

Shannon Farm Residential and
Commercial Extension
Landscape Strategy Document
Fast-track Approvals Act
Referral Application

Rippon Holdings Limited and Rippon Investments Limited

18 May 2026

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This drawing set is conceptual and is for Fast-track Approvals Act Referral Application purposes only. Changes and refinements will likely occur through the future consenting and detail design process. The overall design intent will remain intact notwithstanding refinements required for future consent and engineering approval as required by Central Otago District Council.

Date: 18 May 2026

Project Number: 24197

Status: Fast-Track Approvals Act Referral Application

Disclaimer

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Introduction

RMM has been engaged by Rippon Holdings Limited and Rippon Investments Limited to develop a landscape strategy and an indicative masterplan for the Shannon Farm Residential and Commercial Extension Fast-track Approvals Act Referral Application.

The Site is 69.75 ha in area (as indicated by the area outlined in red below), located immediately west of State Highway 6 (SH6) and north of Ripponvale Road. The proposal will provide approximately 755 residential lots and a commercial area of 8.29 ha.

RMM, along with several other consultants, have been involved throughout the design and assessment process, which has informed the application proposal.



The background is a solid dark teal color. It features a complex pattern of overlapping, hand-drawn circles in a lighter teal shade. These circles are of various sizes and are distributed across the entire frame. Overlaid on these circles are several horizontal, hand-drawn lines in the same lighter teal color. The lines are not perfectly straight, giving the overall design a sketchy, organic feel.

CONTEXT AND ANALYSIS

Site Context

The Site is situated west of Cromwell town centre. SH6 forms the southeastern boundary of the Site, with Ripponvale Road forming the southern boundary.

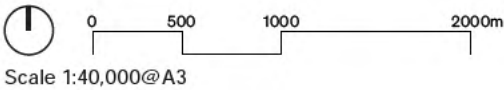
Shannon Farm is located immediately west and north of the Site, with Cromwell Racecourse to the south of the Site. There is a mix of residential and industrial development zoned to the east of SH6 in the area proximate to Cromwell.

Adjacent to the Site's northern edge, the landform consists of gently undulating foothills classified as a Significant Amenity Landscape under the Central Otago District Plan (CODP) (illustrated on page 7).



Legend

--- Site Boundary



Data Source: <https://app.grip.co.nz/>

Receiving Environment

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 receiving environment is defined as the area surrounding the Site that will potentially be affected by the proposal.

The Site has a maximum elevation of 260 masl, which 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.

The receiving environment north of the Site is limited by the natural topography and undulating landform of the lower slopes of the Pisa Range.

