they will be developed to maximise solar gain to the north, screen views and potentially noise from SH6, include the consented and constructed 3m tall earth bunds (RM200928) along these properties western boundaries and maintain long ranging views to the surrounding mountains to the north, east and west, including Mount Iron's summit. | Visibility of the very upper part of the nearby three-storey apartment building may be seen above the earth mounding and proposed planting, from both properties. Also, from Lot 7, the northern most three-storey apartment will be seen through the Head Place and SH6 intersection. | When seen, the proposed development will form a very small part of the overall view gained from these two properties, it will not interfere with views gained to Mount Iron or other more distant surrounding mountains. i.e. the landscape attributes that currently contribute to the amenity gained will remain. | Low to Very Low |
| 38 Albert Town-Lake Hawea Road | This property is located on the eastern side of SH6, opposite and 20m from the Site's northeastern corner. | The single level dwelling and outdoor living area is located at this property's eastern side, farthest from the Site (300m), on a lower terrace 4-5m below road level. | The vegetated scarp face, coupled with a change in topography and distance screen the Site from the dwelling and its main outdoor area. The eastern half of the proposed development, consisting of two and three-storey townhouses setback | The proposal replaces the consented development; both located within a treed and vegetated setting. Therefore, development is anticipated to be seen. When briefly seen leaving this property, the proposal will form a very small part of the overall view, it will not | From the Dwelling: Nil From the Driveway Very Low |

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| | | | behind the highway boundary vegetation will be seen when exiting this property. | interfere with views gained to Mount Iron and will continue to provide a treed and vegetated foreground that contributes to the amenity gained. | |
| 25A Old Racecourse Road | 25A, 27, 29, 29A, 31, 33, 34 and 35 Old Racecourse Road will be adjacent to the T1, T2 and T3 one- and two-storey townhouses located along the Site's northwest boundary. | <p>The main outdoor living areas are located north, and on the opposite side of this single-storey dwelling to the Site.</p> <p>The garage, shed, forecourt containing a boat, trailer and caravan park are adjacent to the Site.</p> | <p>The northeastern most two-storey townhouses, standing 7.7m tall located along Junction Road will be 20m from 25A Old Racecourse Road.</p> <p>The upper part of the eastern façade belonging to the two-storey townhouses will be seen beyond a 5 – 10m wide strip of native shrubs and trees that are adjacent to 25A Old Racecourse Road.</p> | <p>The proposal will introduce dense residential development behind these properties that will detract from the current openness that they currently and are anticipated to continue to experience. This is because the consented development did not include development on Lot 3 DP 359869, therefore the consented development was set 50m south of their properties.</p> <p>The potential adverse effects on visual amenity will be mitigated by the alternating blocks of one and two-storey apartment extending along the 300m Site boundary, the two-storey apartments being separated by garaging between the two-storey portions of built form so they will not result in a continuous line of built form. Also, the proposed vegetation within the Site's northeast corner, and the proposal being</p> | Low |

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| | | | | <p>situated to the south of these properties, so they will not be seen within the primary view focus to the north where most outdoor living occurs.</p> <p>Also, the potential perception of being overlooked by future residents is mitigated because the upper level, northeast facing windows within the proposed townhouses are for solar gain, not outlook and frosted being associated with bathrooms.</p> | |
| <p>27 Old Racecourse Road</p> | | <p>The main outdoor living areas are located north and east of this single-storey dwelling.</p> <p>Sheds, a 1.8m high solid fence, and amenity shrubs and trees line this property's southern boundary.</p> | <p>The six, eastern most two-storey townhouses will be located immediately south of 27 Old Racecourse Road.</p> <p>The upper storeys, standing 7.7m tall are setback 10m from the boundary and will be clearly seen from this property.</p> | <p>The potential adverse effects on visual amenity will be partly mitigated by existing vegetation along these property's southern boundaries, and the proposal not being seen within their primary view to the north. Whilst this vegetation cannot be relied on for screening, it illustrates an intent to provide privacy from the anticipated development within the Site.</p> | <p>Low-Moderate to Low</p> |
| <p>29 and 29A Old Racecourse Road</p> <p>Single property, based over two-titles.</p> | | <p>29 and 29A Old Racecourse Road has been developed as a single property. The main outdoor living area is located north of this two-storey dwelling. A secondary patio and outdoor living space is</p> | <p>Three T1, 5m tall single-storey townhouses will be seen along the eastern end of this property's southern boundary.</p> <p>Three T3, 7.7m tall townhouses will be seen</p> | <p>This will be bolstered by the proposed evergreen hedges that will screen the outdoor living areas, exotic amenity trees within each proposed</p> | <p>Low-Moderate</p> |

