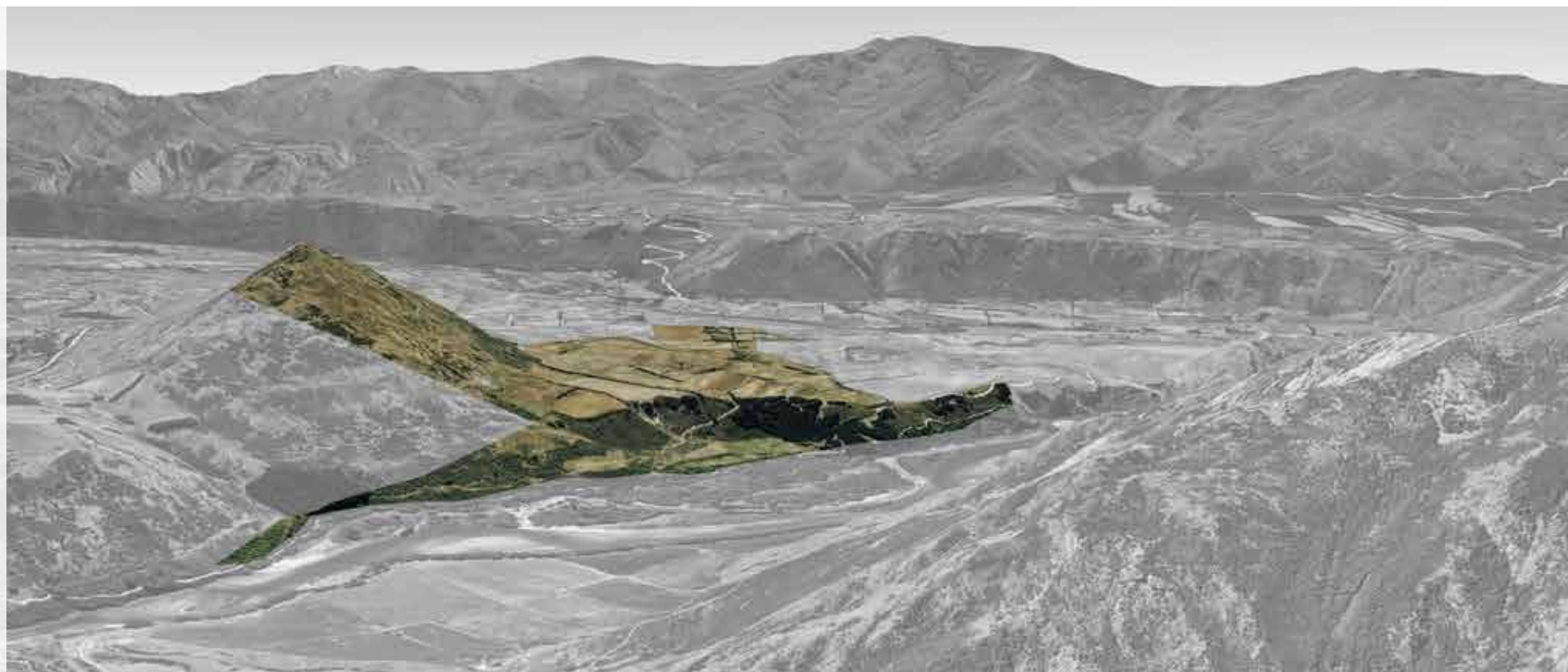


RMM

ROUGH MILNE MITCHELL
LANDSCAPE ARCHITECTS

rmmla.co.nz

Ridgeburn
Landscape Design Document One
Design Foundation
Fast-track Approvals Act
Substantive Application



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This drawing set is conceptual and is for Fast-track Approvals Act Substantive Application purposes only. Changes and refinements will likely occur through the future consenting and detail design process. The design intent will remain while it is acknowledged future consent and engineering approval will be required by Queenstown Lakes District Council.

Date: 06 March 2026
Project Number: 25041
Status: Fast-track Approvals Act Substantive Application

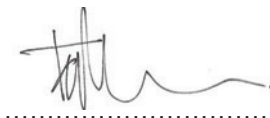
Disclaimer
These plans and drawings have been produced as a result of information provided by the client and/or sourced by or provided to Rough Milne Mitchell Landscape Architects Limited (RMM) by a third party for the purposes of providing the services. No responsibility is taken by RMM for any liability or action arising from any incomplete or inaccurate information provided to RMM (whether from the client or a third party). These plans and drawings are provided to the client for the benefit and use by the client and for the purpose for which it is intended.

Prepared by:

Ben Taylor
Sophie Harrison
Ellie Duncan

RMM Landscape Architects

Reviewed by:


.....
Tony Milne

Director – NZILA Fellow

The background of the image is a solid black field. Overlaid on this are numerous dark gray, hand-drawn style lines. These lines are wavy and irregular, crisscrossing the frame in various directions. Some lines are relatively straight, while others are highly curved, creating a complex, textured pattern that resembles a dense web or a series of overlapping strokes.

DESIGN FOUNDATION

Design Foundation

Introduction

Executive Summary

Rough Milne Mitchell Landscape Architects (RMM) has been engaged by Ridgeburn Limited to develop a landscape approach and design as part of the Ridgeburn Fast-track Approvals Act Substantive Application.

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

The development will include:

- 1,210 residential units across the site, including 180 affordable units.
- A commercial precinct located at the north-eastern corner of the site, providing approximately 17,420m² commercial, retail, community and accommodation activities, including a supermarket, daycare, community hall/gym, workspace and retail uses, hospitality (woolshed bar and pizzeria), a pump station, and visitor accommodation/ workers accommodation.
- Approximately 32 hectares of reserve area, 108.5 hectares of Morven Hill and Kawarau Escarpment Native Restoration, green links and a mix of active and passive recreation areas.
- A network of open space reserves and walking and cycling trails, including making the four-wheel drive track to Morven Hill's summit publicly accessible.
- The majority of the development will be located within the RCL and WBRAZ. The exception to this is seven properties and the water tanks that will be located on the toe of the Morven Hill ONF. The two proposed water bores and their pump sheds will be located within the Kawarau River ONF.

RMM, as part of the deign team, has been involved throughout the design and assessment process which has informed the Fast-track Approvals Act Substantive Application.

Our Experience

RMM has extensive experience in landscape design, large scale land planning and development, site planning, landscape assessment, and working collaboratively within multi-disciplinary teams across Aotearoa New Zealand. Our expertise extends to engaging with local communities, iwi, district and regional authorities, as well as individual and corporate clients. RMM has established experience working on projects under the Fast-track Approvals Act 2024, including several land development substantive and referral fast-track applications.

This broad spectrum of collaboration ensures that our landscape assessments and designs are thorough, culturally sensitive, and aligned with regulatory requirements. Our proven track record in diverse project environments underscores our commitment to delivering comprehensive and insightful designs and assessments that meet the unique needs of each client and community.

Scope

RMM has provided landscape architecture support to Novak- Middleton who have undertaken the master planning process of the development. RMM's work covers the landscape design elements within the following areas of the development:

- Housing typologies landscape design
- Streetscape materiality, street tree, and interface design
- Site boundary interface design
- Reserves design
- Landscape assessment report

Overall Response

Overall, the landscape design response provides the following:

- **Integration and connectivity** through an open space network of green corridors and reserves to provide a well-connected neighbourhood, both ecologically and for those living there.
- **Diversity** of landscape types to create a unique **sense of place** reflective of the Wakatipu Basin and its geology.
- **Legibility and identity** through the creation of reserve focal points that will provide legibility and unique character to the development.
- **Ecological Responsiveness** by retaining or enhancing existing waterways, wetlands, landform and any significant vegetation where possible.

The landscape response seeks to provide the development with a strong sense of place; to create neighbourhoods where residents feel connected to their surroundings. The proposed reserves present an effective recreation network throughout the whole development.

Stormwater management will be incorporated within the reserve network and consists of a series of vegetated stormwater retention basins, swales and overland flow paths. The reserves will also provide areas suitable for picnics and gatherings, places for rest and enjoying views, and multiple opportunities for informal play and exercise throughout.

The street network is comprised of several street types/ hierarchies. The different types are guided by the arrangement of the roads, and the landscape response imbues each street type with a different character to provide variation and interest for those moving within and through the development.



Design Foundation

Wakatipu Basin Context

Ridgeburn is located within the Wakatipu Basin, adjacent to the Kawarau River on the project site's southern boundary. The eastern slopes of Morven Hill make up part of the project site, the Haehaenui Arrow River is located to the east of the project site, while the area known as Arrow Junction is situated north east of the project site.



Legend

Site Boundary

Scale 1:100,000 @A3

0

1000

2000

4000

6000m

Design Foundation

Receiving Environment

The Ridgeburn project site is approximately 212 ha. The project site comprises 15 individual parcels of land and is located at 122 Morven Ferry Road, situated between the Lake Hayes-Arrow Junction Highway / State Highway 6 (SH6) and the Kawarau River, approximately 7 km south of the Arrowtown township.

The viewing audience of the Ridgeburn project has been identified as the Crown Range ridgeline to the north and east of the project site, and the Morven Hill, Ben Cruachan, and Remarkables Ridgelines to the south and west of the project site.