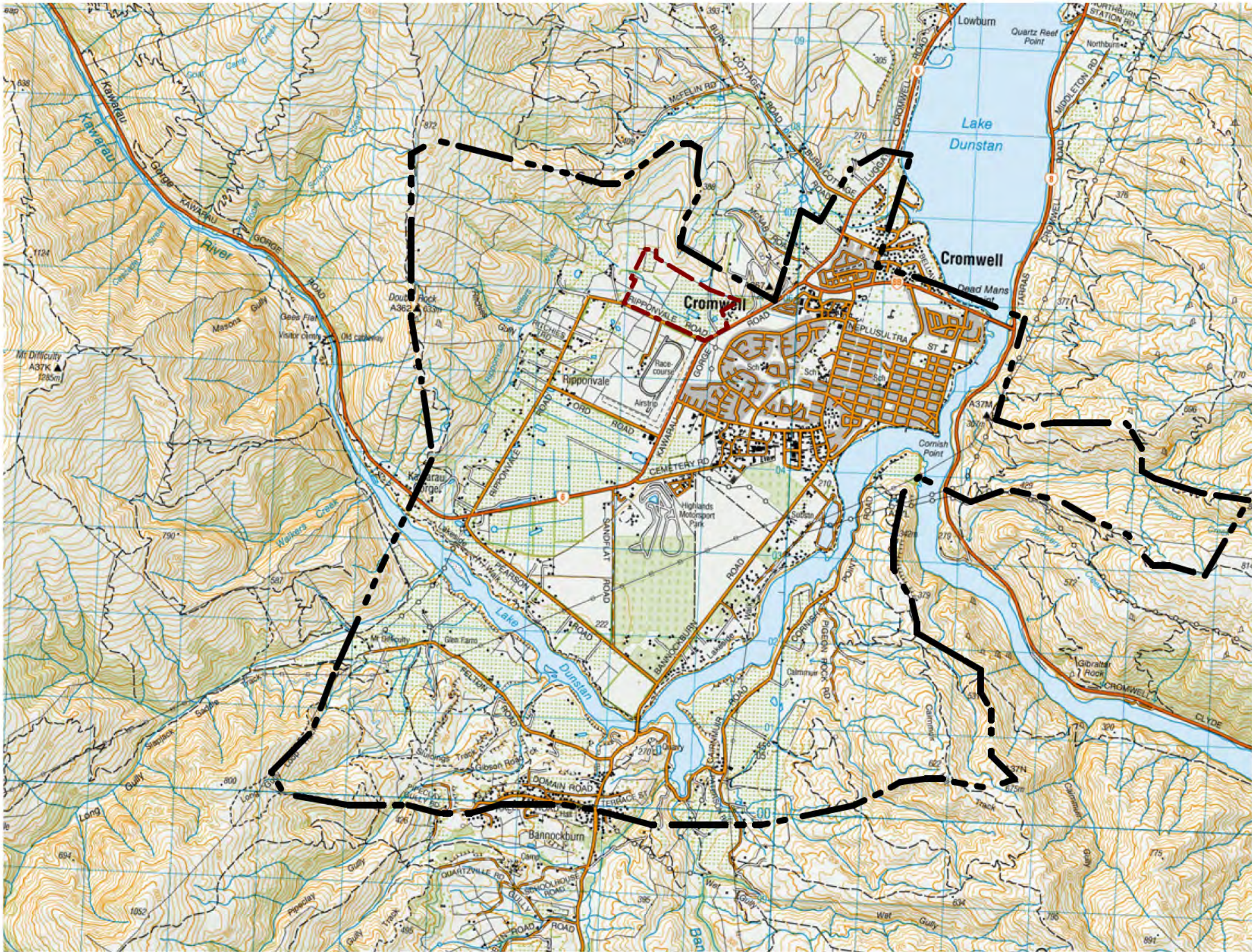
Legend

Site Boundary

Receiving Environment

Scale: grid - lines 1km x 11m

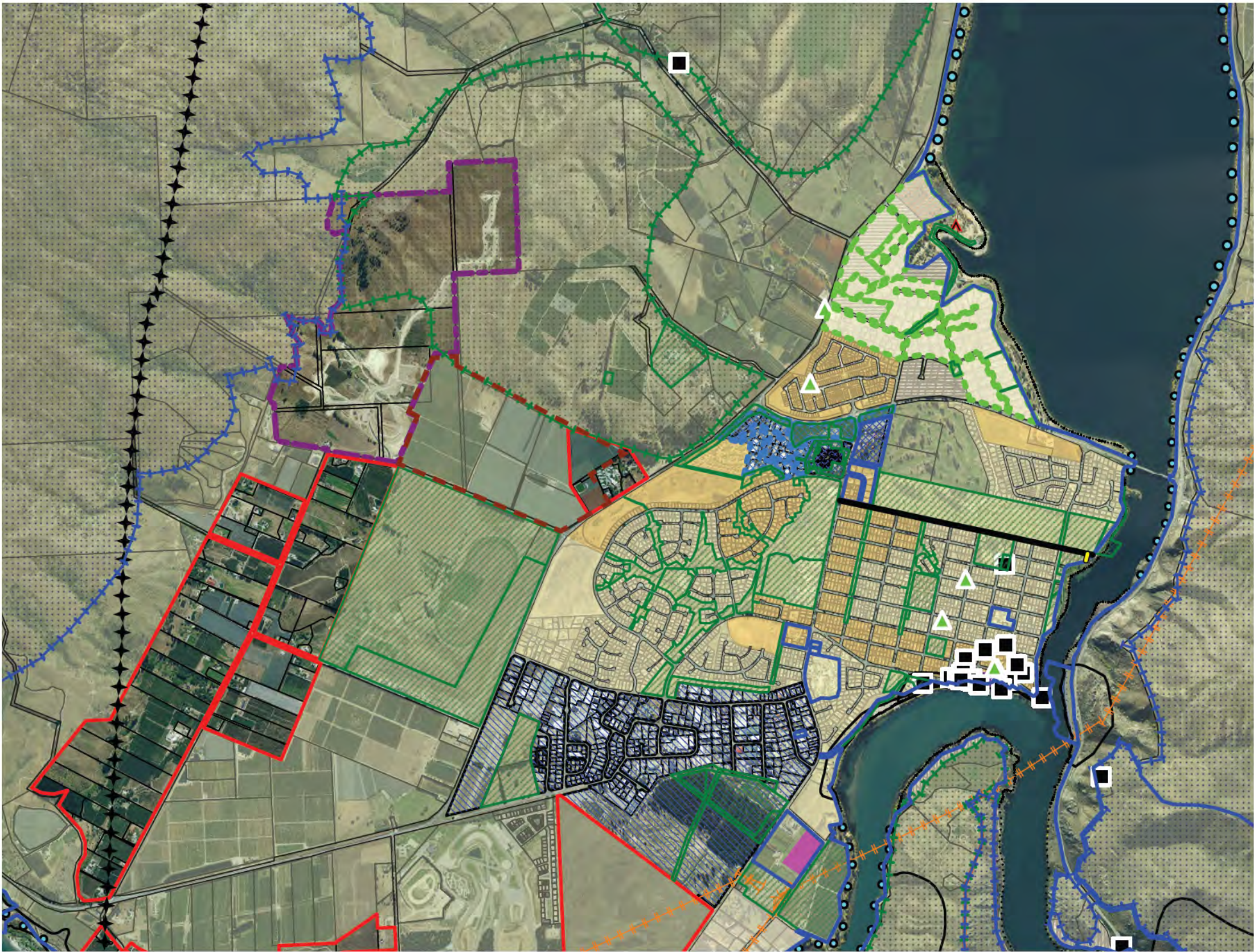
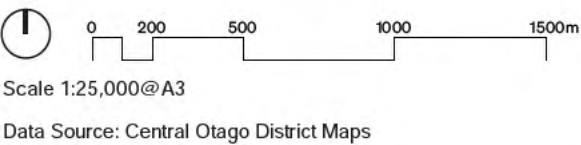
Data Source: NZ Topo Map



Broad Planning Context

In the Central Otago District Plan, the majority of the site is zoned "Rural Resource Area," with an 8.684 ha area zoned "Rural Residential Area". The northernmost corner of the Site has an area of approximately 3000m2 of Significant Amenity Landscape overlay.