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| | | <p>located within the southwest corner of this property.</p> <p>Semi-mature shrubs are located along this property's southern boundary.</p> | <p>along the western end of this property's southern boundary.</p> | <p>lot that will assist with breaking up the visual bulk of built form and situating the development within a treed setting.</p> <p>The architecturally designed townhouses at a varied range of bulk and scale with attractive façade treatments will be aesthetically appealing and this will assist with breaking up what could otherwise be a monotonous or unattractive eclectic design aesthetic that can result from standardised zoning.</p> <p>The potential perception of being overlooked by two-storey townhouses will be mitigated by the north facing windows being set 10m from the boundary, and the north facing windows being associated with a bedroom, not living area. i.e. not an active living space within a dwelling.</p> | |
| 31 Old Racecourse Road | | <p>The main outdoor living area is located north, and on the opposite side of this single-storey dwelling to the Site.</p> <p>A garage is located in the southeast corner of this property, with a 1.8m tall solid fence, and 2m tall hedge lining the eastern half of this property's southern boundary.</p> | <p>Two T3, 7.7m two-storey townhouses will be located behind the shed, fence and hedge, with the upper half of these townhouses being seen.</p> <p>Four T2, 5m tall single-storey townhouses will line the western half of 31 Old Racecourse Road's southern boundary. The very upper roofline of these townhouses will be seen.</p> | | Low-Moderate to Low |
| 33 Old Racecourse Road | | <p>The main outdoor living area is located north, and on the opposite side of this two-storey dwelling to the Site.</p> <p>This property is enclosed on all boundaries by mature, tall hedges and trees. An approximate 4m tall, evergreen, conifer hedge lines the southern boundary.</p> | <p>Two T2, 5m tall single-storey townhouses will line the eastern half of 33 Old Racecourse Road's southern boundary. The apex of these townhouses may be seen from the upper floor within this neighbouring dwelling.</p> <p>Five T3, 7.7m two-storey townhouses will line the western half of this boundary, with three townhouses located behind this</p> | | Low-Moderate to Low |

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| | | | neighbouring property's shed. The upper 2-3m of these townhouses may be seen from the upper floor within this neighbouring dwelling. | | |
| 34 Old Racecourse Road | | The main outdoor living area is located on the northeast side of this single-storey dwelling. This majority of this property's southern boundary is lined with a 20-foot shipping container, shed and gravel trailer park. The eastern end contains a small amount of amenity vegetation, lining the boundary. | <p>One T3, 7.7m two-storey townhouses will line the eastern end of this boundary, that will be seen from the main outdoor living area.</p> <p>Three T1, 5m tall single-storey townhouses will line the remainder of this Boundaryline. These townhouses may be seen behind the shipping container and shed within this property.</p> | | Low-Moderate to Low |
| 35 Old Racecourse Road | | <p>The main outdoor living area is located on the north and west of this semi-two storey dwelling. Its wrap around deck and rear lawn provides secondary outdoor living on its southern side.</p> <p>Also, a pathway through their southwest garden bed provides these people direct access to Mount Iron Reserve.</p> | <p>Two T1, 5m tall single-storey townhouses will line the eastern end of this boundary.</p> <p>Five T3, 7.7m two-storey townhouses will line the western end of this boundary. All of which will be seen when facing south from this property. This property has no boundary planting that may otherwise provide some internal screening of the Site.</p> | | Low-Moderate |

5.3 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.”