Legend

Site Boundary

Development Boundary

Viewing Audience

Receiving Environment

Scale 1:100,000 @A3

01000200040006000m

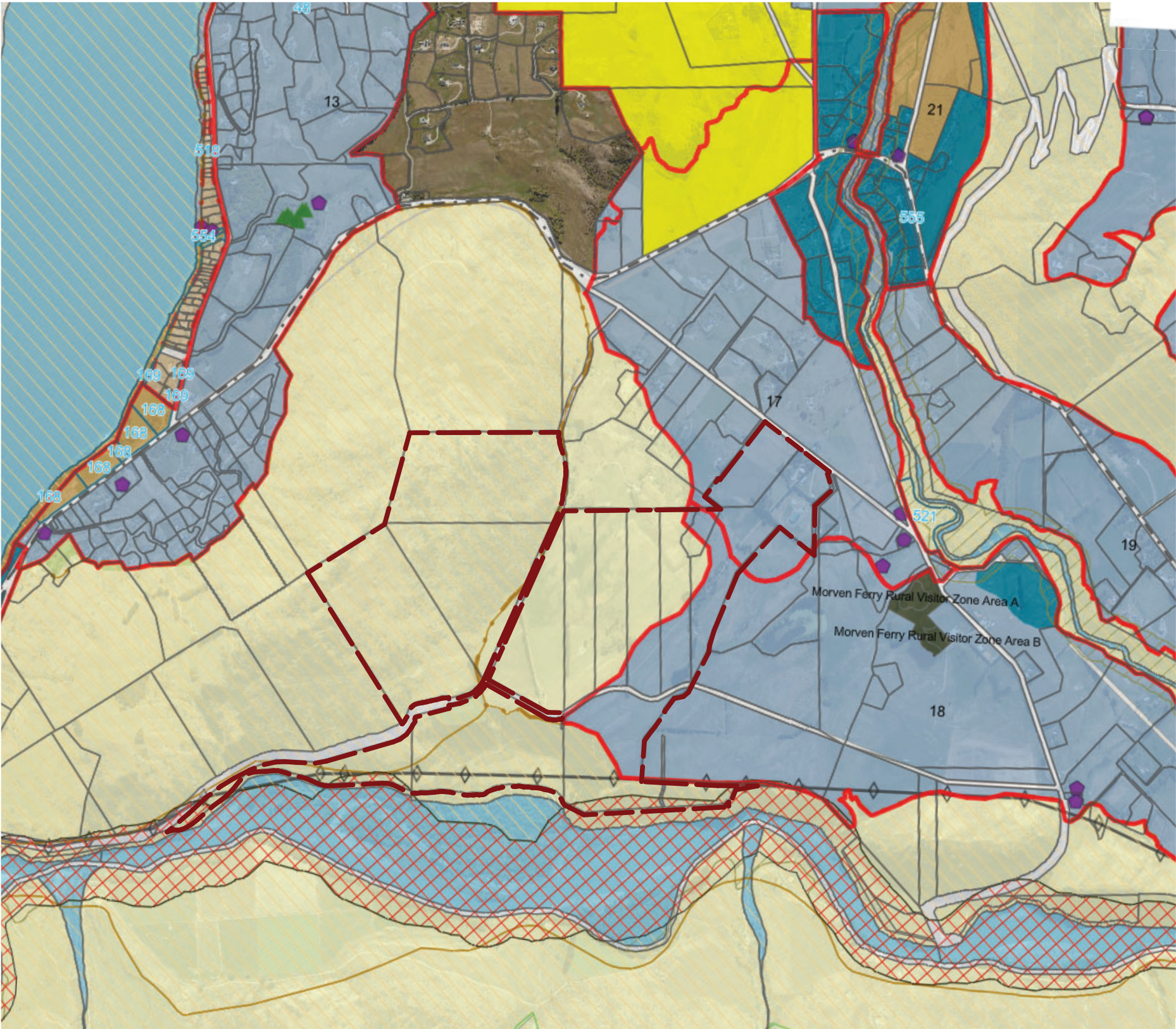
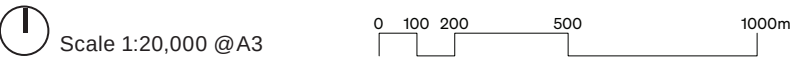


Design Foundation

Existing QLDC PDP Zone Plan

Legend

	Site Boundary
	Roads
	Historic Heritage
	Protected
	Transpower Line Support Structure
	Escarpment, Ridgeline and River Cliff
	Surface Water and Queenstown Trail
	Landscape Overlay
	National Grid Transmission Overlay
	Aurora Distribution Overlay
	State Overlay
	Designations Overlay
	Specific Provisions
	Wakatipu Landscape Character Units
	Landscape Classification Wāhi
	Landscape Classification Urban Growth
	Landscape Classification Significant Natural
	Landscape Classification Unformed
	Community Purpose - Golf Course
	Lower Density Suburban
	Rural
	Informal
	Wakatipu Basin Lifestyle
	Wakatipu Basin Rural Amenity
	Hogans Gully
	Road
	Water