Legend	
	Site Boundary
	Rural
	Rural Residential
	Medium Density Residential
	Low Density Residential
	Rural Resource Area 5
	Business Resource Area
	Significant Amenity Landscape
	Outstanding Natural Landscape
	Scheduled Activity
	Industrial Resource Area
	Heritage Buildings
	Notable Trees



Cromwell Spatial Framework 2019

The Cromwell Spatial Framework - 2019 (CSP) establishes a long term vision for compact, landscape responsive and well connected urban growth. It emphasizes reinforcing Cromwell's settlement structure, celebrating its rural horticultural setting, and promoting walkable, mixed density neighbourhoods supported by green corridors and coherent movement networks.

The framework sets a 30 year direction for managing growth by consolidating development within or near the existing urban area, prioritising walkable neighbourhoods, diverse housing, and high quality greenway networks. It emphasises compact, well connected growth, protection of landscape character, and ensuring new areas integrate with town centre vitality, infrastructure capacity, and Cromwell's broader movement network.

For the proposed development the CSP means that the development must function as a logical, well connected extension of Cromwell, not an isolated subdivision. It encourages a structure that reflects the town's compact growth pattern, with walkable streets, green corridors, and a design response that respects the rural gateway character at SH6. The Plan also expects a mix of housing types, arranged to support a coherent neighbourhood pattern, alongside carefully integrated local employment land that supports rather than detracts from residential amenity.

Finally, it emphasises using the landscape as the organising framework—shaping open spaces, stormwater corridors and key views—ensuring the new community fits comfortably within Cromwell's wider landscape and long term vision.

Data Source: Page 37, Cromwell 'Eye to the Future' Masterplan Spatial Framework, Stage 1 Spatial Plan, Prepared for Central Otago District Council by N M Associate Ltd + Tract Consultants Pty Ltd, Dated 29 May 2019.



Cromwell Spatial Framework 2019

Key Principles



Data Source: Pages 20 and 21, Cromwell 'Eye to the Future' Masterplan Spatial Framework, Stage 1 Spatial Plan, Prepared for Central Otago District Council by N M Associate Ltd + Tract Consultants Pty Ltd, Dated 29 May 2019.

Existing Site

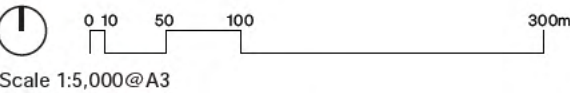
Cromwell is located within the Cromwell Basin, a north-south orientated basin enclosed by the Pisa Ranges and the Dunstan Mountains. The Site is located west of the Cromwell town centre. The surrounding landscape comprises rural production, open hill forms, and expanding peri-urban development.

The Site fronts SH6, providing strong visibility and strategic access. It adjoins the Ripponburn Hospital and Home to the north east, with open hills to the north and Shannon Farm to the west. To the south, across Ripponvale Road, lies the Cromwell Racecourse, an established recreational area with proposed future development and enhancements over the next 15 years (as shown on the adjoining plan).

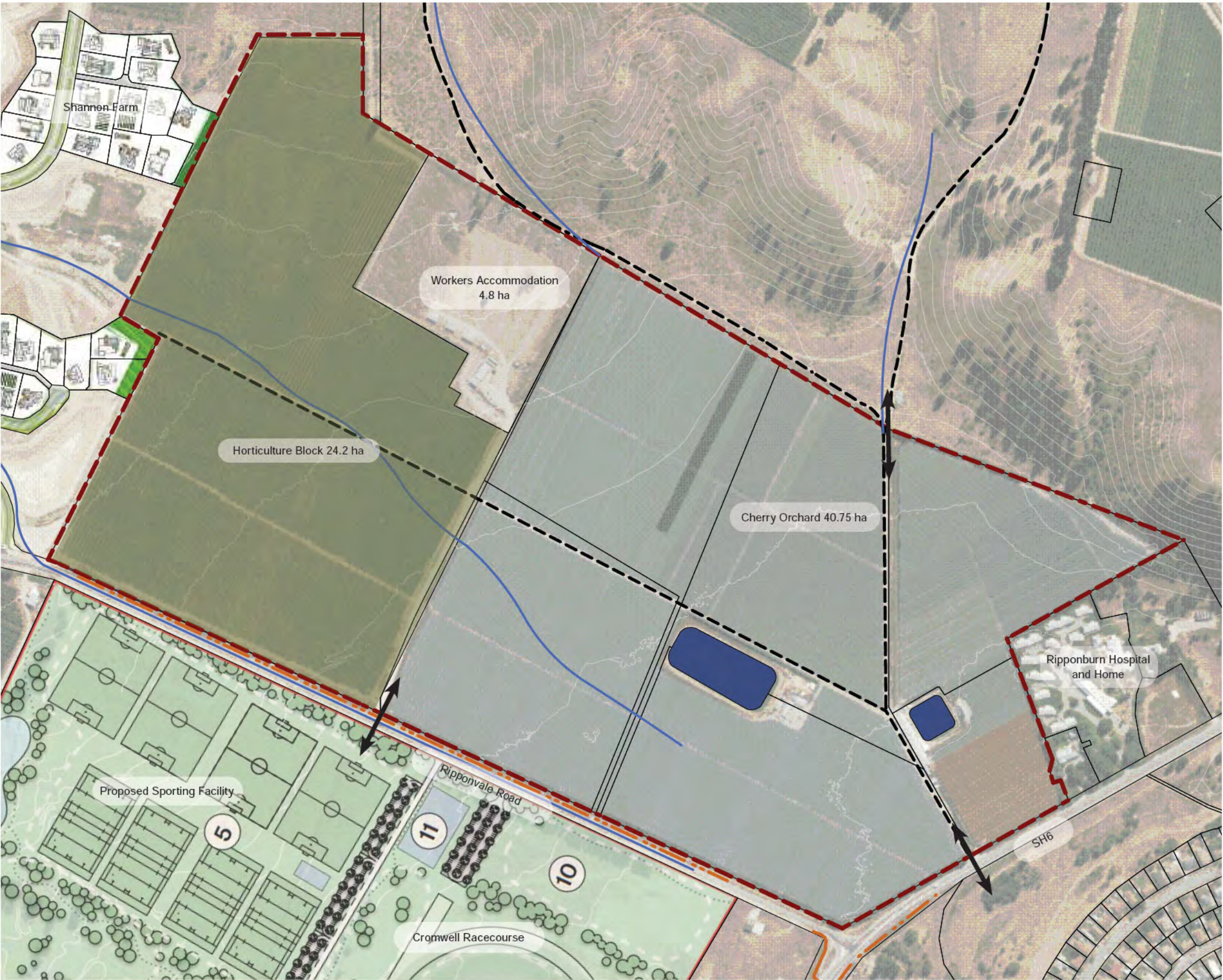
The Site contains several ephemeral water runoff channels originating from the western hills, generally flowing west to east across the site, with a smaller, less visible channel present to the north. Existing farm tracks traverse the site. There are two man-made irrigation ponds, workers' accommodation and a working cherry orchard.