44

5.3.1 Mount Iron ONF

The proposed Mount Iron Junction Housing Scheme will be situated at the southeast toe of, but outside the Mount Iron ONF, and its designated reserve boundary. This is consistent with the pattern of development that wraps around its north, east and western sides, refer to **GA Sheets 3 and 4**. This pattern of development wrapping around Mount Iron highlights its natural character as it emphasises the contrast between the distinctive roche moutonnée landform feature of Mount Iron and the surrounding urban areas located on the flatter land, rather than detracting from it. Therefore, the proposed development will not alter the landform or landcover that contributes to Mount Iron’s very high landscape values, nor will it reduce its natural character.

The proposed development will provide three walking / cycling connections to / from Mount Iron Reserve that is consistent with the consented development. Therefore, public access to Mount Iron’s popular recreational trails that contribute to its very high associative values will be maintained.

As assessed in Section 5.2 above, the proposed development will be seen at the toe of Mount Iron when entering Wānaka from the east, from the northern 200m of Riverbank Road, from the stretches of SH84 and SH6 adjacent to the Site, and from the adjacent properties. All situated within a localised area within approximately 200m when approaching the Site.

Mount Iron’s ONF extent and landscape values have been thoroughly assessed and reviewed through the PDP review process and the RM181471 application process. Importantly, none of these landscape assessments opined that the Site forms part of Mount Iron’s ONF, nor did they consider that entirely open views to Mount Iron when entering Wānaka need to be protected. Therefore, there is no requirement for the Site to remain free of built form, noting that development and vegetation standing 8m+ tall is approved within the Site, and both Ms Smetham and Mr Denney consider that further development, in addition to what is consented can be absorbed within the Site if the underlying zoning was changed.⁴⁵

When seen, the proposed development will appear as a continuous line of development spread evenly across the full extent of the Site, set within amenity and roadside planting, around the toe of Mount Iron. Prior to vegetation maturing, viewer’s eye will be drawn to the height and bulk of the apartments and townhouses within the Site, centred around the proposed commercial hub. This will be similar to the medium density development alongside SH6 within Albert Town, approximately 1.5kms from the Site. This will inevitably detract from Mount Iron’s prominence in these views and its memorability. Albeit the majority of the development will not interfere with the views to Mount Iron’s more impressive rock outcrops.

⁴⁴ ‘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.

⁴⁵ RM181471 – Conditions of Consent. 60.g.

When the proposed vegetation has matured, it will create a vegetated foreground that is intended to merge with Mount Iron's backdrop vegetation. Subsequently, the proposed vegetation will nestle the majority of the development into the Site and mitigate the short to mid-term effects on Mt Iron's prominence and memorability. The exception to this will be the northern 10m tall apartment building. In the long term, it will continue to marginally detract from Mount Iron's prominence due to its height, size, overall mass and the limited ability of the vegetation to effectively nestle the scale of this apartment building into the Site. It will however be partly mitigated by its location and visibility to the right-hand side of the view when entering Wānaka, rather than directly in front of / below the Mt Iron summit.

Due to the above, Mount Iron will continue to be seen as the dominant feature, as a sentinel at the entrance to Wānaka and will maintain a very strong influence on this area as it will continue to be the dominant backdrop to the west facing views.

Overall, whilst the proposed development will have a **very low to moderate degree** of effect on the visual amenity that these road users and residents experience, the proposed development will have a **low to low-moderate** degree of adverse effects on Mount Iron's high perpetual values as its legibility, visual prominence, memorability, naturalness, and its contrast with surrounding urban areas will remain intact.

5.3.2 The Ōrau / Cardrona River

The proposed Mt Iron Junction Housing Scheme will be separated from Ōrau / Cardrona River and its Wāhi Tūpuna overlay by approximately 510m, with the large lot / rural residential development along Balneaves Lane being situated between the Site and the river corridor. Also, for the most part, the Site is not seen from the Ōrau / Cardrona River. Due to this, the proposed development will not adversely affect the Ōrau / Cardrona River landscape values, including its cultural and recreational associative values.

5.3.3 Landscape Character and Quality

The proposal will inevitably result in changes to the Site with a substantial increase in built form and density. However, as assessed in Section 4 above, the receiving environment and the Site is peri-urban in character and has a moderate to high degree of capacity to absorb change, including the proposed development.

