

High Level Landscape Assessment Report

Shannon Farm Residential and
Commercial Extension
Fast-track Approvals Referral Application



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1 Introduction

1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Rippon Holdings Limited and Rippon Investments Limited (**the Applicant**) to assess the actual and potential landscape and visual effects of the proposed Shannon Farm Residential and Commercial Extension Project (**Shannon Farm Extension**). This High Level Landscape Assessment Report has been purposely tailored for consideration as a referral application pursuant to the Fast Track Approvals Act (**FTAA**).¹

The **Site** is located northwest of the State Highway 6 (**SH6**) and Ripponvale Road intersection. It totals 69.75 ha in area, comprised of land within parcels legally described as follows:

- Lot 2, 4 Deposited Plan 420009 held in Record of Title 476974 (2.68 hectares);
- Lot 1, 3 Deposited Plan 420009 held in Record of Title 476973 (6.00 hectares);
- Lot 1 Deposited Plan 344529 held in Record of Title 182714 (8.00 hectares);
- Lot 2 Deposited Plan 344529 held in Record of Title 182715 (8.00 hectares);
- Lot 3 Deposited Plan 344529 held in Record of Title 182716 (8.00 hectares);
- Lot 4 Deposited Plan 344529 held in Record of Title 182717 (8.00 hectares);
- Lot 1000 DP 61599 held in Record of Title 1233739 (233.18 hectares)

The proposal is for a mixed residential and commercial development, as generally depicted on the indicative masterplan. Within this landscape and visual effects assessment, a number of landscape design elements and design controls have been proposed for the future development, these have been referred to and assessed. While reflective of the current development intentions, the project remains subject to further detailed design, including consideration of any comments raised through the referral application process. Accordingly, elements of detailed design remain indicative and subject to change.

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

This design process has included the key following steps:

- Site visits were undertaken throughout 2024 and 2025, with the most recent site visits undertaken on 19 and 25 February 2026.
- An analysis of the landscape character, ecology, visibility, connectivity and land use aspects of the Site and the surrounding area.
- An analysis of the Central Otago District Plan (CODP) zoning overlay both within and adjacent to the Site.
- A review and consideration of the following documents:

¹ <https://www.legislation.govt.nz/bill/government/2024/0031/6.0/whole.html>

- CODP
- Cromwell 'Eye to the Future' Masterplan Spatial Framework, Stage 1 Spatial Plan, Urban Design and Planning Report: Part 1, Prepared for Central Otago District Council by N M Associates Ltd and Tract Consultants Pty Ltd.
- Cromwell Racecourse Reserve Management Plan, Central Otago District Council, Final Plan for Approval and Adoption, 24 September 2025
- Plan Change 14, Shannon Farm, Rural Resource Area (5)
- With co-designing and input from the following experts:
 - Insight Economics – Economics
 - Carriageway Consulting – Traffic
 - E3Scientific – Ecology
 - Jake Woodward - Planner
 - CFMA - Surveyor
 - Hadley Consultants – Stormwater
 - Geosolve - Geotechnical

The High Level Landscape Assessment Report is formatted as per the following:

- A description of the landscape strategy for the proposal.
- A high-level outline of selected statutory provisions that are relevant to the proposal.
- The identification and description of the receiving environment, including the Site. The receiving environment is described in terms of the landform, land cover and land use and how those landscape attributes contribute to the receiving environment's existing landscape values.
- A high-level assessment of the actual and potential landscape, natural character and visual effects, including cumulative effects.
- A conclusion.

This report is accompanied by the Shannon Farm Residential and Commercial Extension Landscape Strategy Document (**LD**) that has been prepared by RMM. This document outlines the design process in which the proposed development stems from. It includes the process used through the design phase; site context and analysis mapping including Site photographs, relevant PDP planning maps, photographs of the Site from surrounding public places and the proposed master plan and design elements.

1.2 Methodology

The methodology and terminology used in this report has been informed by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines² (**TTatM Guidelines**).

As stated above, site visits were undertaken to assist in understanding the landscape character and values within the receiving environment, refine and integrate the initial concepts through ground-truthing, and then to assess the proposal's actual and potential landscape and visual effects.

This report is tailored to suit the nature of the project and its context including the framework of the governing legislation. The statutory documents containing provisions relevant to the proposed Shannon Farm Extension Project are found in the Resource Management Act 1991 (**RMA**) policy framework against which this landscape assessment has been evaluated. The table included in Figure 1 outlines the rating scales that are referred to in this report, a comparative scale between the seven-point scale and the 'RMA scale'. The RMA scale has been adopted by the FTAA.



Figure 1. The seven-point landscape and visual effects rating scale and comparative scale.³

2 The Proposal – Landscape and Urban Design Strategy

2.1 Proposal Summary

The proposal incorporates residential development with large lot, low density and medium density typologies, as well as a commercial area incorporating a retail precinct and a light industrial precinct. Development has been assessed on the basis that each area will be consistent with key standards from relevant Central Otago District Plan (**CODP**) zonings for similar activity, as referenced below.

The proposal is illustrated on page 35-36 of the LD and in summary will include:

- 8.44 ha of Large Lot Residential development with an indicative yield of 80 lots. It is intended that the development of these lots will be undertaken in general accordance with the CODP Large Lot Residential Development Zone Precinct 1 (**LLRZ-P1**) provisions.
- 1.86 ha of Medium Density Residential development with an indicative yield of 94 lots. It is intended that the development of these lots will be undertaken in general accordance with the CODP Medium Design Residential Zone (**MDRZ**) provisions.:

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

³ ibid. Page 151.

- 24.43 ha of Low Density Residential development with an indicative yield of 581 lots. It is intended that the development of these lots will be undertaken in general accordance with the CODP Low Density Residential Zone (**LDRZ**) provisions.
- 8.29 ha commercial area with a mix of business typologies including industrial and retail opportunities and carparking. The commercial area will be comprised of an Industrial precinct and a Commercial Precinct. It is intended that the development of the Industrial Precinct will be undertaken in general accordance with the CODP Industrial Resource Area provisions and the Commercial Precinct development will be undertaken in general accordance with the CODP Business Resource Area provisions.
- Approximately 7.48 ha of Open Space, comprised of a mix of neighbourhood parks, landscape buffers, green link and linear parks, along with local purpose reserves (ie stormwater management)

The proposal will result in a potential yield of 755 residential dwellings, supported by 7.48 ha area of open space and an additional commercial area of 8.29 ha (including carpark).

2.2 Development Layout (Urban Design)

The internal layout of the proposal and its rationale is detailed on pages 30-36 of the LD. The proposed road hierarchy (page 37 of the LD) and indicative cross sections are illustrated on pages 49-51 of the LD. The Urban Design rationale and assessment is included as Appendix One to this report.

2.3 Reserves

The green corridors will branch off a centrally located green corridor / linear park that connecting Shannon Farm (to the west) to SH6 through the Site and to Cromwell township beyond. There will be three neighbourhood parks supported by and integrated with the green corridors / linear parks. The green corridors will provide a pedestrian network through the Site with neighbourhood parks providing an accessible community resource. Refer to pages 36, 38 and 43 of the LD for indicative and potential neighbourhood park and linear park designs.

The green network will incorporate local purpose reserves and stormwater management areas including swales and attenuation basins. These local purpose reserves will occupy parts of the various green network throughout the Site including parts of the neighbourhood parks, the Ripponvale Road landscape buffer (discussed below) and the northern green corridor. It is understood that the attenuation basins and swales will be dry most of the year and are designed to manage stormwater (flood) during a 20-year storm event (or more). Features such as paths, play equipment, bench seats, picnic tables or any other structures will be located outside of these 20-year flood areas. The swales and attenuation basins will be dry most of the year and covered with grass and plants as indicated in the plant palette on page 47 of the LD. The swales and attenuation basins will also provide opportunities for ecology, amenity, informal play and open space while meeting the stormwater management needs of the Site. The details of the stormwater design are outlined in the Hadley Consultants report.

There will also be a landscape buffer along the southwestern (Ripponvale Road) and southeastern (SH6) boundaries the Site. The landscape buffers will provide a park-like setting with exotic specimen trees, native planting as well as a swale for stormwater management, and pedestrian links and connections. The landscape buffers are indicated on page 48 and 52 of the LD.

2.4 Interfaces

2.4.1 Site / SH6

A 10m wide landscape buffer is proposed along the southeastern boundary of the Site. The landscape buffer will incorporate some gentle mounding and exotic trees to provide a park-like edge. There will be a 20m building setback from the SH6 boundary within the commercial area. There will be a 15m building setback from the SH6 boundary adjacent to the residential precinct. This setback differential reflects the relative anticipated heights of the proposed precinct provisions. The indicative Site / SH6 interface is illustrated on page 52 of the LD.

2.4.2 Site / Ripponburn Home and Hospital

There will be no defined, landscaped separation between the Site and Ripponburn Home and Hospital (**Ripponburn**), beyond what exists within the Ripponburn site itself. There will be approximately 21 low density lots along the Site / Ripponburn interface replacing the horticultural working landscape with residential development.

2.4.3 Ripponvale Road / Site

There will be a 20m wide landscape buffer along the southwestern boundary between the Site and Ripponvale Road. This landscape buffer will have a park-like character with a peppering of exotic trees, low planting and swathes of grass and rocky features. The 15m stormwater corridor will include an overlap of enhancement planting on its flatter extents and the 9.5m channel will comprise a mix of sedges and mown grass. Adjacent to the Site boundary along Ripponvale Road there will be a shared footpath/cycle path as required under PC 14. The Ripponvale Road / Site interface is detailed on page 52 of the LD.

2.4.4 Shannon Farm / Site

There will be approximately 29 "Large Lot Residential" sites along the Shannon Farm / Site boundary as well as an approximately 0.089 ha neighbourhood park/stormwater reserve that will connect the Site to the consented/anticipated green network and circulation within Shannon Farm.

2.4.5 Private property to the north of the Site

The northern boundary of the Site will have approximately 47 "Large Lot Residential" sites adjacent to the neighbouring property (Part Section 48 Block III Cromwell SD). The access Right of Way (**ROW**) will be preserved, albeit with an altered alignment approximately 100m west of its current alignment as illustrated on page 35 of the LD.