Design Foundation

Site Contour Plan & Threatened Environments Plan



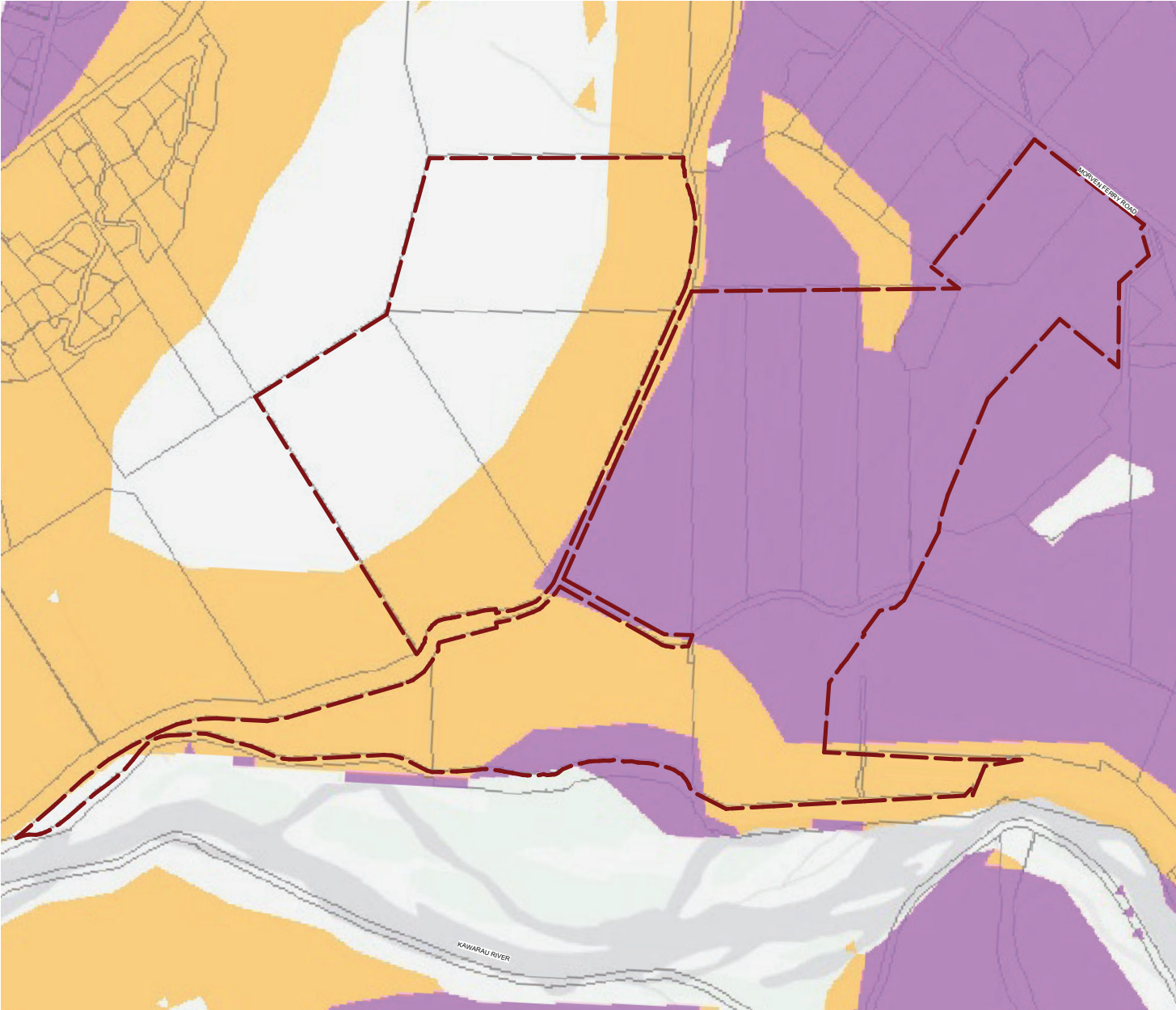
Legend

Site Boundary

Contours at 1m intervals

Scale 1:15,000 @A3

0100200300500800m



Legend

Site Boundary

Threatened Environments
Classification 2012
Criteria: <10% indigenous cover left

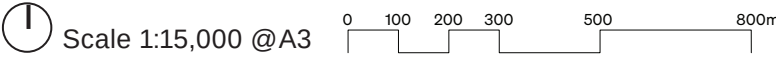
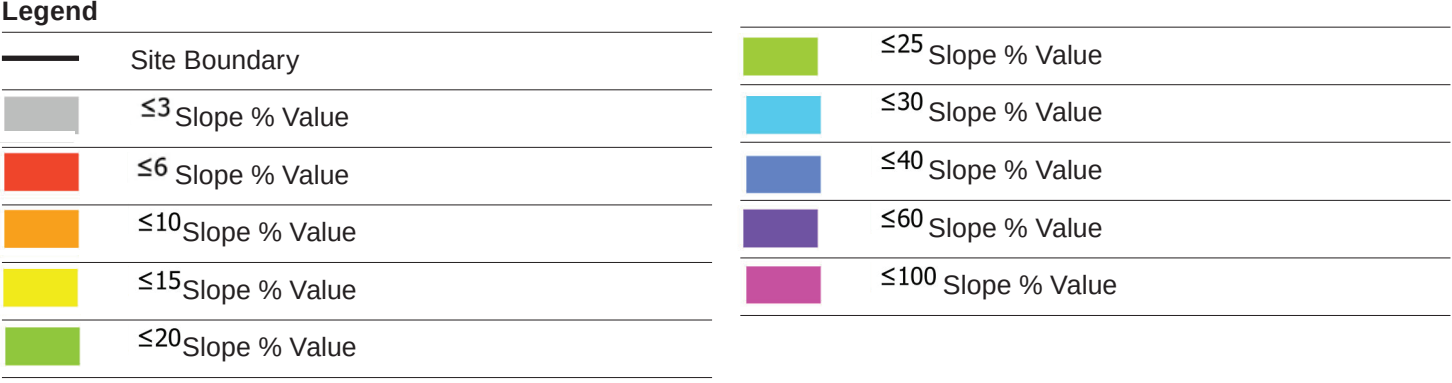
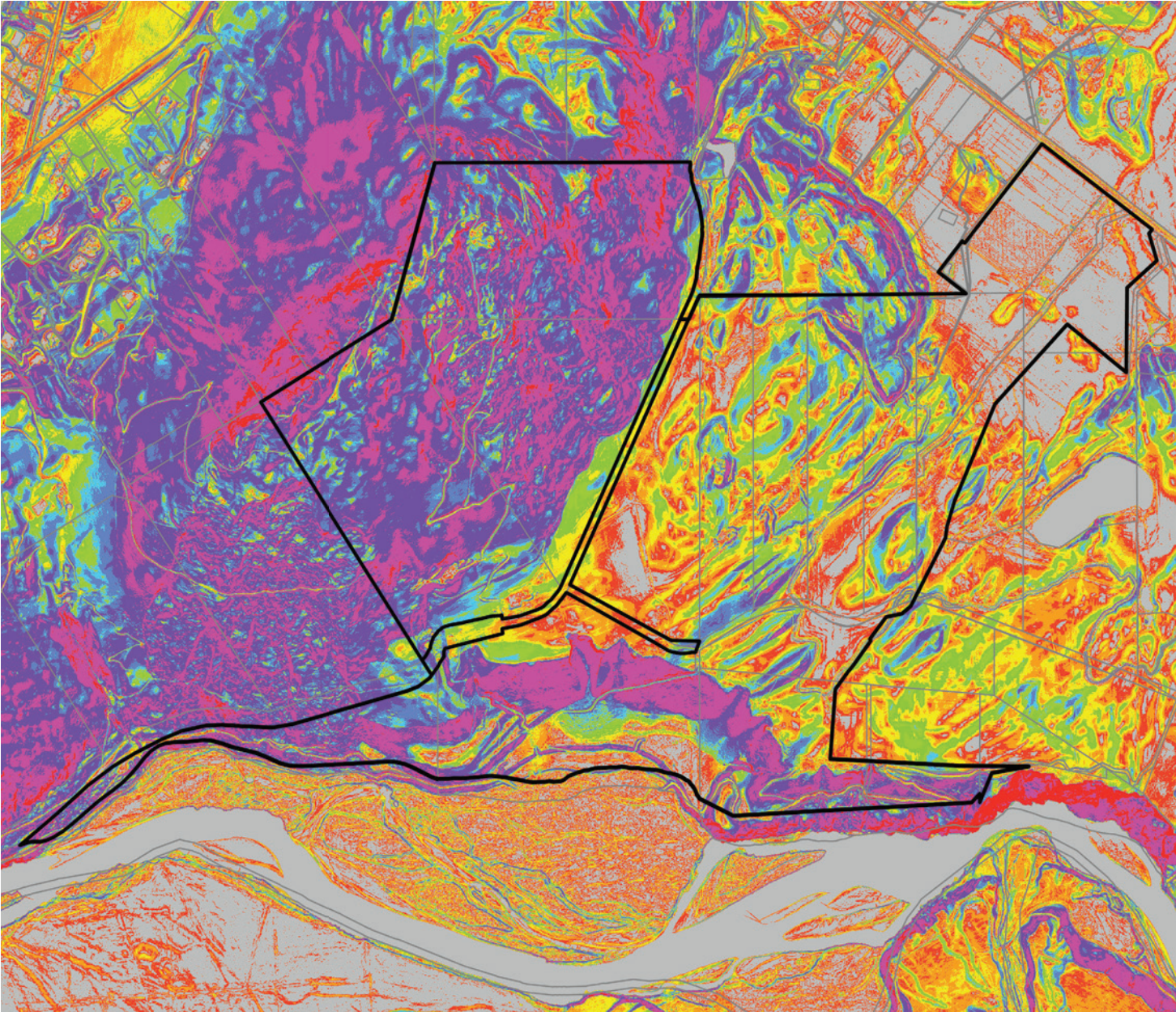
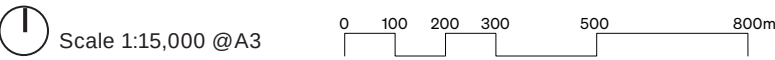
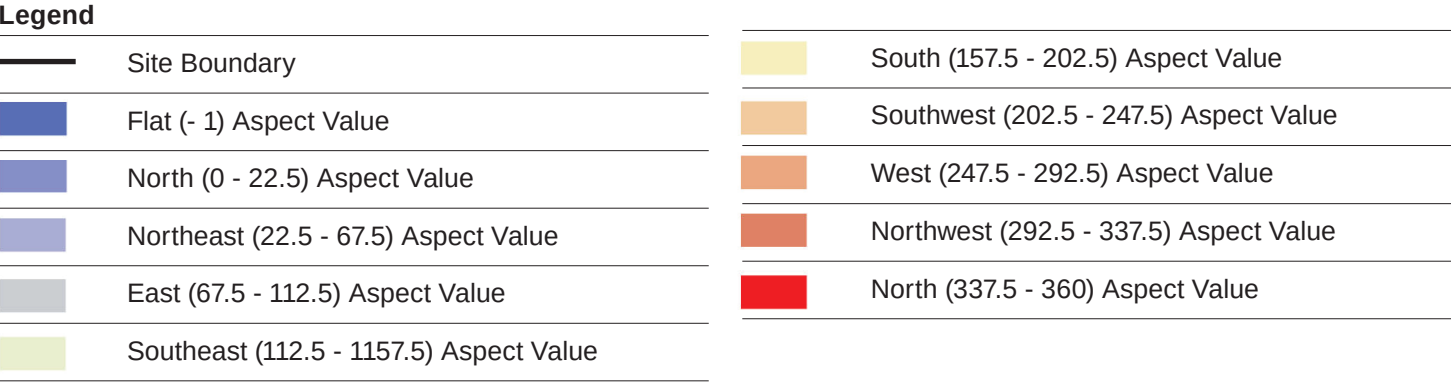
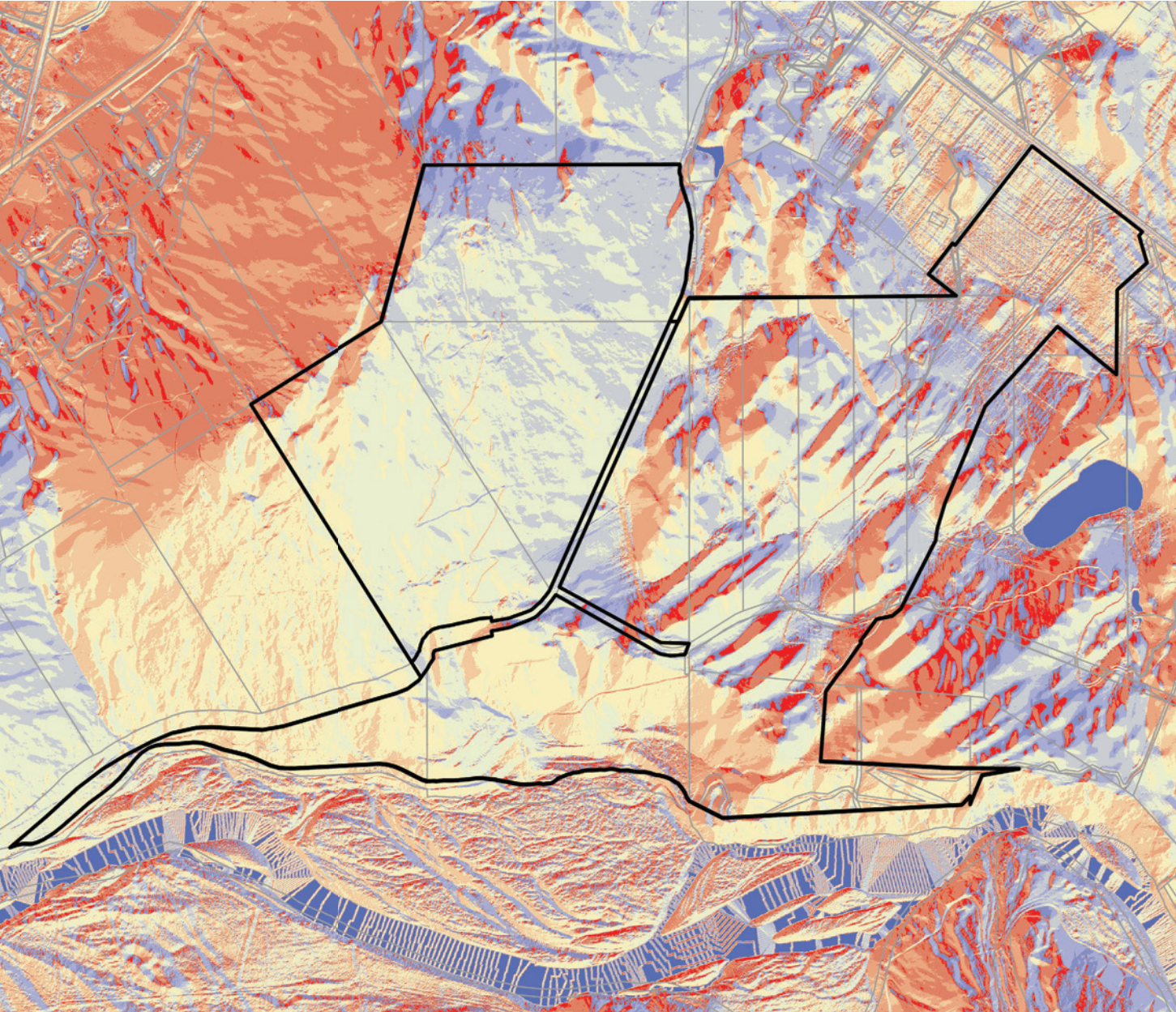
Threatened Environments
Classification 2012
Criteria: 10-20% left

Scale 1:15,000 @A3

0100200300500800m

Design Foundation

Aspect Plan & Slope Plan



Design Foundation

Shading Analysis Autumn



Site Shading on 20th March at 9am.



Site Shading on 20th March at 12pm.



Site Shading on 20th March at 3pm.



Site Shading on 20th March at 6pm.

Design Foundation

Shading Analysis Winter



Site Shading on 21st June at 9am.



Site Shading on 21st June at 12pm.



Site Shading on 21st June at 3pm.



Site Shading on 21st June at 6pm (Sunset 5:09pm).

Design Foundation

Shading Analysis Spring



Site Shading on 23rd September at 9am.



Site Shading on 23rd September at 12pm.



Site Shading on 23rd September at 3pm.



Site Shading on 23rd September at 6pm.

Design Foundation

Shading Analysis Summer



Site Shading on 22rd December at 9am.



Site Shading on 22rd December at 12pm.



Site Shading on 22rd December at 3pm.