Future infrastructure includes a shared footpath along Ripponvale Road and an underpass as required by PC 14. This infrastructure will provide safe and direct active mode access along Ripponvale Road and across the state highway.

Legend	
	Site Boundary
	Existing Waterways
	Existing Tracks
	Indicative underpass and shared path as required by PC14
	Existing Access Points
	Irrigation Ponds



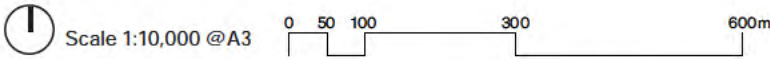
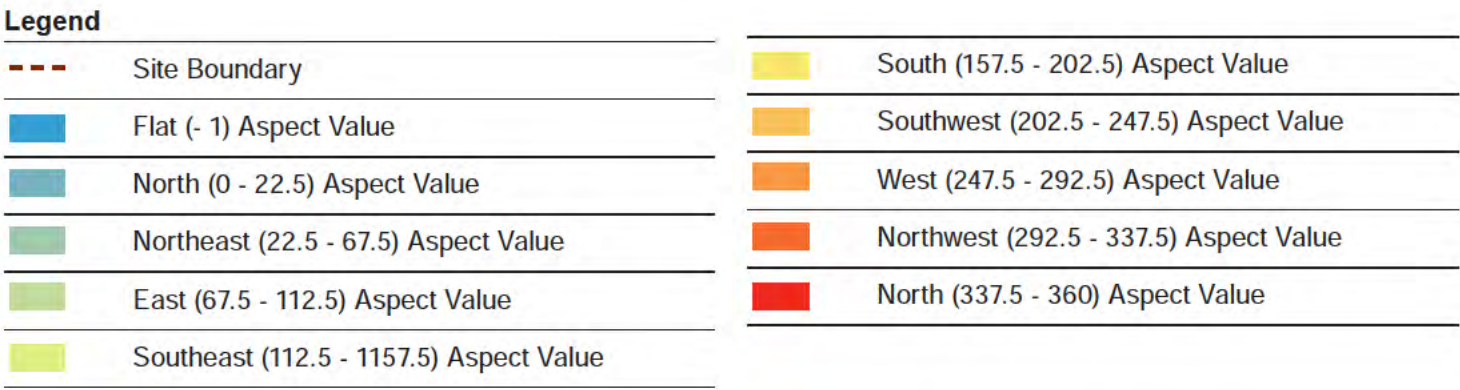
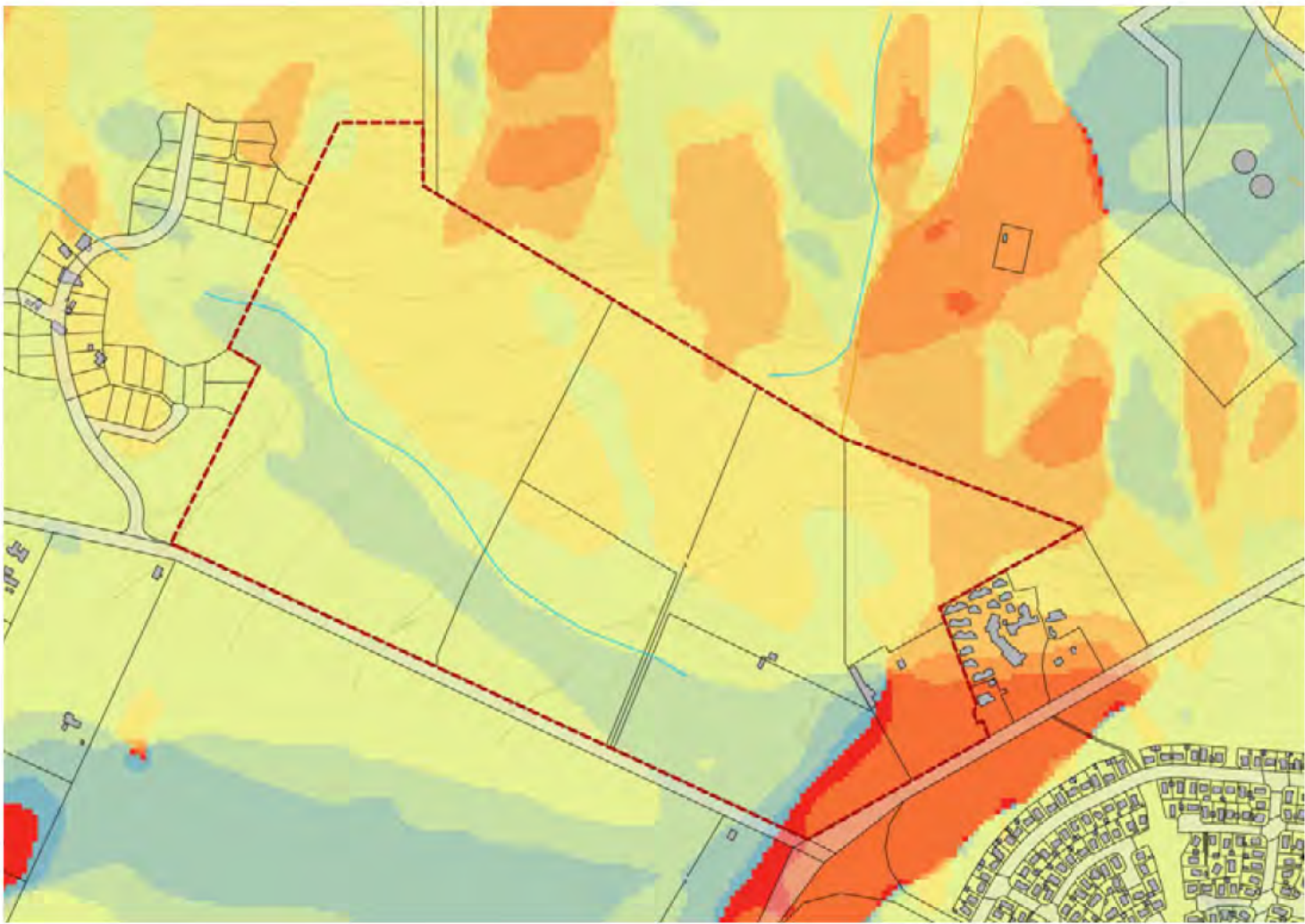
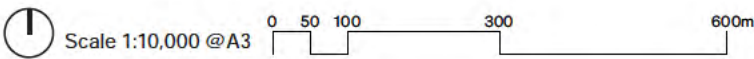
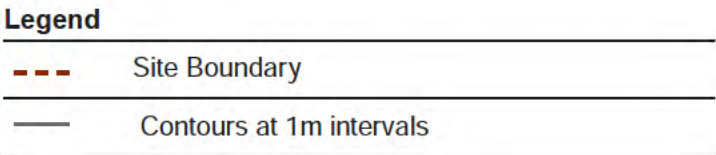
Data Source: Google Maps Aerial