2.5 Landscape Strategy

2.5.1 Placemaking and Community

Placemaking principles underpin the proposal, strengthening community identity and sense of place.

There will be an accessible and well-connected neighbourhood park network with shared spaces for gathering and socialising. A walkable street network will be supported by shared paths and green link corridors. The commercial area will provide local employment opportunities and amenities for residents. Well considered connections beyond the Site will enable people to utilise existing infrastructure, recreation opportunities and wider community facilities.

The landscape design will be grounded in place-responsive thinking, incorporating an orchard-like planting grid and rustic materiality that acknowledges the working horticultural history of the Site as well as indigenous plant species that reference pre-settlement landscape patterns. Collectively, these elements ensure the new neighbourhood will be embedded within, and connected to, the wider

Cromwell landscape, reinforcing its vernacular, character and strengthening the intangible values that make Cromwell a desirable place to live.

2.5.2 Ecology

Low numbers of McCanns Skinks have been found on the Site⁴. Indigenous planting hardy to the Cromwell climate will be incorporated into the landscape design.

2.5.3 Planting

The planting within the Site will include a mix of native planting suited to the Central Otago climate and exotic tree species with their seasonal colours synonymous with the area. An indicative planting strategy and plant palette is included on pages 44-48 of the LD. The planting strategy is briefly described below.

2.5.4 Streetscape Design

Streetscape Design will include grass berms, kerb and channel, street trees, shared and dual footpaths. Indicative designs are illustrated on pages 49-51 of the LD. Street trees will reinforce the street hierarchy and assist with wayfinding and sense of place through the development. The indicative street tree strategy is outlined on page 40 of the LD.

A trail network will provide pedestrian and cycle circulation as illustrated on page 37 of the LD.

2.5.5 Lighting Design

The street lighting will primarily be lighting poles.

Lighting of the shared paths, reserves and green buffers will be a mix of lighting poles and bollards. Lighting will meet CPTED and CODC dark sky standards. Generally lighting will be directed downwards and away from vegetation.

2.5.6 Landscape Buffer and Enhancement Planting

The proposed landscape edge will provide a visual buffer, softening proposed built form. Full screening of the proposed development is not anticipated nor required for this proposal. Complete screening would impede views of the surrounding landscape and the amenity and values it provides. The landscaped edge will screen the lower extents of development, providing visual separation and offer filtered views of both the development and landscape beyond.

Enhancement planting will be incorporated into the landscape buffers around the periphery of the Site, adjacent to Ripponvale Road and SH6. This planted edge will provide a park-like character with high landscape and visual amenity on the periphery of the Site.

2.6 Proposed Roundabout

The proposal will necessitate an upgrade to the adjacent Ripponvale Road / SH6 intersection, with a roundabout design anticipated. Further information is included in the traffic report⁵.

⁴ Summary of Terrestrial Ecological Impact Assessment – Shannon Farm Residential and Commercial Extension, Cromwell, E3Scientific Ltd, 10/04/2026

⁵ Refer to traffic report prepared by Carriageway Consulting Ltd, May 2026

2.7 Stormwater Management

The linear corridors and neighbourhood parks incorporate stormwater swales and attenuation basins. The inclusion of stormwater infrastructure as a landscape element will provide opportunities for a well-connected, logical and high amenity landscape outcome. It is anticipated that the swales and basins will be planted with native plants, as indicated on page 47 of LD.

Refer the Hadley Consultants plans and report for stormwater management details and design

2.8 Relevant Matters of PC 14

While this proposal is separate to the changes and requirements of PC 14 and the subsequent development of Shannon Farm there is infrastructure that will be utilised and integrated as part of this proposal. This will allow for well-integrated and high-quality landscape outcome while providing common sense community connections. This infrastructure, including the future underpass and shared footpath/cycle path along Ripponvale Road are key elements of the proposal and have been included as such.

The District Plan rules introduced through PC 14 include a requirement for construction of the shared cycle and walkway and the SH6 underpass as part of the Shannon Farm subdivision. The proposed underpass on SH6 will be outside of the boundaries of the Site. The users of the Site will utilise the underpass for people powered transport and connection between the Site and Cromwell township.

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.*⁶

This High Level Landscape Assessment Report has been prepared in response to specific information that must be included in a referral application for a project to be considered eligible for fast-track approvals requirements at Section 134(4) of the Fast Track Approval Act 2024 (FTAA).

3.2 The Resource Management Act 1991 and the Central Otago District Plan

As indicated on page 7 of the LD the Site is located within the Rural Resource Area (**RRA**), with 8.684 ha located in the eastern-most 'elbow' within the Rural Resource Area – Rural Residential of the Central Otago District Plan (CODP). There is an incidental overlay of approximately 3000m² of Special Amenity Landscape (**SAL**) in the northern most corner of the Site.

Under the CODP the following objectives and policies are of particular relevance to the landscape matters of this proposal.

4.3.3 Objective - Landscape and Amenity Values

To **maintain** and where practicable **enhance rural amenity values created by the open space, landscape, natural character and built environment values** of the District's rural environment, and to **maintain** the **open natural character** of the hills and ranges.

⁶ Fast Track Approval Act. Page 7.

4.4.2 Policy – Landscape and Amenity Values

To manage the effects of land use activities and subdivision to ensure that adverse effects on the open space, landscape, natural character and amenity values of the rural environment are avoided, remedied or mitigated through:

- a) The **design and location of structures** and works, particularly in respect of the **open natural character of hills and ranges, skylines, prominent places and natural features**,
- b) **Development which is compatible** with the surrounding environment including the **amenity values** of adjoining properties,
- e) The **location of tree planting**, particularly in respect of **landscape values**, natural features and **ecological values**,
- g) Encouraging the location and design of buildings to **maintain the open natural character of hills and ranges without compromising the landscape and amenity values of prominent hillsides and terraces**.

4.4.10 Policy – Rural Subdivision and Development

To ensure that the subdivision and use of land in the Rural Resource Area avoids, remedies or mitigates adverse effects on:

- a) The **open space, landscape and natural character amenity values of the rural environment in particular the hills and ranges**,
- c) The **production and amenity values** of neighbouring properties,
- f) The **ecological values** of significant indigenous vegetation and significant habitats of **indigenous fauna**,
- g) The heritage and cultural values of the District,

These policy matters are addressed in Section 5 – Landscape Effects of this report. For clarity, the landscape effects have been split into subsections that address the relevant matters of the CODP, with the relevant objective and policies footnoted.

4 Landscape Description

4.1 Extent of the Receiving Environment

The receiving environment is defined as the area surrounding the Site that will potentially be affected by the proposal. For this proposal, the extent of the receiving environment is contained within the Cromwell Basin, encompassing Ripponvale, State Highway 6 (**SH6**) and Cromwell township south to Bannockburn. The Site is gently sloping from northwest to southeast with a gradient of ~6% on the western part of the Site reducing to a 2% slope on the eastern part. The Site has a maximum elevation of 260 masl, this is approximately 40-60m above the Cromwell township, the relative elevation to the township limits the extent of visibility and potential effects experienced from within the township itself. From most available viewing locations the Pisa Range forms the landscape backdrop to the 'visual catchment' of the receiving environment northwest of the Site. Refer to Context Map & Receiving Environment on pages 5 and 6 of the LD showing the Site and general surroundings.

4.2 Description of the Receiving Environment

The Site is located within the Cromwell Basin, a north–south orientated basin enclosed by the Pisa Range to the west, the Dunstan Mountains to the east, and the Bannockburn area and Carrick Range to the south. The steep, rugged tussock and grey scrub-clad slopes of the Pisa Range form an ONL backdrop to the Basin, while the lower, more gently sloping foothills have been more intensively farmed, with parts identified as SALs, including the area north of the Site. The Basin floor comprises a patchwork of tended pasture, vineyards, orchards and rural living, interspersed with more developed areas including Pisa Moorings, Parkburn, Shannon Farm, Wooing Tree all within the vicinity of Cromwell township. While much of the original vegetation has been modified, the tussock grasslands, grey scrub and rolling pastoral foothills continue to define the Basin's identity and reinforce the productive character of the valley floor. Cromwell Basin is arid and a seasonally dynamic landscape.

Beyond the township, the Basin floor retains a strong rural character expressed through openness, productive land uses, horticulture, shelterbelt planting, and rural lifestyle properties. Development patterns reflect climate, soils and farming suitability, as well as increasing pressure for rural-residential living and residential living in the Basin. SH6 forms a key transport corridor linking Cromwell with Queenstown and Wanaka.

The Receiving Environment has a diverse mix of zonings including Rural zones with SAL and ONL overlays, Rural Resource Area (5), Rural Living, LDRZ, MDRZ, Industrial Zone, Business Zone, and designations of public reserves and open space all within a 1km radius of the Site⁷. The areas of MDRZ and LDRZ east of SH6 are currently undeveloped, demonstrating the anticipated growth of Cromwell. In addition to housing there is further commercial activity anticipated along SH 6 with the currently undeveloped industrial resource area extending southwards to meet Highlands Park.

4.3 Description of the Site

The Site is situated west of Cromwell town centre and fronts SH6 and Ripponvale Road. The Site adjoins the existing Ripponburn Home and Hospital to the northeast and has open hills to the north. To the west is the Shannon Farm subdivision with Cromwell Racecourse to the south. There are ephemeral waterways that run from the northern and western hills across the Site in a generally south-easterly direction. Currently the Site includes⁸ two man-made irrigation ponds, with buildings associated with the operation of the cherry orchard, a seasonal orchard workers campsite, and approximately 62.4 ha of cherry orchard of which approximately 38 ha is covered in 6m high protective netting structures.

The Site includes the area identified as “horticulture block” in Schedule 19.23: Structure Plan – Rural Resource Area (5), noting that on the CODP planning maps this part of Shannon Farm is omitted from the mapped extent of Rural Resource Area 5 and is currently zoned Rural Resource Area.