This is because the Site is not rural in character, does not display any landscape values consistent with an RCL (open space etc) and its underlying Rural zoning is an anomaly, not assessed through the PDP process. This is highlighted in:

- Environment Court Consent Order (Decision No. [2021] NZEnvC53) as both Landscape Architects Ms Smetham and Mr Denney *"agreed (more or less) that the zoning of the site did not reflect its current character or amenity, particularly taking into account the nature of the surrounding commercial and residential land use activities."*⁴⁶; and
- RM181471 Condition 60g highlights the fact that the consented Protected Landscape Area is not required when the underlying zoning changes.⁴⁷

Rather, the Site is within a peri-urban landscape influenced by the urban and residential development within the receiving environment, that people experience when travelling along the SH and local road network west of the Ōrau / Cardrona River. Notably, whilst the Site is outside the PDP UGB, this

⁴⁶ Environment Court Consent Order, Decision No. [2021] NZEnvC53. Para 7.

⁴⁷ RM181471 – Conditions of Consent. 60.g.

boundary line does not reflect the actual existing context. Notably, the consented residential development forms part of the local context that will have a density of one dwelling per 1,240m², contain a Caltex Service Station and a kerb-and-channel road network. This level of development reflects an urban character, with the density of development being aligned with the Low Density Suburban Residential Zone, being denser than the adjacent LLR A, LLR B, RR and RL Zones.

The consented development within the Site conveys an urban and residential character with the residential density being one dwelling per 1,240m². Also, the RR Zone immediately east of SH6 is serviced and provides for the same level of development and is visually consistent with the LLR B Zone that is residential in character and within the UGB.

Recently, the Environment Court Decision to rezone the 19ha Sticky Forest Site from a Rural General Zone to a mix of LLR A (**LLR A**⁴⁸) and LDSR⁴⁹ zoning made several landscape related determinations that reaffirm several of the points above and are relevant to the proposed Mt Iron Housing Scheme.

- The RCL within the Sticky Forest Site was 19ha in area, (approximately 12.5ha larger than the Site), and was deemed too small to constitute a landscape.⁵⁰
- Only the Dublin Bay ONL part of the Sticky Forest Site was within a relevant landscape for PDP purposes. i.e. the RCL did not have any relevant RCL values that needed to be maintained.⁵¹ This accords with the lack of RCL values within the Site.
- The PDP does not indicate any overall intention that visual or other amenity values need to be maintained or enhanced other than with respect to RCLs.⁵² i.e. the Site is not rural in character and does not display any landscape values consistent with an RCL, therefore, any visual or other amenity values do not need to be maintained or enhanced.
- Rezoning the Sticky Forest Site satisfactorily represents 'strategic and integrated urban development' and it will enable the Site to be developed to assist with providing for community housing needs, that aligns with the intentions of PDP SO 3.2.2.1.f.^{53 54}

The proposed level of development within the Site will be denser than the majority of development within the receiving and wider environment, except for the small node of townhouses based around the Alpine Junction / Albert Town shops and the High-Density Residential development anticipated within Three Parks, located 1.5kms and 500m away respectively.

Although, the density of development proposed would be more commonly associated with the Three Parks development i.e. denser development being more commonly located within a central commercial core, in this instance, the proposal is based around a small commercial node of development and is within 1km, being walking and cycling distance of the commercial centre at Three Parks. This assists with tying the development into the wider landscape.

⁴⁸ The LLR A Zone minimum lot areas - 1500m² providing the average lot size is not less than 2000m² (total area)

⁴⁹ The LDSR Zone minimum lot areas - 450m²

⁵⁰ 2024-NZEnvC-182. Para 82

⁵¹ *ibid.* Para 82 and 144

⁵² *ibid.* Para 82 and 180

⁵³ *ibid.* Para 192

⁵⁴ 3.2.2.1 - Urban development occurs in a logical manner so as to: f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in.