Site Contour Plan & Aspect Plan



The Site falls gently from the north-west to a natural low point in the eastern part of the Site. The Site has a maximum elevation of 260 masl and a minimum elevation of 218 masl. North of the Site the landform is undulating and to the south the landform is flat before truncating at the deeply incised Kawarau River.



Shading Analysis - Autumn

The autumn shading patterns show that the site receives strong morning and midday sun, with longer afternoon shadows extending from higher ground. This confirms good solar access for most lots, with shading primarily occurring at the periphery late in the day useful for orienting homes to maximise passive heating.



Site Shading on 20th March at 9am.



Site Shading on 20th March at 12pm.



Site Shading on 20th March at 3pm.



Site Shading on 20th March at 6pm.

Shading Analysis - Winter

Winter shading shows significantly longer shadows, as expected from low sun angles, with late-morning and mid-afternoon shading affecting larger portions of the site. Despite this, the central and northern parts of the neighbourhood still maintain good midday exposure, supporting lot orientation strategies that prioritise winter sunlight.



Site Shading on 21st June at 9am.



Site Shading on 21st June at 12pm.



Site Shading on 21st June at 3pm.



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

Shading Analysis - Spring

Spring conditions show improving daylight reach, with the site largely sunlit by mid-morning and experiencing only moderate evening shadows. This transition period helps confirm that most open space corridors and residential blocks will enjoy balanced sun access across seasons.



Site Shading on 23rd September at 9am.



Site Shading on 23rd September at 12pm.



Site Shading on 23rd September at 3pm.



Site Shading on 23rd September at 6pm.

Shading Analysis - Summer

Summer diagrams show the site is fully sunlit for most of the day, with only short late evening shadows due to the high sun angle. This supports generous opportunities for outdoor living, shading trees, and energy efficient building design that manages heat gain.



Site Shading on 22nd December at 9am.



Site Shading on 22nd December at 12pm.



Site Shading on 22nd December at 3pm.



Site Shading on 22nd December at 6pm.

VIEWPOINT PHOTOGRAPHS

Local Context Viewpoint Plan

These viewpoints have been selected as representative views from salient viewpoints. The viewpoints chosen are representative of views from public places, roads and proximate private properties.

The panorama photographs are used to support an assessment of potential adverse visual amenity effects of the proposed development. This assessment is included in a separate High Level Landscape Assessment Report of the Shannon Farm Residential and Commercial Extension also prepared by RMM.