The Site is flat to gently sloping northwest to southeast, with a maximum elevation of 260 masl and minimum of 218 masl.

4.4 Landscape Values of the Site and Receiving Environment

The landscape values of the receiving environment (physical, perceptual and associative) establish the baseline for assessing landscape and visual effects and derive from the area's landform, landcover and land use. The Pisa Range, recognised as an Outstanding Natural Landscape (ONL),

⁷ As illustrated on page 7 of the LD

⁸ As illustrated on page 10 of the LD

provides enclosure and a distinctive rural backdrop to the Cromwell Basin. Its complex gullies, spurs, schist outcrops and incised gorges express high legibility and natural character, reinforced by the serene qualities of the extreme climate. On the basin floor, orchards, viticulture and associated vegetation patterns clearly define the productive landscape, while the SAL is characterised by its open, gently sloping pastoral setting and legible natural landform. Remnant indigenous vegetation is largely confined to damp gullies, with exotic planting signalling habitation.

High aesthetic and scenic qualities arise from expansive views to the Pisa Range and the strong transient qualities of the landscape, including seasonal colour change in poplar shelterbelts and orchards, with seasonal snowfall on the mountain peaks contrasting with the productive basin floor. Associative values are linked to the region's growing recognition as a recreational destination, particularly for cycling, alongside its strong cultural heritage associations with gold mining and tangata whenua values connected to mahinga kai, nohoanga and ngā ara tawhito along the Kawarau River and Clutha River / Mata-Au.

The periphery and edges of Cromwell is in a state of transition, with large areas around its outskirts zoned for development. The subject Site represents a relatively isolated pocket of Rural Resource Area land. Its surrounding environment is increasingly characterised by urban and recreational development: to the west, the Shannon Farm residential lifestyle development, including a consented mountain bike in the ONL above Shannon Farm; to the south, across Ripponvale Road, land subject to a recently approved Reserve Management Plan that provides for comprehensive redevelopment as a key district sports hub; and to the east, MDRZ land located directly across the State Highway. There is also a mix of residential and commercial development anticipated both north and south of Cromwell.

This reflects Cromwell's identity and value as a desirable location for growth. It is centrally located and well connected to Queenstown, Wanaka, Clyde and Alexander with generally flat and affordable land suitable for development. This anticipated growth reflects the identity of Cromwell as a desirable place to live, grow, work and play. From a landscape perspective the historically rural character of the periphery of Cromwell comprised of open pastoral landscape, horticulture and viticulture with distinctly productive rural identity will transform into more developed scenes. Some development has already begun with more anticipated by the CODP. The rural landscape is anticipated to evolve into an urban and industrial landscape – a fundamental shift in character, identity and community make up.

The Site itself reflects a working horticultural landscape, characterised by the dominant land use of a cherry orchard. Moderate perceptual and associative values are attributed to this established productive land use; however, the Site lacks the openness, slope and elevation that underpin the rural character and amenity values of the surrounding landscape. The immediately adjoining land to the north of the Site has a SAL overlay. The immediately adjacent part of the SAL is characterised by its steep landform with a legible terrace face, with the balance of the SAL characterised by open rolling hills. The adjacent steep topography provides a backdrop to the Site with the terrace defining the delineation between the generally flat basin floor and the elevated and sloping landform of the SAL.

5 Assessment of Landscape and Visual Effects

5.1 Potential Issues

The proposal will change the Site from its current working horticultural character to that of a mixed commercial and residential character. Areas of open space will be incorporated throughout the Site with a green buffer proposed along the Site / Road interface.

The potential landscape, natural character and visual effects arising from the proposal are the following:

- Effects on the working horticultural character of the Site and its perceptual and associative values.
- Effects on and compatibility with the receiving environment
- Effects on perceptual values, including visual amenity, legibility, visual coherence and sensory values, of the receiving environment.
- Effects on associative values including sense of place and local identity
- Effects on the legibility and landscape amenity values of the SAL.

5.2 Assessment of Landscape Effects

The proposal will result in a complete change of land use and landscape character. The productive, horticultural landscape will be replaced with an urban form that includes a commercial area and a variety of residential living densities. This will introduce a much more visually complex landscape character that will be distinctly different from the Sites current homogenous working horticultural character.

The proposal, and the anticipated upgrade of the Ripponvale Road / SH6 intersection to a roundabout, will define a new gateway to Cromwell. Instead of highway users skirting around the periphery of the township, they will move through Cromwell. Experientially this gateway will slow down traffic and will enable people to appreciate the surrounding landscape, providing a pause point where people will be more likely to stop and explore Cromwell township itself. The Site and its potential as a gateway have been considered and incorporated into the design response. The park-like character of the Cromwell Racecourse and periphery of Shannon Farm will be continued at the proposals edges. The careful design and consideration of the landscape edges will include a green park-like edge that will soften the proposed urban development in the interior of the Site. The landscaped edges will provide an enhanced landscape amenity outcome for the receiving environment.

Experientially, from SH6 the proposal will represent new commercial and residential development to the west of SH6, this will be a substantial landscape change, however the evolving character and anticipated change within the receiving environment reduces the degree of potential adverse landscape effects, recognising that the development will be enclosed by the terrace face of the SAL to the north. The landscape buffers will provide a planted amenity edge between the Site and the receiving environment, softening the visual interface and reducing visual prominence of built form within the receiving environment.

The internal layout of the proposal has also been carefully considered and designed to be contextually appropriate and responsive to its surroundings. The proposal will cluster commercial development in its eastern extent, visually and physically proximate to Cromwell township and associated pedestrian

linkages. The proposed residential area will be comprised of primarily low density residential development. There will be large lot residential sites around the periphery of the proposed development to provide a transitional edge of larger lots between the Site and the surrounding landscapes. Medium density residential sites will be concentrated near the commercial area, proximate to Cromwell, and centrally within the Site adjacent to the proposed green corridors so that the denser development will be difficult to discern beyond the Site boundaries.

There will be an integrated and well connected blue green network through the Site. These green corridors, parks and landscaped buffers, with integrated stormwater management will provide positive ecological benefits, recreation opportunities, spaces for the community to use and connect whilst providing an enhanced landscape amenity outcome. These positive contributions to landscape values will benefit users and occupants of the Site and the receiving environment as a whole.

Furthermore, the generally flat nature of the Site provides a logical development opportunity from a landscape and visual effects perspective. There is an incidental encroachment of approximately 3000m² of the SAL over the Site in the northwestern corner of the Site. The proposal will not materially encroach on the undulating open foothills of the SAL nor will it affect views or appreciation of surrounding ONLs. The Site is situated on the valley floor of the basin, its topography is consistent with other developed areas of Cromwell. The proposal will not adversely affect the surrounding elevated landscapes that are subject to landscape overlays including SALs and ONLs.

The Site is well connected to existing transport infrastructure and will utilise existing and future connections between Shannon Farm and Cromwell including the provision of a pedestrian footpath along the full frontage of the Site (as required by PC14) and associated underpass, connecting to the wider Cromwell urban area. Whilst it introduces a new pattern of development west of SH6 near Cromwell, it will be a well-integrated, connected, and thoughtfully designed extension, providing a coherent form of development that defines a clear gateway to Cromwell.

It is acknowledged that the proposal will result in the complete loss of the existing working horticultural landscape and its associated amenity values. However, this will be replaced by a carefully planned urban development that is logically positioned within the receiving environment. The proposal will be in keeping with the existing and anticipated development of the receiving environment. It will enhance landscape amenity values with its park-like edges, defining the gateway to Cromwell, responding to the evolving identity of Cromwell.

5.2.1

Adverse landscape effects on rural amenity values

The character of the east-west arm of Ripponvale Road is changing. There is consented and anticipated development at Shannon Farm that will eventually require a shared footpath along Ripponvale Road and an underpass across SH6 resulting in a clear visual and perceptual shift from the current rural character of the road. Furthermore, there has been a masterplan prepared for the Cromwell Racecourse Reserve (refer to figure 2 below). This masterplan includes sports fields, community and event spaces. It is noted that this masterplan is looking to the future (15-30 years away) but it still informs the anticipated land use change that will subsequently alter the landscape character and amenity values of the east-west arm of Ripponvale Road and the Ripponvale area as a whole.

In the medium-term, four fields in this concept are shown on the northern end of the Racecourse Reserve. Sports facilities (such as toilets and changing rooms) indicated as light blue rectangle in Area 5.

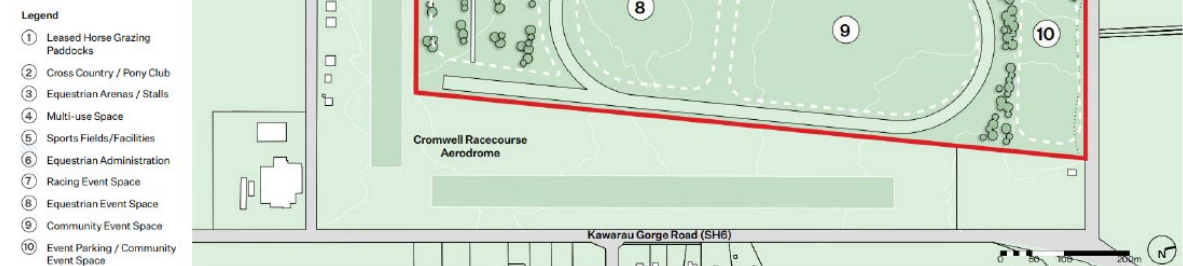


Figure 2: Cromwell Racecourse Reserve: Medium-term (2030) Concept Layout Map⁹

While rural character and amenity values must be considered, this report also considers the broader landscape characteristic, attributes and visual amenity values of the receiving environment and the particular landscape context of the Site.

The proposal will result in the complete loss of a productive landscape with working horticultural character and amenity values. However, it will not be at odds with the receiving environment as previously described. The proposal will represent coherent infill of the existing urban environment that will link the anticipated development on the western edge of Cromwell to the consented and emerging development of Shannon Farm. Amenity will be provided (albeit in a different form) through the inclusion of extensive street tree planting, landscape buffers and pedestrian networks, in addition to the Open Space network that will be provided throughout the Site.