Also, the proposal will contain large areas of boundary and internal tree and shrub planting that will create a vegetated foreground intended to merge with the vegetated backdrop of Mount Iron soften views of the built form and nestle the development into the Site. This is unlike Three Parks and Albert Town, where clear open views of development are gained, which would be the case for development within the Site if standardised Residential zoning was proposed. Therefore, the landscape treatment, when mature will adequately mitigate the potential adverse effects of the development's density when perceived from outside the Site, that will assist with the proposal development fitting in with receiving and wider environments pattern of urban development.

At a wider scale, the Mt Iron Junction Housing Scheme will lie west of SH6 / Riverbank Road, which is a clear boundary between the larger lot residential development alongside the Ōrau / Cardrona River and will represent infill development on what is a left over area of Rural land between the denser residential development with Albert Town and what is anticipated within Three Parks. Also, the proposal will be consistent with the pattern of urban development within Wānaka as it will be west of the Ōrau / Cardrona River, that has been identified in the Spatial Plan as the urban extent of Wānaka.

Overall, the proposal will be in keeping with the peri-urban character within the receiving environment and will be consistent with the pattern of urban development within Wānaka.

5.3.4

Summary

In summary, for the reasons set out above:

- The proposal will not adversely affect Mount Iron's physical and associative landscape values, will have a **low to low-moderate** degree of adverse effects on its perpetual values, and its overall legibility, visual prominence, memorability, naturalness, and its contrast with surrounding urban areas will remain intact.
- The proposal will not adversely affect landscape values related to the Ōrau / Cardrona River, including cultural values.
- The proposal will be in keeping with the peri-urban character and context within the receiving environment (including the consented baseline on the Site) and will be consistent with the pattern of urban development within Wānaka.

Overall, the proposed Mt Iron Junction Housing Scheme will have a **low to low-moderate** degree of adverse effects on the landscape values of the receiving environment, due to the density and bulk of the proposal, mitigated by the comprehensive landscaped development and the way it will be align with the peri-urban character and landscape context and contained by the natural landform boundaries that also form the urban extent of Wānaka township.

6 An Assessment Against the Relevant Policy Provisions

6.1 The Queenstown Lakes Proposed District Plan

The PDP gives effect to the RMA. Therefore, this assessment focus' on the PDP 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 is outside the UGB. As assessed in Sections 4 and 5 above, the Site and receiving environment are peri-urban in character and the RCL does not serve the intentions of the PDP. Therefore, the focus of the statutory assessment is on the PDP's Strategic Direction Chapters. This is a similar approach that would be undertaken if this were a proposed plan change to change the zoning from rural to an urban zoning. Noting in this instance that it is a redundant exercise to assess the proposal against the Rural Zone objectives, policies and assessment matters because they focus on maintaining rural character, which in this case is less relevant.

6.2 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:

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

The proposed development will form part of the peri-urban landscape within Wānaka's eastern suburbs and is contained within the spatial extent of Wānaka as identified in the Spatial Plan. Essentially the proposal is infill development as illustrated on the various planning and spatial plan maps, refer to **GA Sheets 3 - 6**.

Therefore, the proposal will be integrated within Wānaka's urban fabric and will not result in sporadic or sprawling urban development in a rural landscape.

The proposed development is not within the Mount Iron ONF and is situated 500m away from the Ōrau / Cardrona River and its Wāhi Tūpuna overlay. In terms of the landscape context, the proposal will be situated at the toe of Mount Iron, and this will be consistent with the residential development that wraps around its north, east and western sides.

Rural Character Landscapes

3.2.5.5 - Within Rural Character Landscapes, adverse effects on landscape character and visual amenity values from subdivision, use or development are anticipated and effectively managed, through policies and rules, so that:

- a. landscape character is maintained; and*
- b. visual amenity values are maintained or enhanced.*

The Site is not rural in character and does not contain / display the landscape attributes and values typical of a RCL. Rather, the Site has a peri-urban character influenced by the character and context of the receiving environment within which it is located. This is highlighted by the fact that no RCL schedule has being prepared for the Site, through the PDP review process.

Due to this, there is no rural character to maintain, and no visual amenity values stemming from rural attributes / values to maintain or enhance.

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 proposal will not adversely affect Mount Iron's physical and associative landscape values and will have a **low to low-moderate** degree of adverse effects on its perpetual values when viewed from the east. However, importantly, its overall legibility, visual prominence, memorability, naturalness, and its contrast with surrounding urban areas will remain intact.