Notes:

- The photographs were taken between 1pm and 4pm on 27 February 2025 and 25 February 2026.
- Photos were captured on an Olympus E-M10 II Camera with a 25mm F1.8 lens, equivalent to a 50mm focal length using the panorama function.
- Panorama photographs have been created from nine individual portrait photographs with an approximate overlap of 50%. Each panorama has a horizontal field of view of approximately 124 degrees. This captures the human eyes primary field of view.
- Panorama photos were created in Adobe Photoshop, using the photomerge tool.

Legend

Site Boundary

Viewpoint Locations

Scale 1:40,000@A3

Data Source: Google Earth



Viewpoints Photographs

Legend

Site

The indicative extent of Site from each respective viewpoint.



Viewpoint 1: Located at the intersection of Ord Road and SH6 looking northeast 1.2km from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.



Viewpoint 2: Located at the intersection of SH6 and McNulty Road looking northeast at a distance of 740m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

Viewpoints Photographs



Viewpoint 3: Located on SH6 200m north of the SH6 / McNulty Road intersection looking northeast at a distance of 500m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

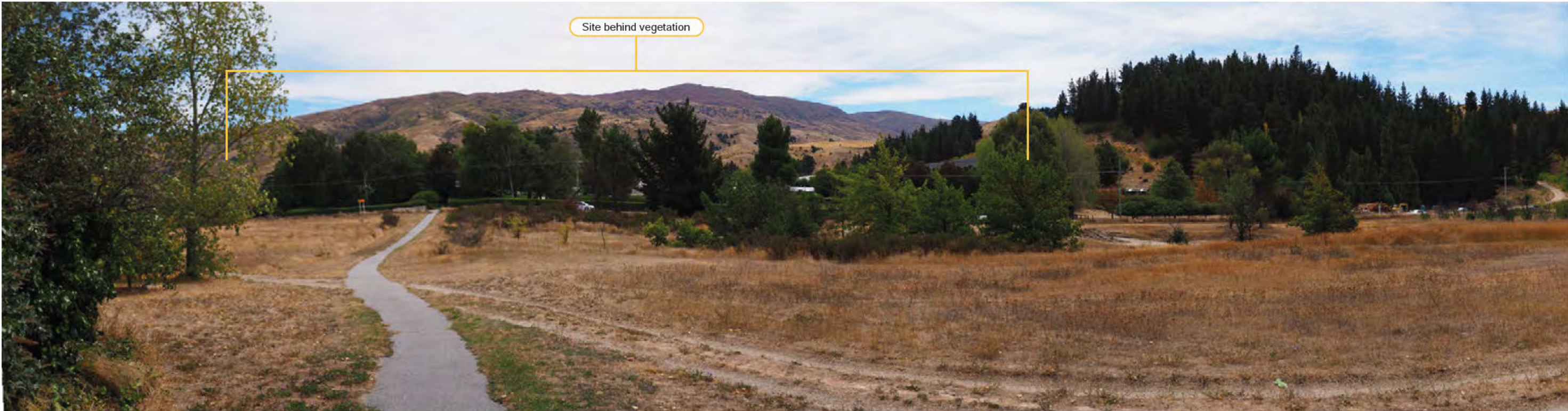


Viewpoint 4: Located on Ripponvale Road 30m west of the Ripponvale Road / SH6 intersection looking north adjacent to the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

Viewpoints Photographs



Viewpoint 5: Located at 6 Kwarau Gorge Road looking southwest at a distance of 900m from the Site. Note: The Site is not visible from this location.
Date: 25/02/2026
Time: Between 1pm and 4pm.



Viewpoint 6: Located at the public walkway between 104 and 106 Waenga Drive looking southwest at a distance of 200m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

Viewpoints Photographs



Viewpoint 7: Located to the south of 72 Waenga Drive looking northwest at a distance of 240m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.



Viewpoint 8: Located at the corner of Antimony Crescent and Hassing Place looking northwest at a distance of 400m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

Viewpoints Photographs



Viewpoint 09 : Located on Infinity Drive, Shannon Farm looking south east at a distance of approximately 200m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

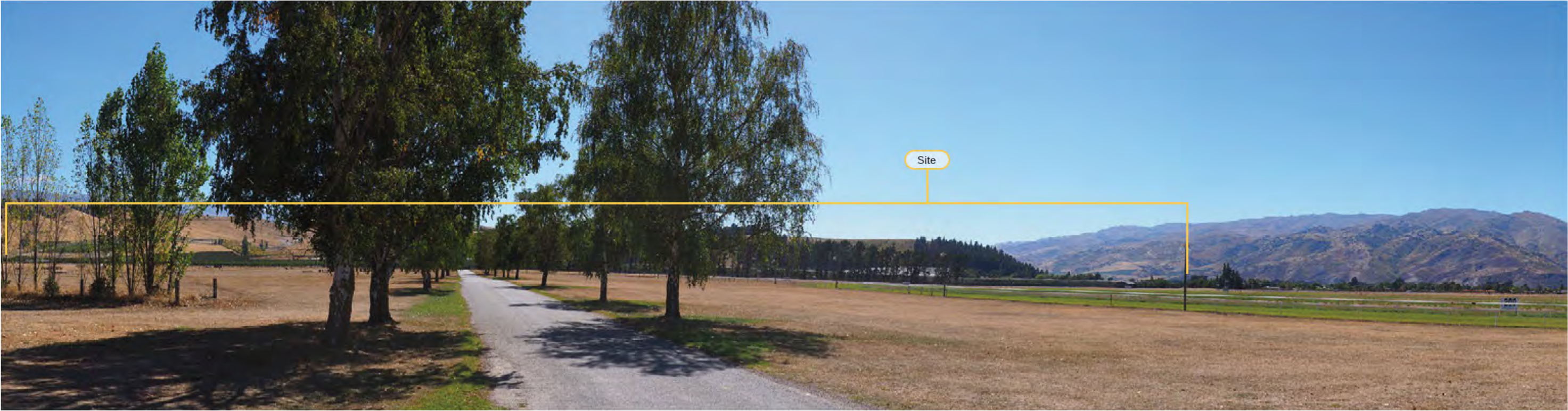


Viewpoint 10: Located at the driveway of 144 Ripponvale Road looking west at a distance of 400m from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.