The proposal will result in a complete loss of the Site's existing horticultural character and amenity, an inevitable outcome of the transformation of horticultural land to urban development. However, given the landscape context and the evolving character of Ripponvale and Cromwell the potential adverse effects on the working horticultural character and amenity values of the receiving environment will be **moderate to moderate-high**.

5.2.2

Adverse landscape effects on the amenity and open natural character of the SAL

The proposal will have **no to very low** adverse effects on the openness and natural character of foothills (identified as having a SAL overlay). The SAL provides the backdrop to the north of the Site. The Site is currently an extensive orchard operation, complete with netting structures up to 6m in height. The white and visually prominent netting is highly visible from both Ripponvale Road and SH6 as well as the wider receiving environment. This working landscape forms the current foreground of the SAL, specifically the steep terrace face immediately north of the Site.

⁹ Cromwell Racecourse Reserve Management Plan, Central Otago District Council, Final Plan for Approval and Adoption, 24 September 2025, page 29

The proposal, urban in character, incorporates planted edge treatments to soften and enclose views from the receiving environment. For some people the addition of a high-quality urban environment, including a park-like landscaped edge will be a preferable foreground setting to the SAL instead of the working horticultural landscape and visually prominent white netting. Regardless of individual preferences the proposal will not substantially impede views of the SAL, and therefore it will have **no** to **very low** adverse effects the legibility, openness or amenity values associated with the SAL.

As previously described the SAL is clearly delineated in this location by the steep terrace face and it is distinct in both landform and land use from the more developed valley floor. The pronounced topographical rise to the north of the Site provides a legible physical boundary, effectively containing the proposed urban development within a landscape that is capable of accommodating growth, due to its flat topography and proximity to existing and anticipated development, without undermining the inherent openness and natural character of the SAL.

5.2.3 Compatibility with the Receiving Environment

At a landscape scale the proposal will be broadly compatible with the immediate receiving environment and the wider Cromwell township and its surrounds. Its layout, scale, and density will be in keeping with the existing and anticipated development pattern, structure and grain of development within Cromwell. The proposal and its green, park-like edges will be in keeping with both the Cromwell Racecourse and Shannon Farm edge treatments. It will bridge the existing and anticipated development between Shannon Farm and the MDRZ the east of SH6 creating a strong physical and visual connections between Shannon Farm and Cromwell, forming a cohesive and continuous urban link between the two areas.

At a finer, more localised scale the proposal will be at odds with the character of adjacent rural properties. It will represent an encroachment into the 'more rural' landscape west of SH6. However as previously described the "ruralness" of the Ripponvale area is changing, providing important context to the proposals receiving environment. The existing working horticultural landscape will be replaced with an urban residential and commercial form, introducing a distinctly different character and set of amenity values. Nonetheless, when considered holistically and within the context of Cromwell's evolving periphery, the proposal remains broadly compatible with the evolving receiving environment as a whole¹⁰.

5.2.4 Potential Landscape Effects on Neighbours

The property to the east of the Site, Ripponburn Home and Hospital does not have the rural character that would be typical of its Rural Residential (RR) zoning. Ripponburn Home and Hospital includes a cluster of relatively homogeneous buildings with tended gardens and surrounds. The proposed low density residential development adjacent to the Ripponburn Home and Hospital will have urban character. The boundary between the Site and the Ripponburn Home and Hospital will have the varied amenity within the Site that is typical of the backyards of privately owned residential dwellings. The proposed land use change will also alter the experiential landscape of Ripponburn Home and Hospital. The sounds of a working orchard will be replaced with the sounds of an urban environment for example, people talking, laughing or shouting, weed whackers, lawn mowers and other sounds of typical property maintenance as well as the potential for increase traffic noise. Ecology and amenity will also exhibit greater variability due to the nature of individual property ownership, resulting in a complete transformation of the landscape's character. However, a significant degree of change does not necessarily equate to a high level of adverse effects. While the landscape will differ from its current

¹⁰ Aligning with CODP policy 4.4.2.b

state, the anticipated adverse effects on landscape values as experienced from Ripponburn Home and Hospital are expected to be **low-moderate**

The proposed development, along the western edge of the Site will have an analogous pattern of development with the lower extents of Shannon Farm. The proposed extent of large lot residential properties will be generally contiguous with the Shannon Farm Rural Lifestyle Area 1¹¹ (**RLA1**). Overall, Shannon Farm has a semi-urban and rural-lifestyle character, with some larger lots and areas of rural character maintained. The proposed residential development will be compatible with the residential development of Shannon Farm. Noting that there will be a graduation of density of development experienced along Ripponvale Road, with more intensive development experienced in the east, proximate to Cromwell with development patterns becoming less intense towards the western extent of Ripponvale Road.

5.2.5 Ecological Values

A separate ecological report¹² has been prepared as part of this referral application. The key findings of this report are as follows:

- There is no notable or significant indigenous vegetation on the Site
- There is limited and low-quality foraging habitat for at-risk and threatened native bird species and no breeding habitat.
- The eastern New Zealand falcon/kārearea (*Falco novaeseelandiae*) and the silvereye/tuhou (*Zosterops lateralis*) may be present on the Site from time to time, however the Site does not have any particular features or habitats that need to be protected or provided for these threatened species
- 'Low numbers' of McCanns Skink's were found on Site. The ecological report recommended that a Lizard Management Plan be prepared.

The landscape proposal will likely provide positive contributions to the ecological landscape values of the Site through the inclusion of native plants endemic to the area, and hardy to the Cromwell Basin climate. This will be a positive contribution to ecological values of the Site and receiving environment as well as strengthening natural amenity values and enhancing the sense of place¹³.

5.2.6 Heritage and Cultural Values

There are no known listed cultural or historic sites of significance on the Site under the CODP.

The loss of an area of working horticultural character landscape¹⁴ will contribute to the decline of the productive landscapes that have historically encompassed the periphery of Cromwell. However, this loss has made space for an evolution of character and amenity values. Cromwell still has its gold mining and horticultural roots, but it also has an existing (and strengthening) sense of identity linked to the appreciation of the surrounding ONL's as a setting to live, work, and recreate in. In addition to

¹¹ CODP 19.23 PC 14 Modified Structure Plan 02/03/2022. RLA1 Lot Size: 1500m² minimum, up to 3000m² with an average of 2000m²

¹² Summary of Terrestrial Ecological Impact Assessment – Shannon Farm Residential and Commercial Extension, Cromwell, E3Scientific Ltd, 10/04/2026

¹³ Meeting CODP policy 4.4.2.e, 4.4.10.b

¹⁴ As per CODP policy 4.4.10.g

the landscape setting and recreation opportunities Cromwell is also building its identity and value as a desirable commercial hub due to its central geographic location and general affordability of land. The pattern of existing and anticipated development around the periphery of Cromwell township demonstrates its desirability as a place to live, work and grow.

The evolution and transition of Cromwell's sense of place, values and identity is a mitigating factor, reducing the potential adverse effects of the loss of a working horticultural landscape. Overall, the proposal will have **low** adverse effects on associative values, particularly in relation to sense of place and identity.

5.3 Assessment of Visibility and Visual Amenity Effects

Visual effects are defined in TTatM as effects on landscape values that are experienced visually. Visual effects are not assessed simply as the degree of visible change, but as part of a broader consideration of how a proposal is experienced in views and whether that experience affects identified landscape values. Visual effects are therefore a subset of landscape effects.

“Visual effects are effects on landscape values as experienced in views. They contribute to our understanding of landscape effects.”¹⁵

“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”¹⁶

The significance of the visual effect is influenced by the visibility, distance, duration of the view, the scale, nature and duration of the proposal, its overall visual prominence, the context in which it is seen, and the size of the viewing audience.

¹⁵ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Paragraph 6.25.

¹⁶ *ibid.* Paragraph 6.25.

A desktop analysis and on-Site investigation found that the Site is be visible (to varying degrees) from the following places:

- SH6
- Ripponvale Road
- Shannon Farm
- Cromwell Township (western edge only)
- Cromwell Racecourse
- Midrange Views including from Sandflats Road, Bannockburn Road, and the Bruce Jackson Lookout
- Longfield views from Bannockburn including Felton Road, and Cornish Point Road

The viewpoints chosen are representative of views from public places, roads and proximate private properties.

5.3.1

SH6 North Bound – VP 1-4¹⁷

VP 1 and VP 2 are representative of views when travelling north on SH6 between the SH6 / Cemetery Road intersection and Ripponburn Hospital and Home. These VPs represent an approximately 2 km stretch of SH6 from which the Site is visible to varying degrees. VP 1 is located at the intersection of Ord Road and SH6 looking northeast 1.2km from the Site. VP 2 is located at the intersection of SH6 and McNulty Road looking northeast at a distance of 740m from the Site. VP 3 is located on SH6 200m north of the SH6 / McNulty Road intersection looking northeast at a distance of 500m from the Site. VP 4 is located on Ripponvale Road 30m west of the Ripponvale Road / SH6 intersection looking north adjacent to the Site.

Extent of Visibility

The proposal will be visible from VP 1-4. Built form will be visible and perceptible beyond the proposed green buffer. The proposal will have a gradation of development intensity that will be perceptible from VP 1-4. The more intensive development will be located in the southwestern corner of the Site, proximate to the existing and anticipated urban development along the western edge of Cromwell. Conversely, the development on the western part of the Site will be generally low density residential development, and broadly in keeping with the existing and anticipated development of Shannon Farm. The proposal will be visible from this stretch of road with visibility and visual prominence increasing as viewers travel north towards the Site.

Effects on Identified Perceptual and Associative Values

The foreground setting of the SAL will undergo a high degree of change. However, there will be a very-low to low degree of visual intrusion to the lower slopes of the SAL due to the existing extent of structures (cherry nets) on the Site. The overall ridgeline expression, legibility and coherence of the landform will remain largely unaffected resulting in **low** adverse effects on the amenity values of the SAL.

¹⁷ Refer to pages 18 and 19 of the LD.