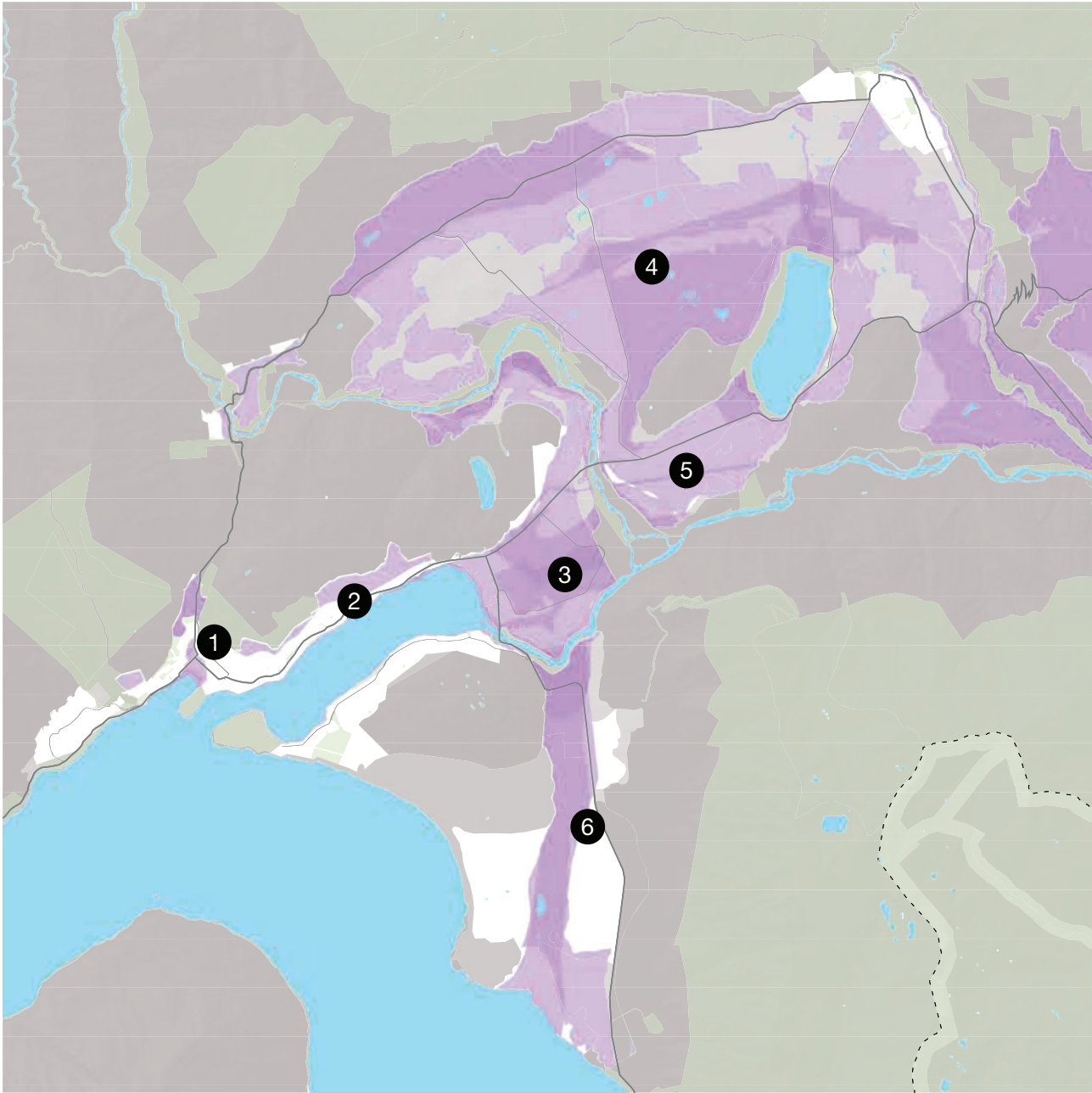
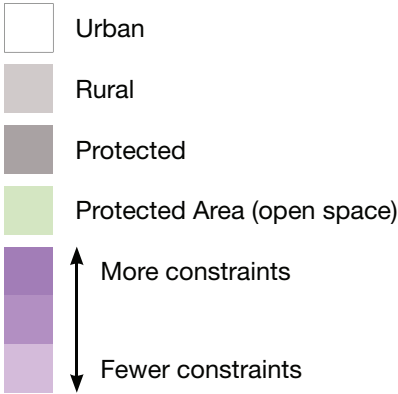


Site Shading on 22rd December at 6pm.

Design Foundation

Queenstown Lakes Development Context

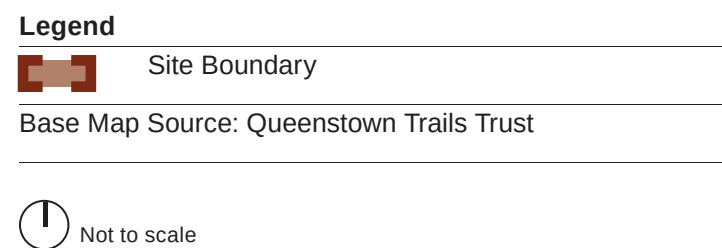
MAP 4: WAKATIPU – PROTECTED AREAS AND CONSTRAINTS



Note: The constraint mapping shows the number of layers present in each area (more or fewer). It does not represent the severity of risk or ability to mitigate. The mapping is based on existing information and data that was available to the Partnership. Refer to Spatial Plan Scenario Analysis Report, Appendix A for further details.

Figures sourced from: The Queenstown Lakes Spatial Plan, July 2021, Page 39.

Recreation Context



Design Foundation

Mātauranga Ngāi Tahu

The Ridgeburn project site offers several opportunities for the integration of mātauranga māori and reflection of Ngāi Tahu Kaupapa within the design.

Opportunities which could be developed include:

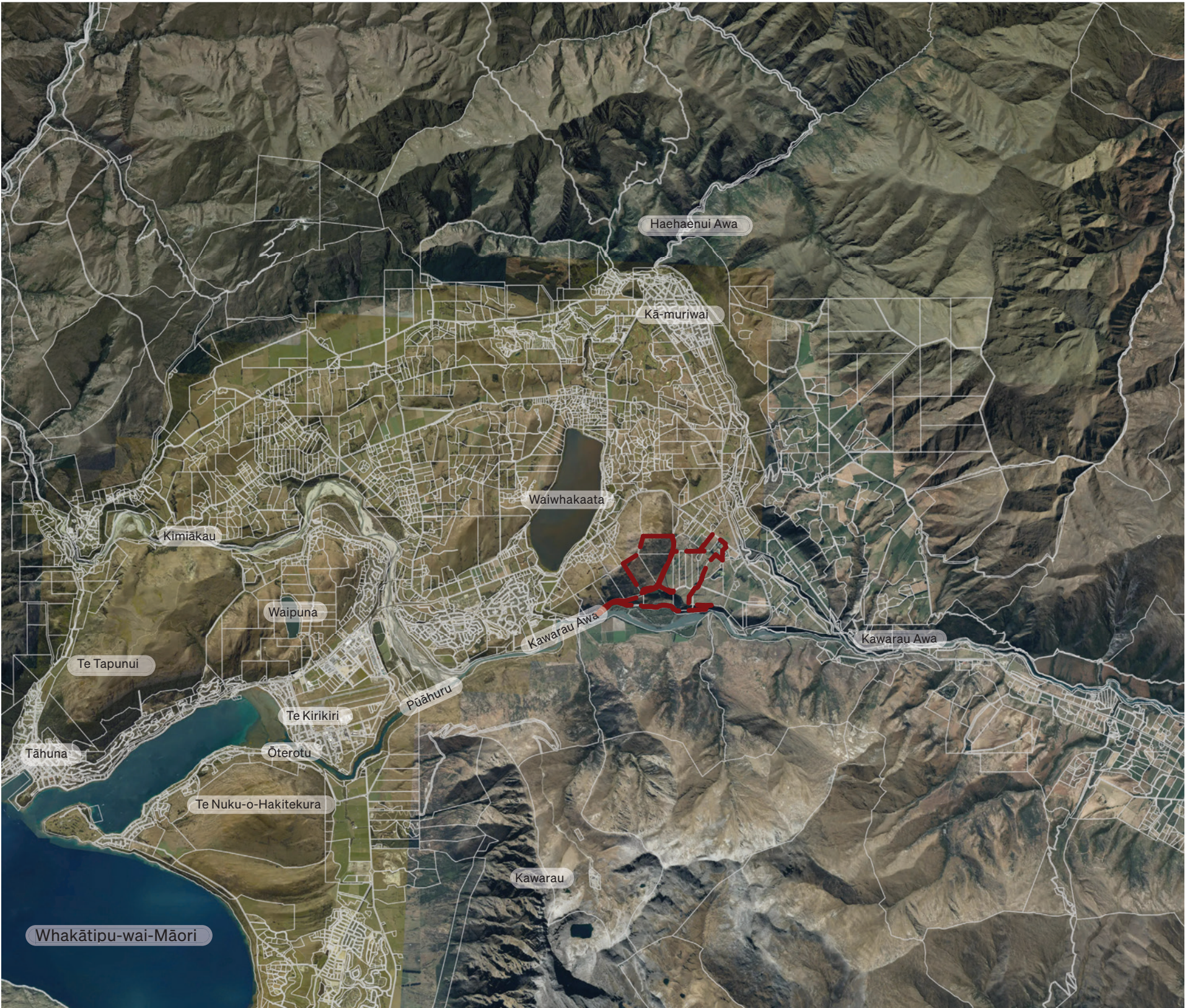
- Ecological restoration on Morven Hill and the Kwarau escarpment
- Wayfinding and cultural narrative opportunities within the reserves
- Gathering spaces within the reserves
- Stormwater management design