Urban Development

3.3.14 - Apply Urban Growth Boundaries (UGBs) around the urban areas in the Wakatipu Basin (including Queenstown, Frankton, Jack's Point and Arrowtown), Wānaka and where required around other settlements.

3.3.15 - Apply provisions that enable urban development within the UGBs and avoid urban development outside of the UGBs.

The UGB does not reflect the actual character, amenity and existing and consented development within the receiving environment, as illustrated on **GA Sheets 4, 6 and 8**. In reality, the consented development within the Site is urban in character consisting of a service station, 22 units equating to one dwelling per 1,240m², and small reserve areas for community use but is not captured by the UGB nor the Spatial Plan. This means that both the UGB and Spatial Plan appear to contradict the on ground consented and partly built development and make little sense in terms of guiding future planned development.

However, the Spatial Plan has identified the Ōrau / Cardrona River as a logical landscape feature to contain the urban extent of Wānaka. The Site is west of the river corridor and is consistent with the existing and anticipated pattern of development with Wānaka. Therefore, urban development aligns with the overarching objective of the Spatial Plan.

Overall, whilst these strategic direction policies focus on identifying UGB's around existing urban areas and allowing growth to occur inside UGBs, when reading the PDP and Spatial Plan alongside one another, it appears that it would be appropriate for the entire Site to be located within the UGB.

6.3 PDP - Chapter 4 – Urban Development

4.1 Purpose

The purpose of this Chapter is to elaborate on the strategic direction in Chapter 3 and set out the objectives and policies for managing the spatial location and layout of urban development within the District.

4.2 Objectives and Policies

4.2.1 - Objective - Urban Growth Boundaries used as a tool to manage the growth of urban areas within distinct and defendable urban edges

Policies

4.2.1.1 - Define Urban Growth Boundaries, where required, to identify the areas that are available for the growth of urban settlements.

4.2.1.2 - Focus urban development primarily on land within and adjacent to the existing larger urban areas and, to a lesser extent, within and adjacent to smaller urban areas, towns and rural settlements.

4.2.1.3 - that urban development is contained within the defined Urban Growth Boundaries, and that aside from urban development within existing towns and rural settlements, urban development is avoided outside of those boundaries.

Based on the response to 3.3.14 and .15, the UGB should be updated to include the Site because it forms part of a peri-urban landscape, contains consented urban development and forms part of Wānaka urban fabric, contained to the east by the Ōrau / Cardrona River.

4.2.1.5 - When locating Urban Growth Boundaries or extending towns and rural urban settlements through plan changes, protect the values of Outstanding Natural Features and Outstanding Natural Landscapes.

As assessed above, the proposed development has been designed and located so it does not adversely affect Mount Iron's physical and associative landscape values and has a **low to low-moderate** degree of adverse effects on the perceptual values relating to Mount Iron when approached from the east, and when experienced from the south, west and north directions.

4.2.1.6 - When locating Urban Growth Boundaries or extending towns and rural settlements through plan changes to provide for urban development, have particular regard to minimising significant adverse effects on the values of open rural landscapes.

The Site is situated in a peri-urban landscape, not a rural landscape. The Ōrau / Cardrona River forms a distinct boundary to the peri-urban Wānaka and the rural outskirts of Wānaka. Therefore, the proposed Mt Junction Housing Scheme will not adversely affect the landscape values of any rural landscapes.

6.4

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 currently consented development within the Site and the proposed Mt Iron Junction Housing Scheme are both contrary to Policy 6.3.2.1.

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 Site is a relatively small 5.99ha flat area of land. It previously contained pine shelterbelts and paddocks and is currently under construction for the installation of underground services, new

kerb-and-channel roads, streetlights, with rank grass establishing on the completed earth worked land. This constitutes a change in land-use as per the consented Caltex Service Station etc. Although there are no nature conservation values within the Site to be maintained or enhanced in its current state, its proximity to Mount Iron directs the proposed Mt Iron Housing Scheme to promote indigenous biodiversity through the proposed landscaping that specifies native plant species.