Effects on Visual Amenity

The existing working horticultural character of the Site will be replaced with a mix of commercial and residential development. The visual complexity of the proposal will be a stark contrast to the homogenous horticultural landscape character that currently occupies the Site. Without a green buffer there will be unobstructed views of a commercial area and carpark, residential area with fences, dwellings, cars, trampolines and other domestic activities, introducing a degree of domestic complexity with potential visual clutter to the scene that is not otherwise present. Without the proposed landscape buffer the proposal will have a **high** degree of adverse effect on rural character and amenity values.

A landscape buffer along the roadside will create a defined green edge to the development, improving amenity values experienced from both SH6 and Ripponvale Road. The proposed landscape buffer enhancement will soften the potential visual dominance of the proposal. The landscaped amenity edge with development setback from the road edge will also be synonymous with other developments along this stretch of SH6. Given the anticipated development context of the receiving environment and the proposed landscape buffer the adverse effect on amenity values as experienced from VP 1-3 will be **low-moderate**. The proposed built form will be visible between and beyond the park-like edge of the proposal, creating a well-defined edge to development and a new coherent gateway to Cromwell.

Overall Degree of Effect

Overall, adverse effects on the working horticulture character amenity values from VP 1 - 3 will be **high**. When considered holistically the proposal will have **low-moderate** adverse visual effect from VP 1-3. While visible it will not impede views to the ONL's nor substantially impede views of the SAL. The development will be set against the terraced backdrop and will not breach the skyline. The proposals visibility will provide a coherent link between Shannon Farm and Cromwell.

5.3.2

SH6 South – Southwest Bound – VP 5¹⁸

VP 5 is representative of views when travelling south on SH6 between the SH6 / SH8B roundabout and the Ripponvale Road / SH6 intersection. VP 5 is located at 6 Kwarau Gorge Road looking southwest at a distance of 900m from the Site.

Extent of Visibility

The natural topography, existing pattern of development, and established vegetation will screen views of the proposal for southbound travellers on SH6. The proposal will not be visible until road users are immediately adjacent to the Site, with visibility limited to an approximately 300m stretch of SH6, along the boundary of the Site.

The proposal includes a roundabout at the Ripponvale Road / SH6 intersection, reducing the speed environment along this stretch of road. This will introduce a noticeable change in character and will provide a physical and visual cue for the additional development of the proposal.

The landscape buffer will be the most readily apparent component of the proposal, with the commercial and residential development visible beyond the landscaped edge. Views proximate to the Site are represented by VP 4. Viewers immediately adjacent to the Site will not be able to discern the scale of development, with only the periphery of the Site, being the landscape buffer and the outer

¹⁸ Refer to page 20 of the LD.

edge of built form visible. From SH6 this will be experienced in the context of anticipated MDRZ east of SH6 as indicated on the CODP maps and illustrated on page 7 of the LD.

Effects on Visual Amenity

With the landscape buffer planting and strategic design measures the proposal will have **moderate** adverse effects on rural amenity values, these effects will be localised as described above.

Effects on Identified Perceptual and Associative Values

The loss of horticultural working character will be a fundamental change to the landscape. However, the proposal will be a high quality commercial and residential landscape, with both built form and green space landscape amenity value due to the park-like character landscape buffer. The proposed built form will be setback SH6 boundary and will be visible beyond the landscaped edge. The proposal will replace the working horticultural landscape with a distinctly different landscape character, nevertheless, with its own visual amenity values.

As previously mentioned, the character and identity of Cromwell is evolving beyond its historic goldmining and horticultural character attributes. The proposal will support the evolving identity, with the landscape edge synonymous with other development edges along SH6. The presence of both commercial and residential development supports Cromwell's identity as a desirable place to live, work and play. So while the magnitude of the proposed change is **high** the resulting adverse effects on Cromwell's sense of place and identity will be **low** for the reasons outlined above.

Overall Degree of Effect

Overall, the proposal will have **no** adverse visual amenity effects for southbound users of SH6 until they are adjacent to the Site. When immediately adjacent to the Site the proposal will have **moderate** adverse effects on rural amenity values with **low** adverse effects on sense of place and identity.

5.3.3 Cromwell Township – Western edge – VP 6-8¹⁹

VP 6-8 are representative of views of the proposal from the western edge of Cromwell township and represent both public and private views from the westernmost extent of Cromwell. VP 6 is located at the public walkway between 104 and 106 Waenga Drive looking southwest at a distance of 200m from the Site. VP 7 is located to the south of 72 Waenga Drive looking northwest at a distance of 240m from the Site. VP 8 is located at the corner of Antimony Crescent and Hassing Place looking northwest at a distance of 400m from the Site.

Extent of Visibility

The upper extents of the proposed commercial area and medium density development will be visible from limited locations within Cromwell township, primarily within the vicinity of Waenga Drive area. Views will be constrained by existing topography, intervening development, and vegetation.

Effects on Visual Amenity

When visible, the proposal will appear as a narrow strip of built form above the existing development pattern. Views and amenity values associated with the surrounding mountains will not be affected by the proposal.

¹⁹ Refer to pages 20 and 21 of the LD.

Overall Degree of Effect

Overall, the proposal will result in **no** to **very-low** adverse effects on visual amenity values from VP6 – 8.

5.3.4 Shannon Farm – VP 9²⁰

VP 9 is representative of views public and private views from Shannon Farm. VP 9 is located on Infinity Drive, Shannon Farm looking east at a distance of approximately 200m from the Site.

Extent of Visibility

Given the extent of consented development within Shannon Farm the proposal will only be visible from some elevated locations. The eastern most edge of Shannon Farm, immediately adjacent to the Site has similar elevations to the proposal. Along the Shannon Farm / Site boundary a planted amenity edge is required as per the PC14 structure plan²¹. The amenity edge, (required to protect residential properties from spray drift rather than providing visual screening) will preclude and screen views of the proposal from the immediately adjacent residential properties.

Effects on Identified Perceptual and Associative Values

Though the proposal represents a fundamental change and loss of horticultural character it is anticipated that the adverse effects of this change will be **low** from Shannon Farm. This is largely due to the fact that the proposal will be viewed from within a developed residential context and the proposal (when visible) will read as a coherent extension of built form, bridging development between Cromwell and Shannon Farm.

Effects on Visual Amenity

Shannon Farms relative elevation to the Site will preserve the broad, and expansive views of Cromwell Basin that are currently afforded from within the subdivision. The existing (and required) planted amenity edges along the Shannon Farm / Site boundary will be unchanged by the proposal. The proposal will not affect visual amenity values enjoyed from Shannon Farm.

Overall Degree of Effect

The proposal will have **no** to **very-low** adverse effects on visual amenity values from most of Shannon Farm, with **low-moderate** adverse effects experienced from the immediately adjacent neighbouring properties due to their proximity to the proposal. The presence (and recent establishment) of the amenity planting edge, as required by the PC14, along parts of the Shannon Farm/Extension boundary will reduce the potential adverse effects experienced from properties immediately adjacent to the proposal Site to **low** reducing to **no – very low** as planting matures.

5.3.5 Ripponvale Road – East/West Extent – VP 10 and 11²²

VP 10 and 11 are representative of views from the east/west oriented arm of Ripponvale Road, including views from the road corridor and adjacent private properties. VP 10 is located at the

²⁰ Refer to page 22 of the LD.

²¹ CODP Schedule 19.23: Structure Plan – Rural Resource Area (5)

²² Refer to pages 22 and 23 of the LD

driveway of 144 Ripponvale Road looking west at a distance of 400m from the Site. VP 11 is located at the entry to Shannon Farm looking west at a distance of approximately 60m from the Site.

Extent of Visibility

The proposal will be visible from VP 10 and 11. The northern most extent of development will be screened by the intervening consented development on Shannon Farm, however the balance of the eastern edge of the Site will be visible.

Effects on Identified Perceptual and Associative Values

There will be **high** adverse effects to the working horticultural character due to the loss of productive land use of the orchard. The working horticultural character will be replaced with suburban and commercial character that has a landscape buffer around its perimeter. The proposal will not effect the openness of the Cromwell Racecourse, noting that suburban development is already anticipated along the eastern boundary of the Racecourse.

The proposal will result in a subtle reduction in the legibility of the foothills to the north of the Site. While development will not physically encroach into these open foothills, there will be some effect on the legibility of lower aspects of the SAL from Ripponvale Road. Views of the ridgelines, upper slopes, and land above 266 masl will not be impeded. The proposal will have a **low** adverse effect on the visual amenity values of the SAL as experienced from this viewpoint.

Effects on Visual Amenity

The proposal will not visually intrude nor detract from the mountainous backdrop of the Dunstan Ranges, therefore there will be no adverse effects on the scenic amenity values of the Dunstan ranges.

Overall Degree of Effect

Overall, the proposal will result in a complete loss of rural character with **high** adverse effects on rural character amenity values within the Site. However, when considered holistically with regards to the amenity values of the receiving environment the proposal will have **low-moderate to moderate** adverse effects experienced from the east/west arm of Ripponvale Road as represented by VP 10 and 11.

5.3.6 Cromwell Racecourse – VP 12²³

VP 12 is representative of views from the Cromwell Racecourse. VP 12 is located on the Cromwell Racecourse driveway look northeast at a distance of 400m from the Site.

Extent of Visibility

The shelterbelt along the southern extent of Ripponvale Road currently screens the eastern half of the Site, with the western half visible. However, as the shelterbelt is located within 57 Ripponvale Road (Cromwell Racecourse) outside the Site boundary, it cannot be relied upon for mitigation. Without this shelterbelt, the southern elevation of the proposal will be visible in its entirety.

The proposal will be visible to varying degrees beyond the landscape buffer proposed along the Ripponvale Road interface. The proposed commercial area and medium density development will be most visible component of the proposal due to the anticipated height and density of development.

²³ Refer to page 23 of the LD

This area of development will be visible on the eastern extent of the Site but will be well articulated and visually connected with the anticipated medium and low-density development east of SH6.