Legend

Site Boundary

Scale 1:100,000 @A3

01000200040006000m



Design Foundation

Existing Landscape Features

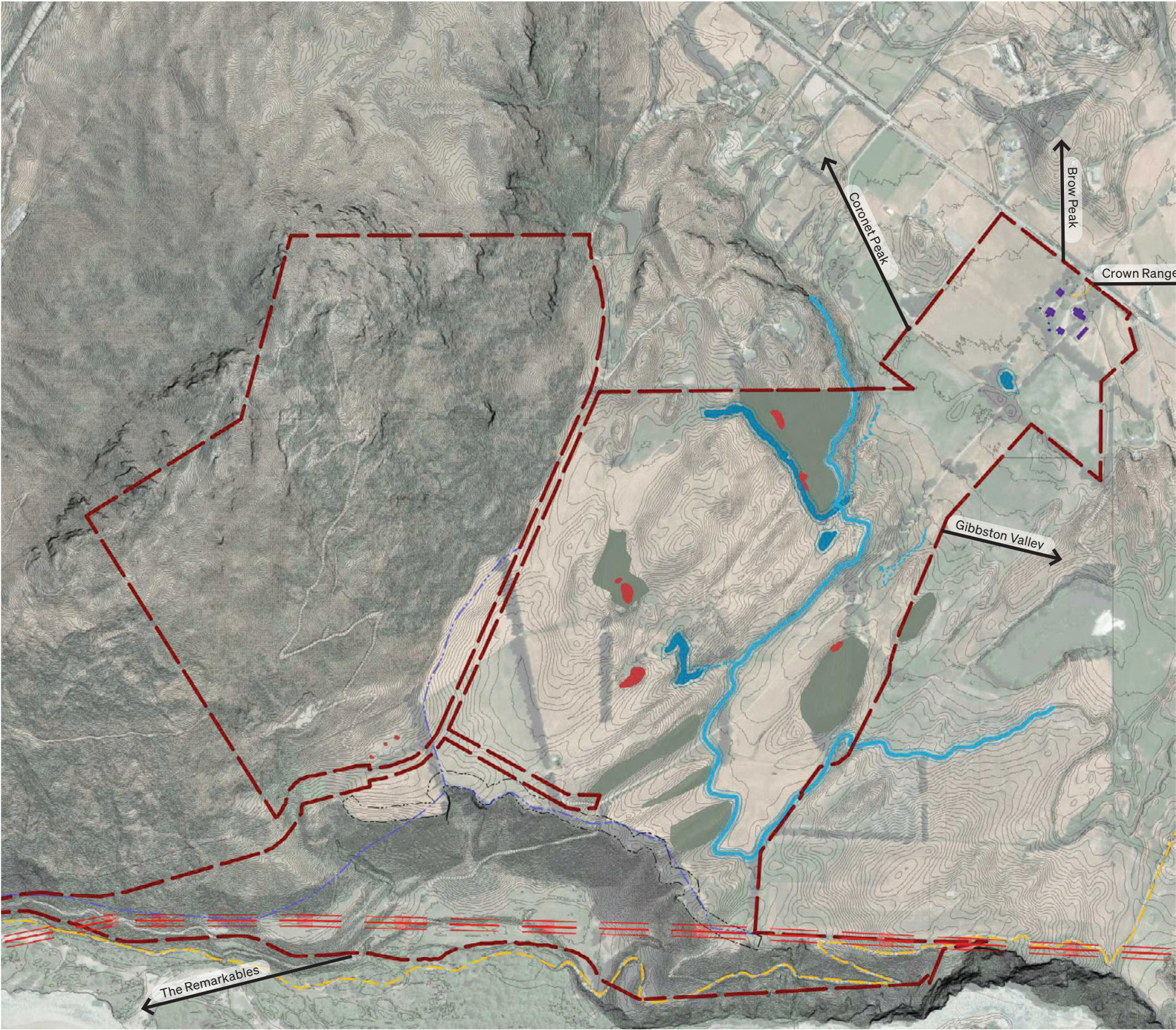
The Ridgeburn development has an opportunity to create its own identity and provide a high quality of life for its residents. A place is made up of more than houses and roads; it is about creating a unique neighbourhood that acknowledges the landscape and fosters a sense of community.

Set at the foot of Morven Hill, Ridgeburn will create its own unique identity. It will celebrate the landscape of the Wakatipu Basin and the site's unique topography. This topography includes existing rocky outcrops, rolling hummocky ground, gullies, wetlands, and ephemeral streams, all of which will be celebrated within the development's open spaces. The landscape has informed the design response.

Legend	
	Site Boundary
	30m Escarpment Offset
	Outstanding Natural Landscape (ONL) Boundary
	Twin Rivers Trail
	Existing Buildings
	Existing Contours
	Existing Water Race
	Existing Wetlands
	Existing Intermittent Stream
	Existing Stone Wall
	Existing Hillocks and Rocky Outcrop
	Lizard Habitat
	Transpower Infrastructure

Contours at 1m intervals
Scale 1:10,000 @A3

0 50 100 300 600m



The background of the image is a solid teal color. Overlaid on this are numerous thick, black, hand-drawn style lines. These lines are wavy and intersect in various directions, creating a complex, abstract pattern that resembles a dense network or a series of overlapping paths. The lines vary in thickness and have a slightly textured, chalk-like appearance.

VIEWPOINT PHOTOGRAPHS

Local Context Viewpoint Plan

Legend

Site Boundary

Viewpoint Location

Scale 1:15,000 @A3

0

100

200

300

500

800m



Panorama Photographs - Morven Ferry Road



Viewpoint 1: Facing southeast along Morven Ferry Hill from the Morven Ferry Road and SH6 intersection. The Site will not be visible due to multiple layers of vegetation within neighbouring properties.

Panorama Photographs - Morven Ferry Road



Viewpoint 2: Facing southeast towards the Site from the driveway entrance to 100 Morven Ferry Road. The Site will replace the paddock in the foreground of this view.



Viewpoint 3: Facing southwest towards the Site from the driveway entrance to 123 Morven Ferry Road. The Site will replace the paddock in the foreground of this view.

Panorama Photographs - Morven Ferry Road



Viewpoint 4: Facing west towards the Site from the intersection of Morven Ferry Road and Arrow Junction Road. The Site will replace the shelterbelts and paddocks in the midground of this view.

Panorama Photographs - Arrow Junction Road

The Site (The Development Area) - Behind Vegetation



Viewpoint 5: Facing southeast along Arrow Junction Road, with the Site to the right of the view, from the carpark entrance associated with the Twin River Trail. The Site is not seen due to numerous stands of vegetation between the road and the Site.

The Site (The Development Area) - Behind Vegetation



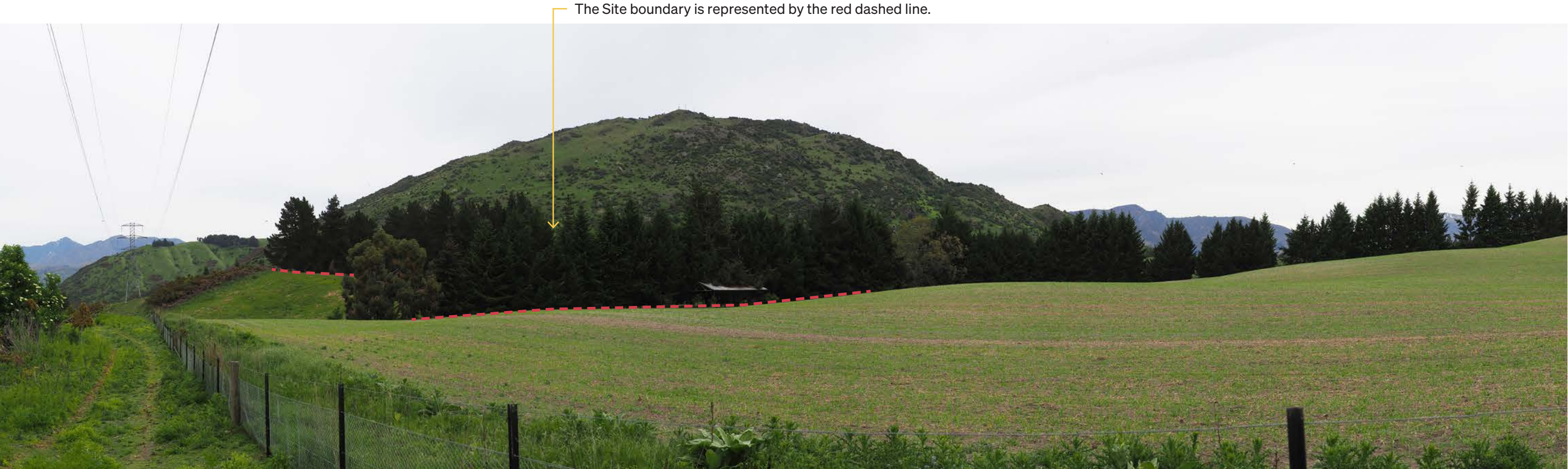
Viewpoint 6: Facing southeast along Arrow Junction Road, from beside 45 Arrow Junction Road. The Site is not seen due to hummocky topography and numerous stands of vegetation between the road and the Site.

Panorama Photographs - Lake Hayes-Arrow Junction Highway

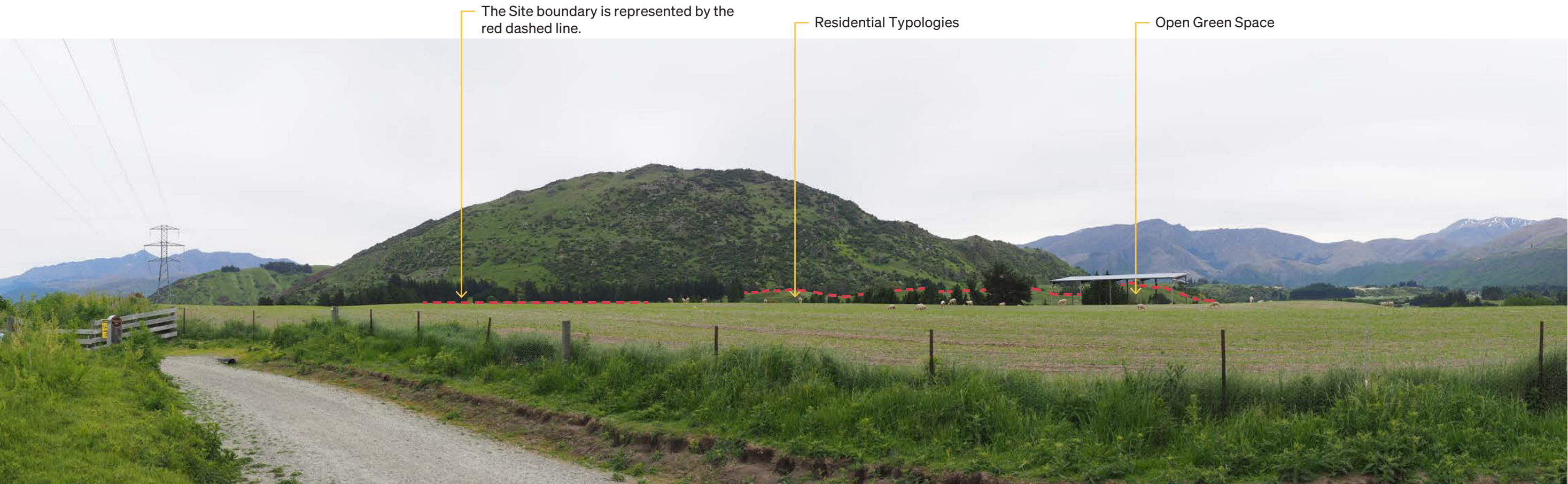


Viewpoint 7: Facing south towards the Site from the stretch of road 200m west of Arrow Junction Road. The Site is 900m away and will not be seen due intervening vegetation.