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 Mount Iron.

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

The proposed landscaping has been designed to consist of native ground cover, hedging and amenity trees, and exotic amenity trees. The native plant species complement the native vegetation within Mount Iron and are consistent with native planting palettes within some of Wānaka's residential suburbs. Alos, the exotic amenity trees will complement the species planted along SH84 between the SH6 / SH84 roundabout, the Three Parks roundabout, Andersons Road roundabout and Ardmore/ Brownston St roundabout.

Overall, the mix of native and exotic plant species are typical of an urban area. The exception to this is the extent of boundary planting. This is Site specific to provide a vegetated buffer around the proposal to maintain a predominantly vegetated outlook when facing Mount Iron and reduce the amount of built form that may otherwise be seen at its toe.

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.

Whilst the Site is zoned Rural, it is one of the unique locations within the district where development is suitable. This is because the Site is not rural in character and does not contain / display the landscape attributes and values typical of a RCL. Rather, it is within a peri-urban landscape that has a moderate to high ability to absorb change. Due to this, the proposal is consistent with the above-mentioned Strategic objectives and policies.

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.

Any further subdivision and development within the area will likely be restricted to densifying the three Rural Lifestyle properties immediately south of the Site and west of Riverbank Road. This development would also be considered 'infill' not 'sprawl' as it will be situated between the urban and residential development within Albert Town and Three Parks and contained to the east by Riverbank Road / SH6 aligning with the denser residential development within both of these outer suburbs of Wānaka.

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*

The proposal consists of a comprehensive development within a Site, including landscape mitigation around its SH boundaries. This planting, in particular the tree species will enclose the majority of the development within the Site, but will mature to a 10 – 15m tall height in which they will overly impede on the important views to Mount Iron.

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 Mt Iron Junction Housing Scheme is contrary to Policy 6.3.4.8.a. and b. However, the Environment Court determined that the PDP does not indicate that visual or other amenity values need to be maintained or enhanced other than with respect to RCLs.⁵⁵ Therefore, because the Site is not rural in character and does not display any landscape values consistent with a RCL there is no requirement to avoid adverse effects on visual amenity.

⁵⁵ 2024-NZEnvC-182. Para 82 and 180.

7 Conclusion

The proposed Mt Iron Junction Housing Scheme will comprise 250 residential units, a café and market building, a childcare centre, and associated landscaping within the 5.99ha Site, located at the eastern edge of urban Wānaka. The development includes two public reserves, extensive SH roadside and boundary planting, and a comprehensive landscape design that integrates the built form into the surrounding environment.

While the proposal will result in a change to the current open character of the Site, the context and character of the receiving environment is peri-urban, not rural and has a moderate to high capacity to absorb additional development. Also, the Site's Rural zoning is an anomaly when viewed in the context of existing and consented residential and commercial land uses.

The adverse visual effects range from **very low to moderate**, with the most noticeable effects occurring from SH6 when entering Wānaka, SH6 immediately east of the Site, SH84 Balneaves Road and nearby residential properties. However, the proposed landscaping, when mature will adequately mitigate most of these adverse effects in the long-time. Importantly, views to the steep rocky slopes and skyline of Mount Iron will be retained, and Mount Iron will continue to be a prominent feature, as a sentinel at the entrance to Wānaka and will continue to have a very strong influence on this area as the dominant backdrop to the west facing views

When considering the overall landscape effects, the proposal will not adversely affect the physical or associative values of Mount Iron ONF or the Ōrau / Cardrona River. The adverse effects on Mount Iron's perceptual values such as prominence and memorability will be low to low-moderate and mitigated over time through comprehensive landscape treatment. Importantly, the proposal will appear as infill development, consistent with the existing pattern of urban growth in Wānaka. The proposal will, introduce a higher density of built form than currently exists, however it is situated within a peri-urban landscape and will align with the strategic direction of the Queenstown Lakes Spatial Plan, and the PDPs Strategy Chapters.

Overall, the proposed development will result in a **low to low-moderate degree** of adverse effects on the landscape values of the receiving environment and will be visually and contextually integrated into Wānaka's urban fabric.