Effects on Identified Perceptual and Associative Values

The proposal will result in the loss of horticultural working character of the Site, with **high** adverse effects on horticultural character and amenity values. Given the evolving character of both SH6 proximate to Cromwell, the consented Shannon Farm development and the potential development of Cromwell Racecourse the proposal will be in keeping with the character and amenity values from VP 12. The proposed commercial development will result in **moderate** adverse effects on visual amenity values and the residential development will have **low to no** adverse effects from VP 12.

The eastern extent of development will have a greater visual intrusion on the SAL than the typically lower lying western extent. However, the proposed development will not breach the skyline from VP 12, nor will it affect the scenic views of the Dunstan and Pisa Ranges ONL. At a landscape scale the anticipated built form of the proposal will have a **low** adverse effect on the landscape values of the SAL, especially given the visual prominence of the existing cherry netting. The proposal will not substantially impede views of the legible landform and openness of the SAL from this viewpoint. The proposal will have **low** adverse effects on the legibility and amenity values of the SAL.

Overall Degree of Effect

Overall, the proposal will read as coherent commercial and residential development, visually and physically linking Shannon Farm to Cromwell Township. While the degree of change will be high from VP 12 the resulting adverse effects on amenity values will be **no to low** for the reasons outlined above.

5.3.7 Ripponvale Road – North/South Extent – VP 13 and 14²⁴

VP 13 and 14 are representative of views from the north/south oriented arm of Ripponvale Road, including views from the road and adjacent private properties. VP 13 is located at the driveway of 184 Ripponvale Road looking north at a distance of 650m from the Site. VP 14 is located at 422 Ripponvale Road looking north at a distance of approximately 3km from the Site.

Extent of Visibility

There will be intermittent and fleeting views of the proposal through intervening vegetation, landform, and development. At most, a narrow slither of development will be visible.

Overall Degree of Effect

There will be **very low to no** adverse effects on rural amenity values experienced from the north/south arm of Ripponvale Road, as represented by VP 13-14.

5.3.8 Ord Road – VP 15²⁵

VP 15 is representative of views from Ord Road and adjacent private properties. VP 15 is located 800m west of the Ord Road / SH6 intersection looking north at a distance of 1.3km from the Site.

²⁴ Refer to page 24 of the LD

²⁵ Refer to page 25 of the LD

Extent of Visibility

The proposal will be visible as a low-lying strip of development set against the terraced backdrop. The proposal will read as a coherent extension of the development pattern anticipated by the CODP, bridging residential development between Shannon Farm and western Cromwell. The proposed development will be nestled against the elevated, terraced landform. It will not impede on the openness of the foreground setting, nor will it affect the legibility of the landform which forms the backdrop to the scene.

Overall Degree of Effect

There will be **low** adverse effects on rural and scenic amenity values experienced from Ord Road, as represented by VP 15.

5.3.9 Mid-Range Views – VP 16-18²⁶

VPs 16-18 are representative of mid-range views of the proposal (2km – 3km away), from both public and private VPs. VP 16 is located on SH6 300m west of the Sandflat / SH6 intersection looking northeast at a distance of approximately 2.2km from the Site. VP 17 is located on Bannockburn Road, 50m north of Panners Cove Lane looking northeast towards the Site at a distance of approximately 3km. VP 18 is located at the Bruce Jackson Lookout on SH8 looking west towards the Site at a distance of 3km.

Extent of Visibility

The proposal will have varying degrees of visibility from mid-range locations. These VPs demonstrate the mitigating effect of distance, as well as the pattern and density of surrounding development of the receiving environment, which screens and provides context to the Site from mid-range views.

Effects on Identified Perceptual and Associative Values

The proposal will appear as a narrow strip of development visible just above the existing extent of development. Given the anticipated development proximate to the Site and the developed context in which it will be viewed, as demonstrated by VP 17 and 18 the proposal will be an incremental change in the extent of visible development. The proposal will not effect the openness or legibility of the surrounding mountainous backdrop.

Overall Degree of Effect

Overall, the proposal will result in **no to very low** adverse visual amenity effects from mid-range views as represented by VPs 16, 17 and 18.

5.3.10 Long-Range Views – VP 19-22²⁷

VPs 19-22 are representative of long-range views of the proposal (4km or more), from both public and private VPs. VP 19 is located at the Bannockburn Road / Hills Road intersection looking north at a distance of 5.6km from the Site. VP 20 is located at the start of the Bannockburn Sluicings Track on Felton Road looking north at a distance of 4.7km from the Site. VP 21 is located at 264 Felton Road looking northeast at a distance of 4.5km from the Site. VP 22 is located at the northwestern corner of 3 Cornish Point Road looking northwest at a distance of approximately 4km from the Site.

²⁶ Refer to pages 25 and 26 of the LD

²⁷ Refer to pages 27 and 28 of the LD

Extent of Visibility

The proposal will be visible to varying degrees from long-range VPs. The distance between 4km - 5.6 km will substantially mitigate potential adverse visual effects. From these locations, the scale and extent of development will be difficult to discern and will appear as a 'smudge' within the landscape.

Effects on Identified Perceptual and Associative Values

The potential visibility of the proposal will not detract from the landscape values experienced from VPs 19-22.

Overall Degree of Effect

Overall, there will be **very low** adverse visual effects from long-range views, as represented by VP 19-22.

5.3.11

Summary of Visual Effects

To summarise the above the greatest degree of visual effects will be highly localised. The most pronounced effects will be experienced within an approximately 1km radius from the Site north of Ord Road and west of SH6. Adverse effects experienced from mid-range and long-range views are screened and/or mitigated through the combination of topography, vegetation, existing and anticipated development.

6

Landscape Mitigation and Avoidance

For the most part, the Site represents a logical and spatially appropriate location to accommodate and growth within the Cromwell Basin. It is located proximate to the urban area of Cromwell, particularly the MDRZ, and is situated within an area undergoing demonstrable change. This includes the provision of a pedestrian footpath along the Site's entire road frontage (Ripponvale Road), signalling a clear transition away from its existing rural character toward a more urbanised environment.

Notwithstanding the appropriateness of the Site, the proposed masterplan has incorporated both mitigation and avoidance measures through design. For example, the landscape buffers provide a green edge, visual softening, screening, and consequently built form will be setback from Ripponvale Road and SH6. In this way the landscape buffers will provide amenity enhancement and mitigation whilst avoiding potential adverse effects on built form proximate to the road boundaries.

The proposal itself has been designed to concentrate more intensive development, being the commercial area and some of the medium density residential development, in the southeastern part of the Site. This more intensive development will be well connected, both physically and visually to the existing Cromwell township. This will locate the most substantial visual bulk of the proposal near development with comparable scale (being the MDRZ east of SH6). Additional medium density residential development will be located centrally within the Site, along the central spine and overlooking neighbourhood parks and green corridors. This will not only provide a high amenity outlook for the potential medium density residential development but will also reduce potential adverse effects of the proposed medium density residential development on the receiving environment, localising potential effects to within the Site itself.

The proposed landscape buffers will provide a park-like setting with high amenity values. This landscape enhancement will provide a visual buffer and edge to the development in a coherent and

context-appropriate way. Within the Site there will be an open space network that incorporate native planting, stormwater treatment, with open space amenity values within the Site.

7 Conclusion

The proposed Shannon Farm Commercial and Residential Extension will result in a fundamental change to the character of the Site, shifting from its current working horticultural use to a mixed residential, and commercial landscape with distinctly urban form and character. This change reflects the evolving character of the Cromwell Basin. The transition from rural production landscapes to commercial activities and residential living has already begun with large areas of currently undeveloped land already zoned for industrial and residential activities.

While the proposal introduces new built form and removes the working horticultural character of the Site, the development will, on balance be compatible with the receiving environment representing a logical and coherent extension of the established, consented and anticipated settlement pattern between Shannon Farm and Cromwell township. The Site's gentle topography, proximity to existing and anticipated residential development and accessibility to key transport corridors make it a rational and pragmatic location for development in the Basin.

From VP's within 1km of the Site the proposal will have **high** adverse effects on horticultural character and working horticultural amenity values. Adverse effects from further afield will be largely contained and moderated by distance, topography, and the existing environment. The highest levels of effect will be experienced in close proximity to the Site, particularly along SH6 and Ripponvale Road, where the change in character and increased visual complexity will be most apparent. However, even in these locations, the proposal will read as a coherent and well-defined extension of Cromwell's urban edge, backdropped by the terraced landform with no skyline breach it will diminish the legibility of the ONLs or SAL. From mid to long-range viewpoints, the proposal becomes an incremental addition to the existing pattern of development, with effects ranging from **no** to **low**.

Actual and potential adverse landscape, natural character, and visual effects will be most pronounced within close proximity to the Site, particularly along SH6 and Ripponvale Road. These effects primarily relate to the loss of horticultural character and amenity values. The proposal reduces the degree of potential effects through the incorporation of a setback and landscape buffer around the periphery of the Site. The proposal, including the landscape buffer, will soften built form, reinforce the legibility of Ripponvale Road, provide park-like character amenity, provide a distinct edge to development while supporting a high-quality residential environment, reinforce sense of place while proving a distinct and defined gateway to Cromwell.

The proposal will have **low** adverse effect on the openness, natural character and legibility of the adjacent SAL. The proposal will be generally located on the flatter aspects of the basin floor and will not substantially intrude on the legibility of the adjacent SAL. Mid-range and long-range views toward the Site will experience negligible to very low adverse effects due to distance, intervening topography, and existing or anticipated development.

The proposal will contribute to the ongoing urbanisation of the Cromwell Basin and consolidation of Cromwell as an evolving township. The proposed landscape strategy suitably avoids and mitigates adverse landscape effects with the greatest degree of effects being localised to the immediate surrounds of the Site. On this basis, the proposal is considered acceptable from a landscape and visual perspective and is suitable for referral under the Fast-track Approvals Act.

8 Appendix 1: Urban Design Assessment

8.1 Introduction

This Urban Design Assessment has been prepared to support the proposed masterplan for a 69.75 ha Site located at the corner of State Highway 6 and Ripponvale Road on the rural fringe of Cromwell. The assessment draws on the New Zealand Urban Design Protocol's Seven Cs and aligns these principles with the Central Otago District Plan, particularly Section 06 (Urban Areas), ensuring that the development responds appropriately to both national design expectations and local planning provisions.