Viewpoints Photographs



Viewpoint 11: Located at the entry to Shannon Farm looking west at a distance of approximately 60m from the Site.
Date: 27-02-2025
Time: between 11am - 1pm



Viewpoint 12: Located on the Cromwell Racecourse driveway look northeast at a distance of 400m from the Site.
Date: 27-02-2025
Time: between 11am - 1pm

Viewpoints Photographs



Viewpoint 13: Located at the driveway of 184 Ripponvale Road looking north at a distance of 650m from the Site. Note: The Site is not visible from this location.
Date: 27-02-2025
Time: between 11am - 1pm



Viewpoint 14: Located at 422 Ripponvale Road looking north at a distance of approximately 3km from the Site. Note: The Site is not visible from this location.
Date: 27-02-2025
Time: between 11am - 1pm

Viewpoints Photographs



Viewpoint 15: Located 800m west of the Ord Road / SH6 intersection looking north at a distance of 1.3km from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.



Viewpoint 16: Located on SH6 300m west of the Sandflat / SH6 intersection looking northeast at a distance of approximately 2.2km from the Site. Note: The Site is not visible from this location.
Date:
Time:

Viewpoints Photographs



Viewpoint 17: Located on Bannockburn Road, 50m north of Panners Cove Lane looking northeast towards the Site at a distance of approximately 3km.
Date: 27-02-2025
Time: between 1pm - 3pm



Viewpoint 18: Located at the Bruce Jackson Lookout on SH8 looking west towards the Site at a distance of 3km.
Date: 27-02-2025
Time: between 3pm - 4pm

Viewpoint Photographs



Viewpoint 19: Located at the Bannockburn Road / Hills Road intersection looking north at a distance of 5.6km from the Site.
Date: 27-02-2025
Time: between 1pm - 3pm



Viewpoint 20: Located at the start of the Bannockburn Sluicings Track on Felton Road looking north at a distance of 4.7km from the Site. Note: The Site is not visible from this location.
Date: 27-02-2025
Time: between 1pm - 3pm

Viewpoint Photographs



Viewpoint 21: Located at 264 Felton Road looking northeast at a distance of 4.5km from the Site. Note: The Site is not visible from this location.
Date: 27-02-2025
Time: between 1pm - 3pm



Viewpoint 22: Located at the northwestern corner of 3 Cornish Point Road looking northwest at a distance of approximately 4km from the Site.
Date: 25/02/2026
Time: Between 1pm and 4pm.



DESIGN APPROACH

Design Strategy

The indicative masterplan aims to deliver consolidated, well managed growth within the Cromwell Basin, contributing to a more diverse and resilient housing supply. Its design approach is anchored in a landscape led framework, using the site's natural landform, green corridors, and view lines to structure neighbourhoods that feel connected and grounded in place.

A key focus is creating a high quality living environment supported by a legible network of walking, cycling and future transport connections, ensuring residents can move safely and efficiently within and beyond the neighbourhood. Public parks, green links with blue and green infrastructure are integrated from the outset to promote amenity, environmental performance and community wellbeing. Together, these elements establish a coherent urban structure that strengthens Cromwell's settlement pattern while offering a balanced mix of living environments that respond sensitively to both the rural edge and the wider landscape context.



A New Place



KEY OBJECTIVES

- Celebrating the landscape setting of Cromwell.
- Sympathetic to the Site and its surrounds.
- Creating a unique arrival experience into Cromwell from SH6.

A Healthy Environment



KEY OBJECTIVES

- Taking cues from the historic water movement pattern across the Site to create a green corridor.
- Create a multi-functional green corridor incorporating ecology, stormwater management and recreational spaces.
- A green network that supports biodiversity and recognises historic and indigenous vegetation patterns

Connected Neighbourhoods



KEY OBJECTIVES

- Creating a hub of commercial and community activities with a diverse mix of housing including large lot residential, low and medium density living which will support a viable public transport link along SH6 in the future with 750+ homes proposed.
- Creating a walking / cycling track in the heart of the development and linking into the wider network towards the town centre.
- Providing attractive walking / cycling infrastructure through the new neighbourhood.

A Healthy Community



KEY OBJECTIVES

- Creating distinctive public spaces.
- Providing opportunities for a community gathering.
- Enhancing access to high quality green amenities.
- Providing housing choices with different densities and values.

Design Drivers

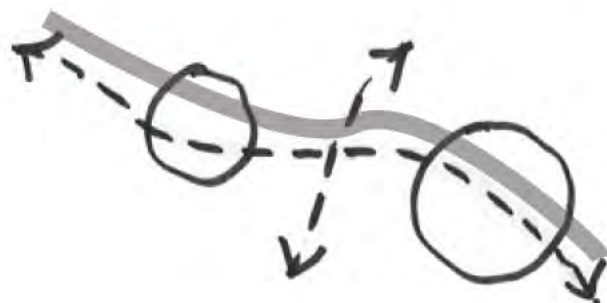
Movement



Given the Site's proximity to Ripponvale Road and SH6, a logical movement pattern can be established across the site. Direct access from Ripponvale Road, coupled with 1 km of road frontage, offers a prime opportunity for strategically placed access points.