Panorama Photographs - Twin Rivers Trail

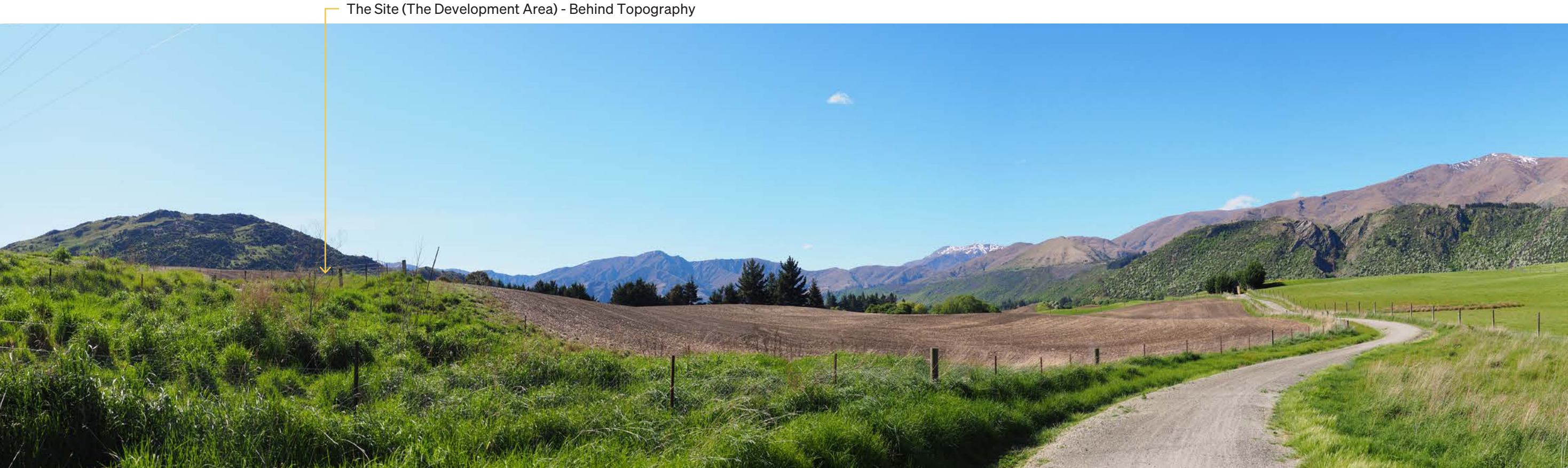


Viewpoint 8: Facing west towards the Site from the most elevated hairpin corner along the Twin Rivers Trail, where the proposed trail network will connect. The Site will be 140m away, behind the shelterbelt.



Viewpoint 9: Facing west from the seat at the top of Thompson’s Hill, along the Twin Rivers Trail. The Site will be 450m away, behind the shelterbelt.

Panorama Photographs - Twin Rivers Trail

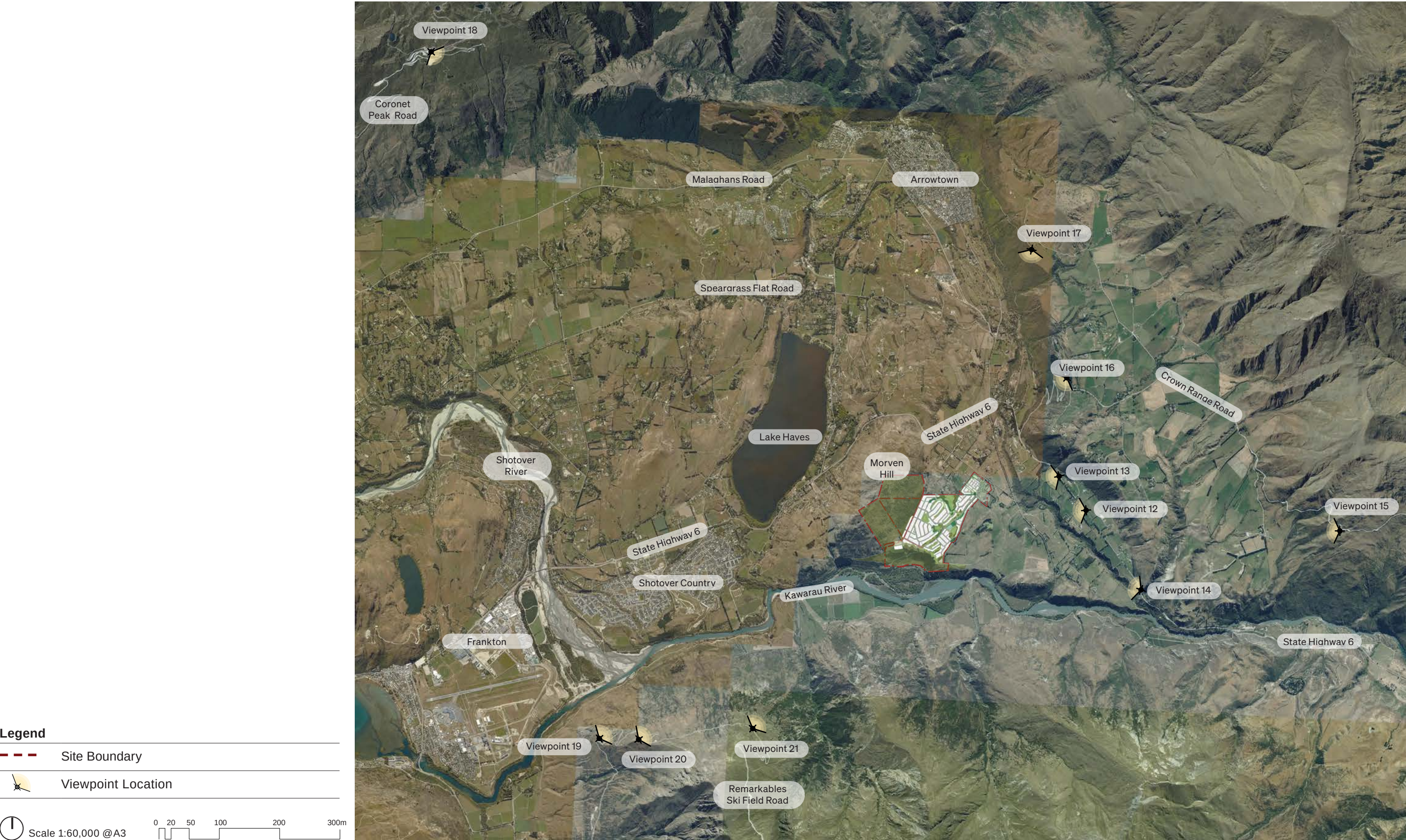


Viewpoint 10: Facing north along the Twin Rivers Trail where the trail extends between the Kawarau River and Morven Ferry Road. The Site will not be seen due to intervening topography and vegetation.



Viewpoint 11: Facing west along the Twin Rivers Trail where the trail extends between the Kawarau River and Morven Ferry Road. The Site will not be seen due to intervening topography and vegetation.