The Cromwell Spatial Framework (2019) has also informed the evaluation, providing an additional layer of place specific guidance relevant to landscape character, settlement growth, movement patterns and community aspirations. Together, these frameworks ensure that the masterplan is assessed comprehensively, with emphasis placed on context, connectivity, amenity, character, and long-term environmental performance.

8.2 Our Involvement

Our involvement in the project has centred on leading the Landscape and Urban Design response and preparing an indicative masterplan that establishes a coherent structure for future neighbourhood development. This work included analysing Site conditions, understanding the broader Cromwell landscape and settlement pattern, and translating these contextual factors into a design led framework guided by the NZ Urban Design Protocol. As part of this process, we have evaluated how the proposed block layout, density distribution, green space network, movement structure and land use arrangement respond to relevant objectives and policies in the Central Otago District Plan.

This Urban Design Assessment addresses the relationship between the masterplan and the policy framework, the design rationale, and demonstrates how the proposal aligns with the Cromwell Spatial Framework's long-term aspirations for a well-connected, landscape responsive and vibrant community keeping in view of the aspiration of the New Zealand Urban Design protocol.

8.3 Masterplan Description

Development

The indicative masterplan establishes a structured and legible neighbourhood organised around a clear street hierarchy, a defined Rural Urban Gateway, and an integrated system of green corridors that connect residential areas, public parks, stormwater channels and the commercial area. The layout responds to the Site's natural gradient and topographic fall, which influence the alignment of the primary stormwater management areas and flood channels shown on the plan. These naturalised drainage corridors form the backbone of the open space network, guiding the positioning of green connections so that they function both as pedestrian/cycle links and as blue green infrastructure, managing stormwater in a way that is resilient to intense rainfall events²⁸.

The residential component provides three distinct typologies with a currently projected 80 large residential lots (1,000 m²), 581 low density residential lots (400 m²) and 94 medium density lots (200 m²). These densities step inward from the rural interface towards neighbourhood parks and key movement routes.

²⁸ Hadley Consultant Report

Blue-Green network

The blue-green network is conceived as a continuous and coherent landscape system that organises the heart of the neighbourhood. A sequence of neighbourhood parks is positioned through the central portion of the Site, creating a clear recreational spine that aligns with the principal east to west movement corridor. These parks are connected by a series of green corridors that follow the natural gradient of the land and correspond with the established stormwater channels and flood management areas identified in the masterplan.

Public parks, linear green corridors and stormwater channels are strategically placed to work with the natural landform, turning site constraints into structuring elements that deliver amenity, connectivity and environmental performance.

This alignment ensures that landscape, hydrology and movement are integrated. Stormwater flow paths are integrated into the open space structure, allowing water management, pedestrian access and ecological enhancement to operate as one unified landscape arm. The result is a cohesive and legible green framework that supports walkability, reinforces the identity of the neighbourhood and delivers a resilient and multifunctional open space network for the community.

Green as a Buffer

Green infrastructure is used proactively to shape interface quality with 5 to 10 metre wide landscape corridors being employed between the Commercial area and adjoining residential areas to soften visual effects, improve amenity, and reinforce a gradual transition between employment and living environments. At possible locations, these landscape corridors also align with the stormwater flow paths identified in the masterplan, ensuring that amenity planting, ecological corridors and drainage functions work together efficiently.

Along Ripponvale Road, a 20 metre wide landscaped buffer performs multiple roles. It provides visual mitigation for the residential and commercial area when viewed from the road, preserves the rural gateway character, and accommodates the major stormwater channel that conveys water during flash rain events from higher ground above Ripponvale Road. The width of this buffer allows for appropriate planting, safe conveyance of runoff and an enhanced green edge that defines the interface between the new neighbourhood and the surrounding landscape while providing an active movement corridor.

Distinct yet Connected Neighbourhoods

The landscape structure also plays an important role in defining a series of distinct neighbourhood areas within the wider masterplan. Each neighbourhood is framed by its own arrangement of parks, green corridors and local streets, giving rise to a recognisable character and sense of place. Although these areas are individually identifiable, they are unified through a coherent movement system that includes both the active travel network and the primary road hierarchy. As a result, residents experience a neighbourhood pattern that is varied in identity yet seamlessly connected, ensuring that the landscape framework supports both local distinctiveness and overall cohesion across the development.

The Commercial Area

The Commercial area, which comprises 5.19 hectares of Light Industrial land and 3.10 hectares of Commercial land, is positioned on the primary movement spine and located adjacent to the SH6 and Ripponvale Road intersection. This placement ensures efficient access while minimising heavy vehicle impacts on residential streets. The road network provides multiple access points, coordinated internal circulation and future connections to adjoining land, enabling long term integration and network resilience.

Together, the masterplan achieves a balanced, landscape led neighbourhood that integrates housing choice, movement efficiency, employment opportunities and resilient stormwater management. The preceding masterplan description outlines the spatial structure, landscape framework and land use arrangement proposed for the Site. These elements provide the basis for assessing the design against the Seven Cs of the New Zealand Urban Design Protocol, which offer a structured method for examining how the development responds to its context, supports movement and accessibility, manages character and amenity, provides for choice, and addresses environmental and community considerations. The following section applies these principles objectively to identify the extent to which the masterplan aligns with recognised urban design expectations and relevant policy directions.

8.4 Assessment against the New Zealand Urban Design Protocols Seven C's

This assessment evaluates the proposed masterplan against the **Central Otago District Plan, particularly Section 06 – Urban Areas, using the New Zealand Urban Design Protocol's Seven Cs as the guiding framework. The Cromwell Spatial Framework (2019)** is applied as a complementary layer to reinforce place-specific outcomes and ensure consistency with local strategic directions. Together, these criteria demonstrate how the plan's block structure, density pattern, green connections, open-space network and land-use arrangement will deliver high-quality, context-responsive urban outcomes.

8.4.1 Context

Contextual consideration helps to define how the design will respond to the wider town, landscape and settlement patterns. It ensures the proposed development fits its surroundings, supports existing urban form, and strengthens Cromwell's structure.

Relevant CODP provisions:

- *Management of Towns and Settlements;*
- *6.2.5 Density of Development;*
- *6.2.10 Effects on Adjoining Rural Areas;*
- *6.3.1 Needs of People & Communities;*
- *6.4.2 Expansion of Urban Areas*

Criterion arising from relevant CODP provisions:

- *Settlement fit: Does the layout reinforce Cromwell's settlement pattern and category of town/settlement?*
- *Edges: Does the plan manage rural–urban interfaces and protect adjoining rural amenity?*
- *Density pattern: Are densities located appropriately relative to centres, open space and transport?*
- *Sunlight & lot orientation: Are blocks/plots arranged to optimise solar access?*

Masterplan Response:

Settlement fit & growth location: The proposal will result in the establishment of a new neighbourhood on the edge of Cromwell at the SH6/Ripponvale Road intersection, establishing a clear "Rural–Urban

Gateway Interface”, reinforcing a defined urban edge and legible arrival sequence to Cromwell. The Site is strategically positioned between existing and established patterns of rural lifestyle development along its western edge and the Cromwell Racecourse to the south, which is anticipated to evolve into a significant recreational and sports hub in near future, supporting increased levels of organised activity and public use.

In this context, the proposal represents a logical and efficient infill of currently open land between areas of established residential presence and high public use. This transition assists in consolidating growth within a contained footprint, avoids ad-hoc expansion into more productive rural land, and strengthens the continuity between lifestyle living, recreation, and urban residential environments. The development therefore contributes to a more coherent settlement edge, supports the role of nearby recreational assets, and aligns with anticipated growth patterns for Cromwell by integrating seamlessly into its evolving urban structure.

Spatial structure: The primary indicative road network organises blocks and provides “Connection with Future Neighbourhood Subdivision Developments”, ensuring coordinated growth with adjacent land.

Density pattern: Three residential typologies are proposed – Large Lot - Precinct 1 (minimum density 1000 m²), Low Density (400 m²) and Medium Density (200 m²). The proposed layout of these densities has been designed to distribute the denser pattern of development towards internal streets and the commercial area with the larger densities around the periphery to complement the rural interface.

Cromwell Spatial Framework: The proposed masterplan responds to Cromwell’s natural landscape and rural setting by shaping streets and open spaces around key views, green edges and existing landform. It reflects Principle 01 – Protect & Celebrate the Valued Landscape, Conservation & Heritage Setting and supports Principle 02 – Celebrate the Horticultural, Viticultural & Agricultural Environment by incorporating landscape buffers and planting that reference Cromwell’s productive environment. These elements ensure the design feels connected to the local landscape and environmental character.

8.4.2 Character

Character creates places with a clear identity by respecting local landscape, heritage, built form and neighbourhood qualities, ensuring development feels uniquely “Cromwell.”

Relevant CODP provisions:

8.4.3 Built form, Character and Amenity

- 6.2.6 Bulk & Location of Buildings;
- 6.2.7 Business Areas;
- 6.3.2 Amenity Values;
- 6.3.5 Heritage Values;
- 6.4.1 Maintain Quality of Life;
- 6.4.3 Heritage Resources

Criterion arising from relevant CODP provisions:

- Residential character: *Do frontages, setbacks and building envelopes maintain neighbourhood character?*

- Bulk/location: *Are potential building masses located to respect sunlight and privacy?*
- Centre's character: *Do mixed-use/retail edges read coherently and support a compact centre and connections?*
- Heritage/identity: *Does the layout respect any heritage items/precincts and local identity?*

Masterplan Response:

Residential character & frontage: Green connections and public parks are embedded within blocks, supporting landscaped frontages and a coherent street edge consistent with a pleasant visual appearance.

Bulk & location responsiveness: The block pattern enables lot orientation and setbacks to protect sunlight access and privacy; large-lot areas at edges reduce perceived bulk proximate to the rural interfaces.

Local identity: The plan identifies a "Rural Urban Gateway" and orchard-green buffers which reinforce Cromwell's landscape identity and history. The proposed masterplan will remove an orchard which in itself provides a 'green buffer' at this intersection however, it will create a strong gateway and entry point for Cromwell when traveling along SH6.

Cromwell Spatial Framework: The masterplan responds to Cromwell's natural landscape and rural setting by shaping streets and open spaces around key views, green edges and existing landform. It reflects Principle 01 – Protect & Celebrate the Valued Landscape, Conservation & Heritage Setting and supports Principle 02 – Celebrate the Horticultural, Viticultural & Agricultural Environment by incorporating landscape buffers and planting that reference Cromwell's productive and natural environments. These elements ensure the design feels connected to the local landscape and environmental character.

8.4.4

Choice

Offering diverse housing, transport and lifestyle options so communities can choose how they live, move and use spaces across different densities and environments.

Relevant CODP provisions:

- 6.2.1 *Management of Towns and Settlements;*
- 6.2.5 *Density of Development;*
- 6.3.1 *Needs of People & Communities;*
- 6.5.1 *Creation of Zones*

Criterion arising from relevant CODP provisions:

- Housing diversity: *Are lot sizes and typologies varied (large lot / low density / medium density)?*
- Neighbourhood variety: *Are different living environments provided for with compatible amenity?*
- Zoning structure: *Does the plan logically organise residential, business, industrial, rural settlement areas?*

Masterplan Response:

Housing diversity: The proposal will provide three lot size typologies; Large Lot - Precinct 1 (1000 m²), Low Density (400 m²), Medium Density (200 m²) offering varied housing options and price points.

Mixed land uses: A commercial area including a mix of Business zone (retail opportunities) of 3.10 Ha and Industrial Zone 5.19 Ha. This will create local employment opportunities and service choice adjacent to residential areas while maintaining distinct zones.

Neighbourhood types: There is a mix of housing typologies which provide a variety of choice. Green corridors and public parks provide alternative living environments with park-side, edge lots, provided for with Low and Medium density centrally concentrated while the large lots line the edge to provide a more opportunity of open space and lifestyle living.

Cromwell Spatial Plan: The variety of lot sizes and the inclusion of the commercial area align with the Spatial Plan's direction to Foster Increased Diversity in Housing Choices (Principle 03) and Support a Healthy, Diverse & Welcoming Community (Principle 05). The resulting neighbourhood will give residents more choice in living environments while contributing to a balanced local economy (Principle 13).

8.4.5 Connections

Connections include well-linked streets, paths, green corridors and transport networks so that people can move easily, efficiently and safely between homes, parks and services.

Relevant CODP provisions:

- 6.2.4 Residential Character (traffic/parking effects);
- 6.2.7 Business Areas (traffic/roading impacts);
- 6.3.4 Urban Infrastructure;
- 6.4.4 Community & Emergency Services;
- 6.5.2 Rules (layout/roads/subdivision)

Criterion arising from relevant CODP provisions:

- Street network: *Clear hierarchy, permeability and legibility for walking/cycling/vehicles?*
- Access and parking: *Do traffic and parking effects avoid undermining residential amenity?*
- Emergency/community access: *Are routes suitable for emergency services and community facilities?*
- Infrastructure integration: *Are movement and servicing networks coordinated?*

Masterplan Response:

Street hierarchy: The "Indicative Road" network sets a clear structure for access, internal circulation and frontage continuity.

Active movement: The "Green Connections" will link residential blocks to "Neighbourhood Parks" and to the adjacent Shannon Farm subdivision supporting walkability and cycling networks.

Access to centres & industry: The proposal locates the commercial area on the movement spine, minimising heavy traffic through purely residential streets.

Emergency & service access: Multiple access points and perimeter roads enhance network redundancy, ensuring greater resilience for emergency services and utility infrastructure.

Cromwell Spatial Plan: The movement network including the green corridors, future-proofed connections and walkable block lengths directly respond to Cromwell's Spatial Plan principles of Creating a Compact Walking, Cycling & Accessible Town (Principle 06) and Connecting the Town and Community to the Lakefront (Principle 07). By organising streets around active-movement priorities, the neighbourhood aligns with district aspirations for safe, low-carbon, well-connected urban growth.

8.4.6

Creativity

Creativity encourages innovative design, landscape expression and problem solving to create memorable public spaces, distinctive environments and high-quality neighbourhood character.

Relevant CODP provisions:

- 6.4.1 *Maintain Quality of Life;*
- 6.4.3 *Heritage Resources;*
- 6.5.3 *Promotion of Community Projects;*
- 6.5.4 *Education, Information & Incentives*

Criterion arising from relevant CODP provisions:

- Design-led responses: *Innovative block forms or lot solutions that improve amenity and usability?*
- Public realm: *Streetscape/park treatments that lift local quality of life?*
- Heritage-sensitive design: *Solutions that retain or enhance heritage/identity values?*

Masterplan Response:

Integrated green-blue structure: The "Green Buffer", "Green Connections" and "Neighbourhood Parks" are used as structural elements, enabling amenity, ecology and potential stormwater integration within the street and open-space network.

Gateway design opportunity: The labelled "Rural Urban Gateway" creates a focus for arrival treatments, wayfinding and local materials, supporting placemaking.

Layout solutions: The proposal uses different lot sizes and interface buffers to create innovative responses to edges, main roads and adjacent land uses.

Cromwell Spatial Plan: The masterplan's emphasis on open space character, landscape led design and opportunities for placemaking aligns with Cromwell's ambition to Establish a Creative Town (Principle 10). Features such as the Rural Urban Gateway and the integrated network of green spaces create settings for cultural expression, local identity, and community events, supporting the Spatial Plan's goal of enhancing the town's creativity and visitor appeal (Principle 12).

8.4.7 Custodianship

Custodianship considers sustainable, environmentally responsible development that protects natural resources, manages effects, and supports long-term community wellbeing.

Relevant CODP provisions:

- 6.2.2 *Public Works & Network Utilities;*
- 6.2.10 *Effects on Adjoining Rural Areas;*
- 6.3.3 *Adverse Effects on Natural & Physical Resources;*
- 6.3.4 *Urban Infrastructure;*
- 6.4.2 *Expansion of Urban Areas*

Criterion arising from relevant CODP provisions:

- Environmental effects: *Have landscape, water bodies/margins and sensitive habitats been protected?*
- Servicing capacity: *Is infrastructure efficient, safe and sustainable (3 waters, energy, roads)?*
- Rural interface: *Does the development avoid adverse effects on adjoining rural areas?*

Masterplan Response:

Rural interface management: “Green Buffer” and Large Lot zones will provide a soft transition to adjoining rural land, reducing cross-boundary effects.

Infrastructure readiness: The connected road grid and future connections facilitate staged delivery of 3-waters and transport infrastructure in an efficient pattern.

Natural character & amenity: Green corridors and parks will protect view shafts and enable landscape planting that supports Cromwell’s character. The green corridors and planting typology will enable a habitat corridor with positive ecological values.

Cromwell Spatial Plan: Environmental stewardship is embedded through green buffers, landscape corridors, and a structure that respects Cromwell’s natural setting, directly supporting Principle 01 – Protect & Celebrate Valued Landscape, Conservation & Heritage. The plan’s integrated infrastructure and landscape responses align with ‘Smart Cromwell’ (Principle 11) by enabling sustainable growth, efficient servicing and long-term environmental performance.

8.4.8 Collaboration

Proactive collaboration ensures planning and design involve communities, iwi, council and professionals to deliver shared, well supported outcomes.

Relevant CODP provisions:

- 6.5.3 *Promotion of Community Projects;*
- 6.5.4 *Education, Information & Incentives*

Criterion arising from relevant CODP provisions:

- Stakeholder engagement: *Have community inputs and agencies been engaged on streetscape and place outcomes?*
- Delivery: *Are there partnerships or projects to implement amenity upgrades?*

Masterplan Response:

Future-proofing with neighbours: The plan explicitly shows “Connection with Future neighbourhood Subdivision Developments”, inviting coordinated planning with adjoining landowners and Council.

Community projects: Public parks and green links provide platforms for Council/community partnership projects (street trees, play, paths) at consenting and delivery stages.

Cromwell Spatial Plan: The approach to coordinated road connections, open-space delivery and neighbourhood interface planning aligns with the Spatial Plan’s intent for a Resilient & Balanced Local Economy (Principle 13) supported through partnership. The masterplan will create opportunities for community projects and collaborative placemaking, consistent with principles promoting an attractive, lively and socially connected Cromwell (Principle 08)

8.5

Conclusion

The overall masterplan demonstrates a strong alignment with the Seven Cs of the New Zealand Urban Design Protocol and with the Central Otago District Plan’s urban-area objectives.

The proposal responds to **Context** by embedding the neighbourhood within the Cromwell landscape, establishing a clear Rural Urban Gateway and forming block and open-space patterns that reflect topography and rural edges. **Character** is supported through the use of green buffers, structured street frontages and transitions that respect Cromwell’s rural identity. A high degree of **Choice** is achieved through a varied mix of residential lot sizes and the inclusion of a Business Hub that provides local employment and services. **Connections** are secured through a legible road hierarchy, active-movement corridors and future-proofed links to adjoining development land. The masterplan exhibits **Creativity** by transforming stormwater constraints into green corridors that define the neighbourhood’s identity. Its commitment to **Custodianship** is evident in naturalised stormwater systems, landscape-led design and buffers that protect both residents and the rural surroundings. Finally, **Collaboration** is embedded in the coordinated approach to future connections and shared open-space outcomes. Collectively, the proposal establishes a sustainable, resilient and place-specific neighbourhood structure that delivers high-quality urban outcomes for Cromwell.

References:

New Zealand Urban Design Protocol (Ministry for the Environment, 2005).

Central Otago District Plan – Section 06 (Urban Areas), Operative 13/02/2026.

Cromwell Spatial Framework Report- 2019

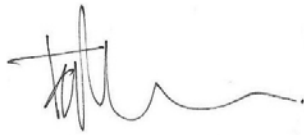
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