Wider Context Viewpoint Plan

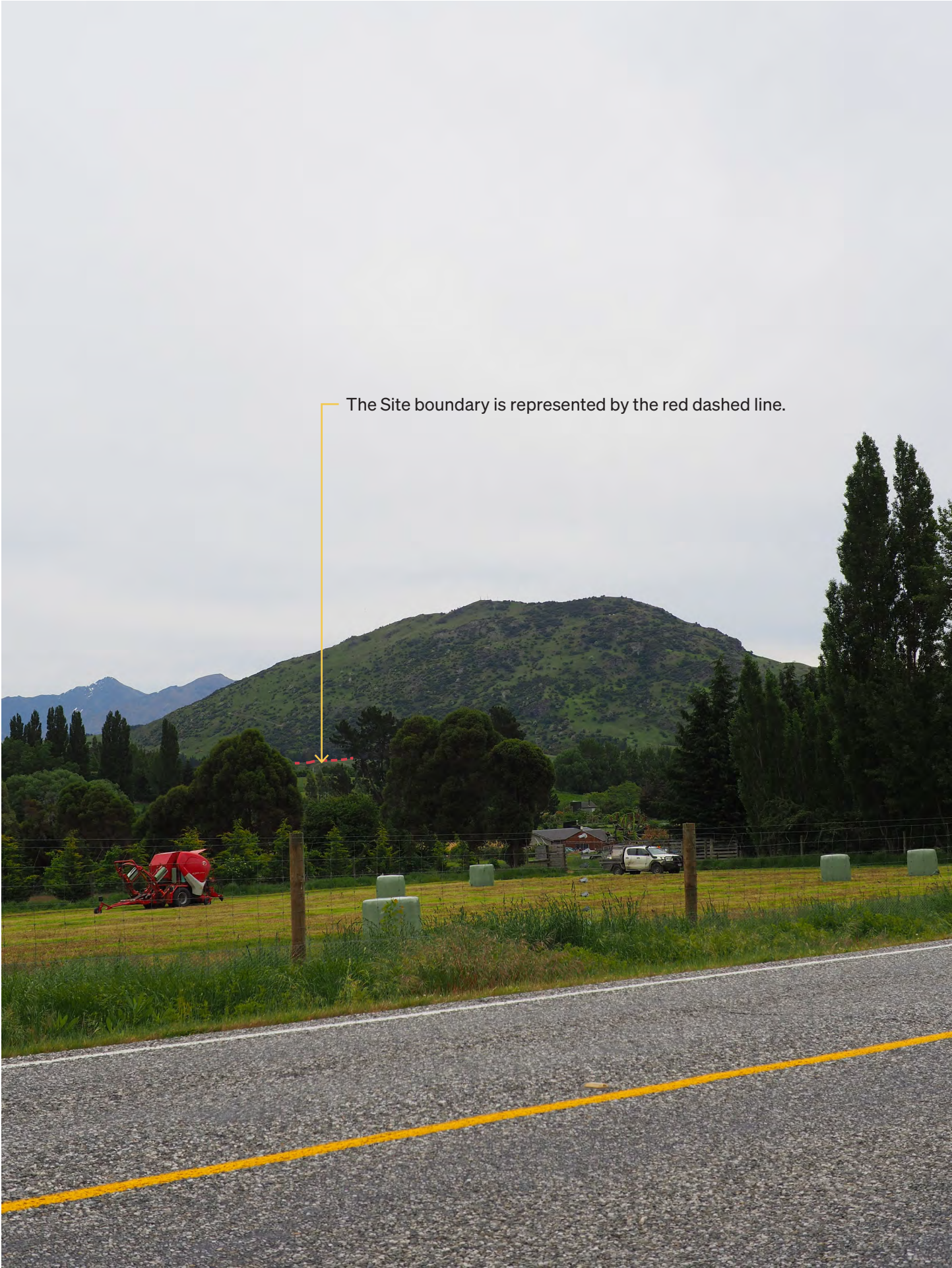


Panorama Photographs - Gibbston Highway



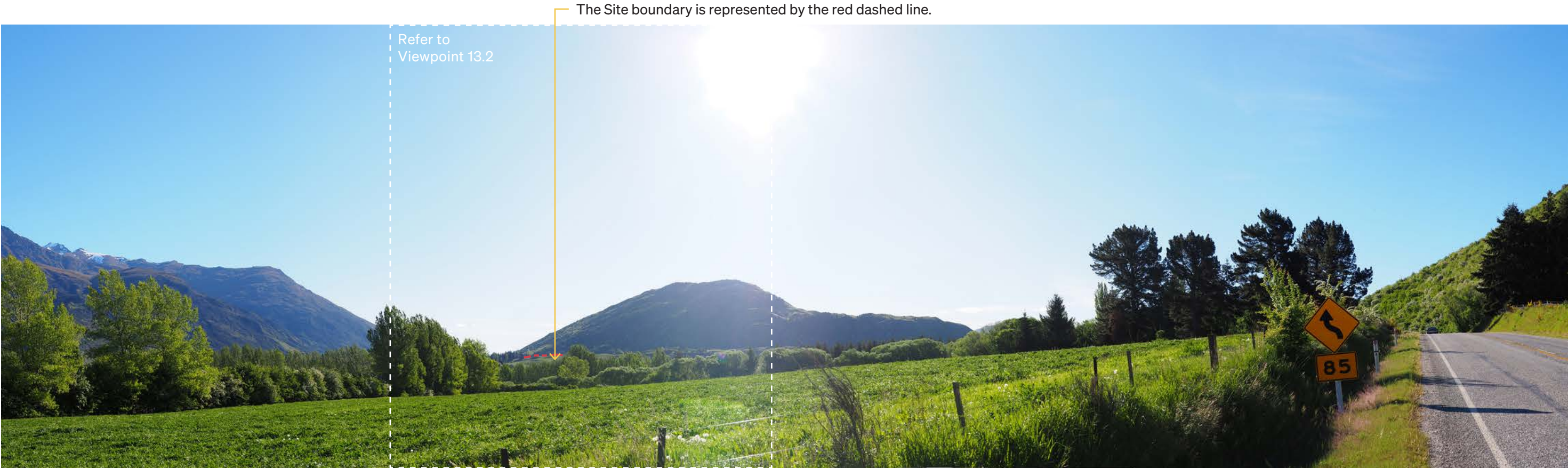
Viewpoint 12.1: Facing west towards the Site, from the stretch of road south of the entrance to 1358A Gibbston Highway. The Site is 1.5kms away.

Panorama Photographs - Gibbston Highway



Viewpoint 12.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 12.1.

Panorama Photographs - Gibbston Highway



Viewpoint 13.1: Facing west towards the Site from the stretch of road immediately north of 1290 Gibbston Highway. The Site is 1.0kms away.

Panorama Photographs - Gibbston Highway



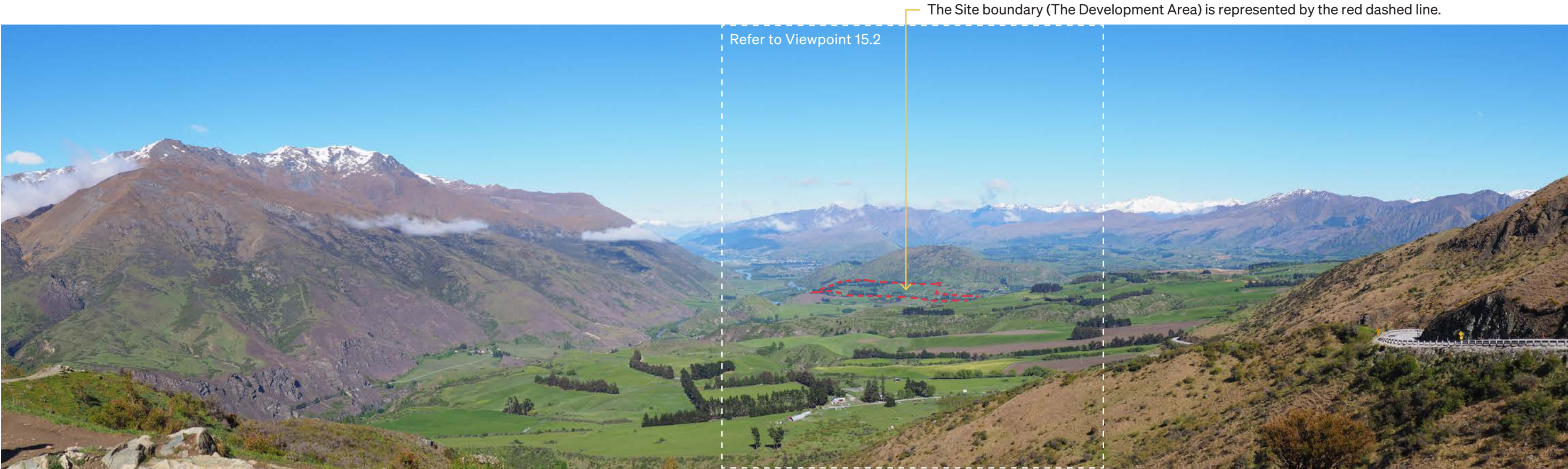
Viewpoint 13.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 13.1.

Panorama Photographs - The Arrow River Bridges Trail



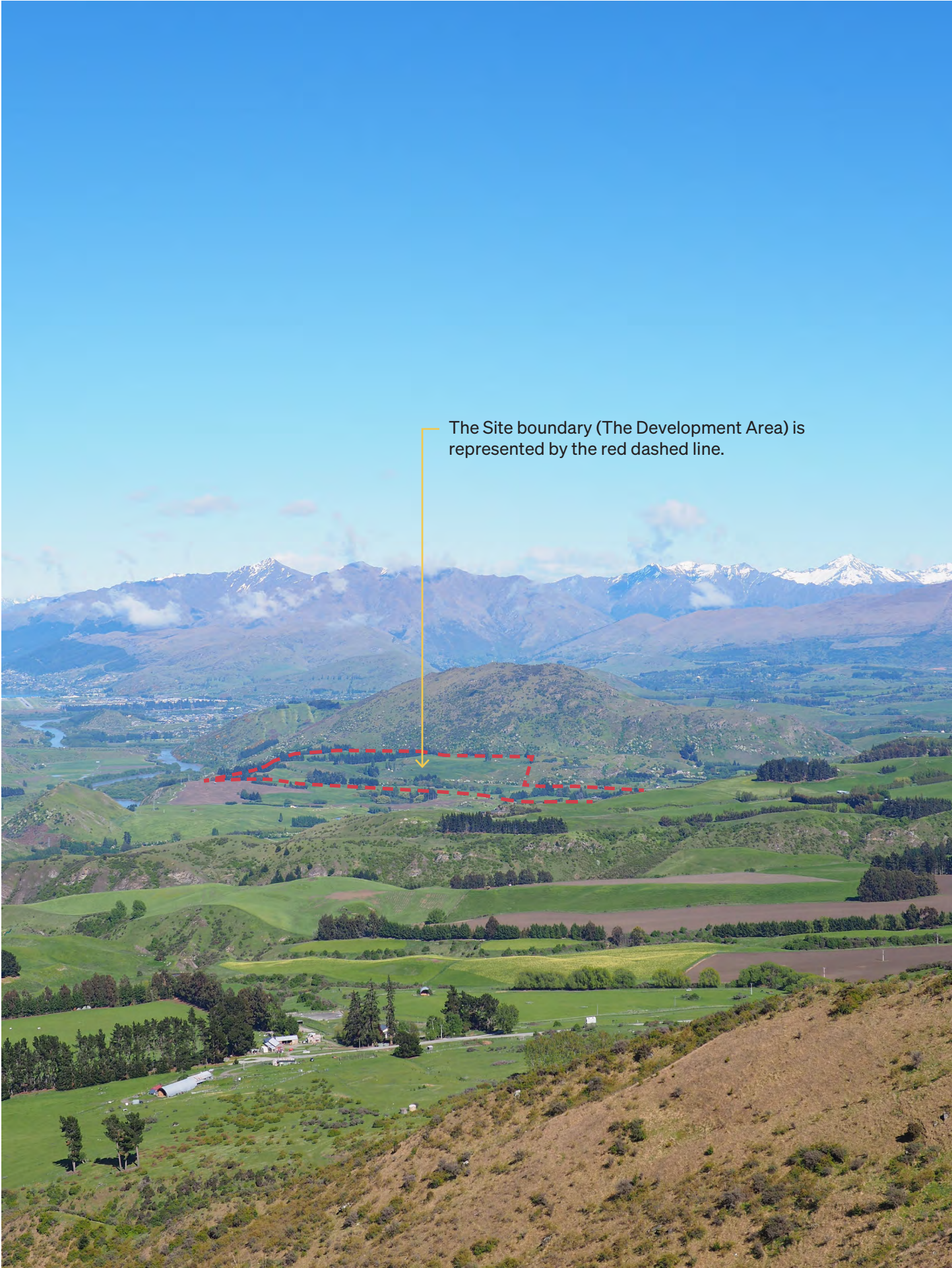
Viewpoint 14: Facing northwest from the The Arrow Ridge Trail prior to the trail descending north and under SH6. The Site is 2.9kms away and will not be seen due to intervening vegetation.

Panorama Photographs - Crown Range Road



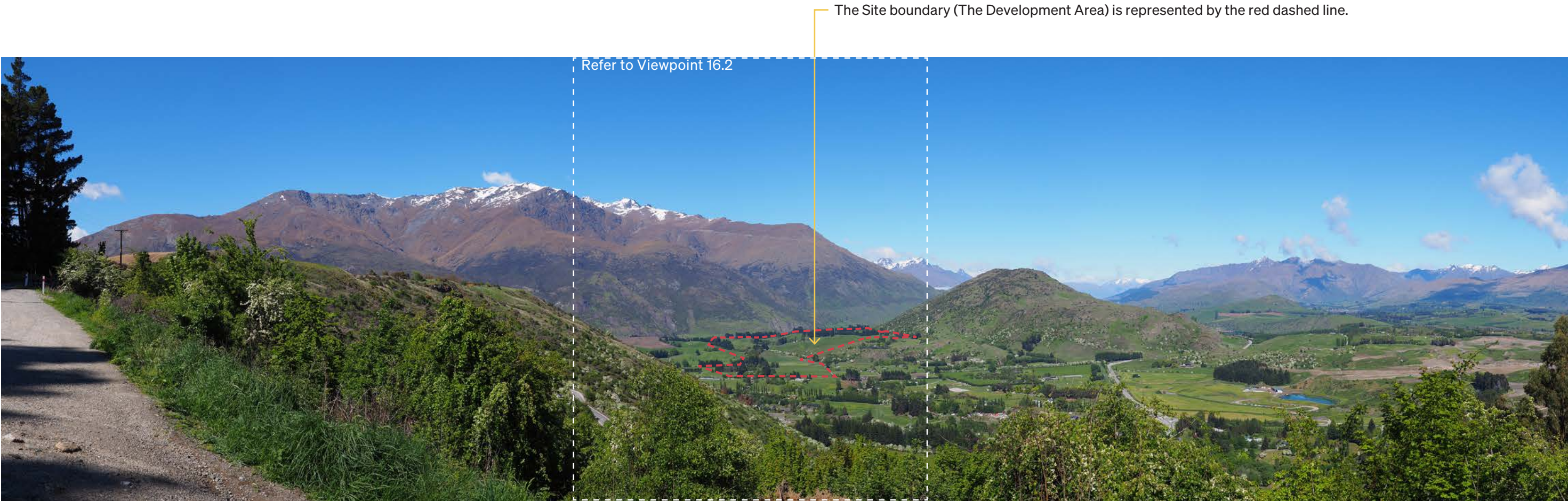
Viewpoint 15.1: Facing west from the Crown Range Road lookout, approximately 1km from the summit. The Site is approximately 5.9kms away, situated at the toe of Morven Ferry Hill.

Panorama Photographs - Crown Range Road



Viewpoint 15.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 15.1.

Panorama Photographs - Crown Range Road



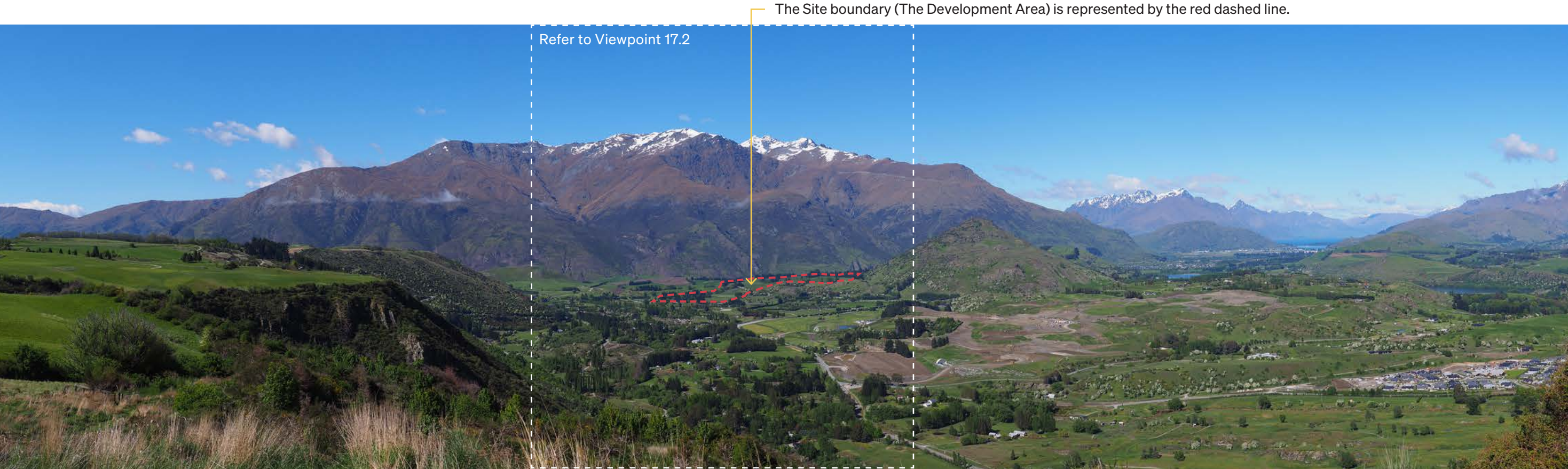
Viewpoint 16.1: Facing southwest from the lookout atop of the Crown Range Zig Zag, approximately 2.1kms from the Site.

Panorama Photographs - Crown Range Road



Viewpoint 16.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 16.1.

Panorama Photographs - Tobin's Track



Viewpoint 17.1: Facing southwest from the lookout atop of the Tobin's Track, approximately 3.6kms from the Site.

Panorama Photographs - Tobin's Track



The Site boundary (The Development Area) is represented by the red dashed line.

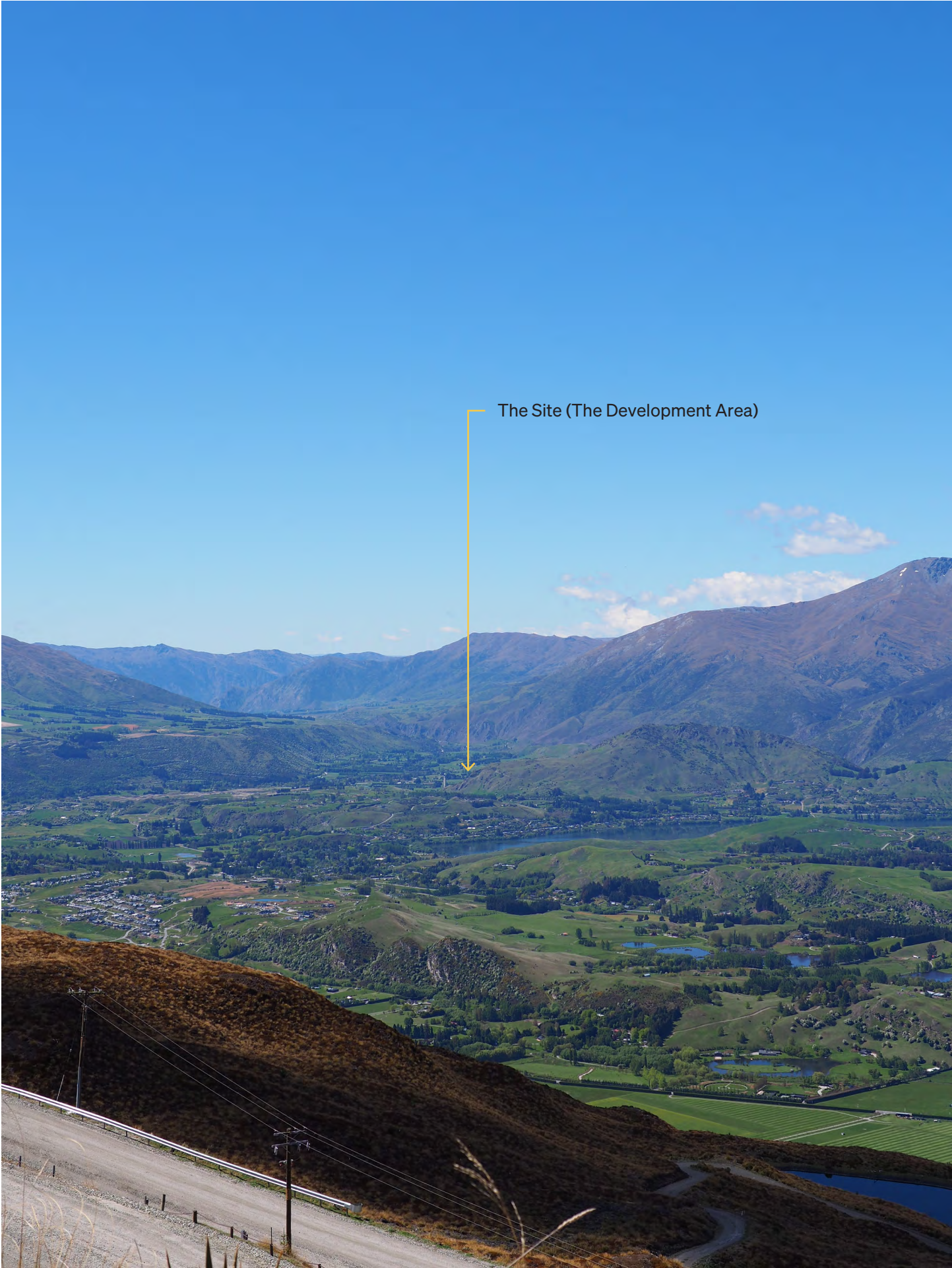
Viewpoint 17.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 17.1.

Panorama Photographs - Coronet Peak



Viewpoint 18.1: Facing southeast from the Coronet Peak Skifield Car Park drop off area, approximately 11kms from the site. The site is partially hidden by Morven Hill.

Panorama Photographs - Coronet Peak



Viewpoint 18.2: Single frame portrait photo to be read 350mm from a reader’s eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 18.1.

Panorama Photographs - Remarkables Ski Field Road

The Site (The Development Area) - Hidden by Topography



Viewpoint 19: Facing northeast from the Windy Point, 3kms up the Remarkables Skifield Road, approximately 5.6kms from the Site. The Site will not be seen due to topography.

Panorama Photographs - Remarkables Ski Field Road



Viewpoint 20.1: Facing northeast from Remarkables Skifield Road, approximately 6km up the road and 4.5kms from the Site.

Panorama Photographs - Remarkables Ski Field Road



Viewpoint 20.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 20.1.

Panorama Photographs - Remarkables Ski Field Road



Viewpoint 21.1: Facing northeast from Chain Bay Remarkables Skifield Road, beside a chain bay half way up the road, approximately 3.6kms from the Site.

Panorama Photographs - Remarkables Ski Field Road



Viewpoint 21.2: Single frame portrait photo to be read 350mm from a reader's eye. This photograph focuses on The Site, which forms part of the primary field of view, as illustrated on Viewpoint 21.1.

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