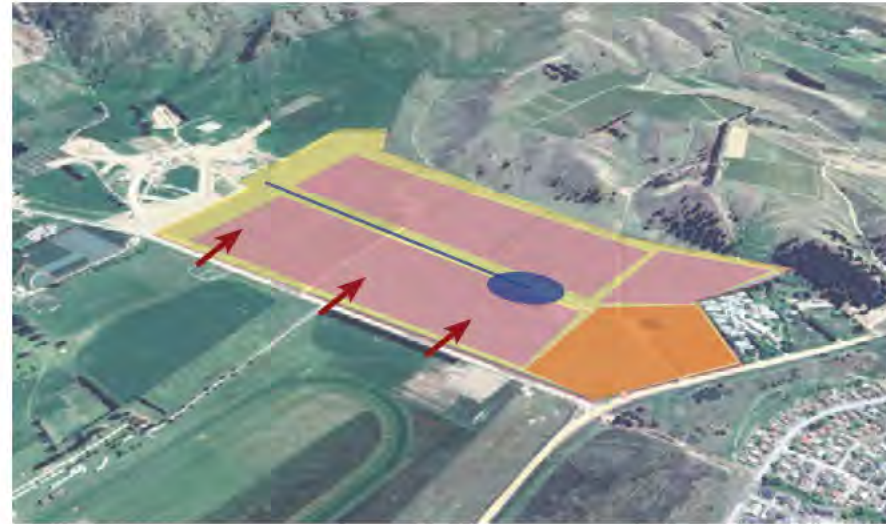
The proposal is to provide three access points from Ripponvale Road to serve the Residential Zone, along with a dedicated access point for the Business Hub, to distribute traffic more evenly across the development. A proposed underpass will offer active mode connectivity to the wider Cromwell urban area, supporting a seamless and natural extension of the existing urban form. These accesses will allow for a hierarchy of movement within the Site, with separate treatment of residential, commercial, and industrial areas.

This approach will ensure both visual appeal and environmental sustainability. The natural ephemeral waterways provide a basis for a blue-green network across the Site, creating linked green spaces. The blue-green network will also connect to the Shannon Farm green network, providing walking and cycling links, fostering stronger community connections. The future underpass proposed for SH6 will further



Scale: 1:1000

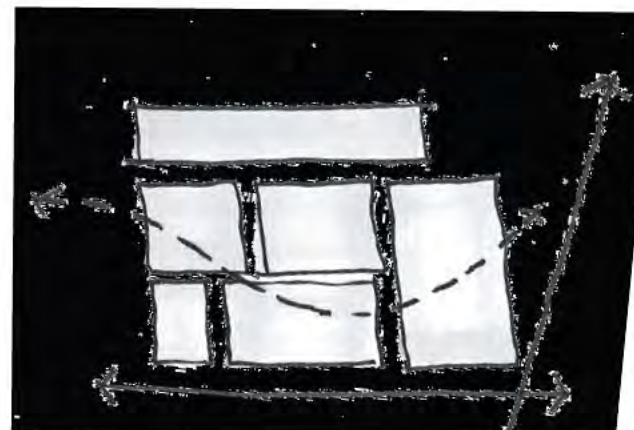
Neighbourhoods



The plan aims to create distinct "Neighbourhoods" through clear zoning, incorporating movement corridors and green linkages, and varying lot sizes.

The southeastern corner of the Site, adjacent to SH6 and Cromwell township, will be designated for Commercial and Light Industrial use, providing clear and accessible retail frontage at an important future intersection into Cromwell. The neighbourhoods will be easily identifiable as one moves through the Site, ensuring clarity in urban forms.

The layout adjacent to Shannon Farm features larger lots, serving as a gradual transition from large-lot residential areas to denser housing forms towards the commercial/ industrial precinct. Commercial and industrial areas will be sensitively integrated with the green buffer zones to enhance visual integration and maintain sensitivity to adjacent living zones.



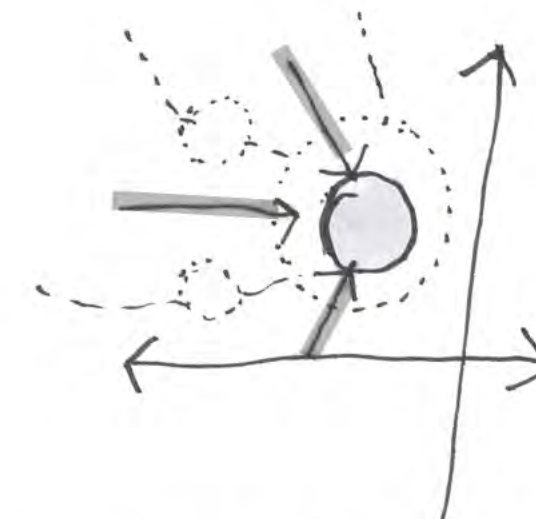
Destinations



The Retail Hub will be a key destination. Within the proposed urban form, legibility and access will be provided through the movement corridors and green connections. With a clear visual presence along SH6, the destination point will be accessed off Ripponvale Road, with easy pedestrian and cycling access for Shannon Farm.

The installation of a roundabout is a critical intervention, as it significantly enhances the network's capacity to manage destination focused traffic movements while supporting a safer, more legible arrival experience within the precinct.

The green-blue corridor and pedestrian networks will promote green movement corridors not only to this local destination but also to the proposed parks that serve as local destinations.



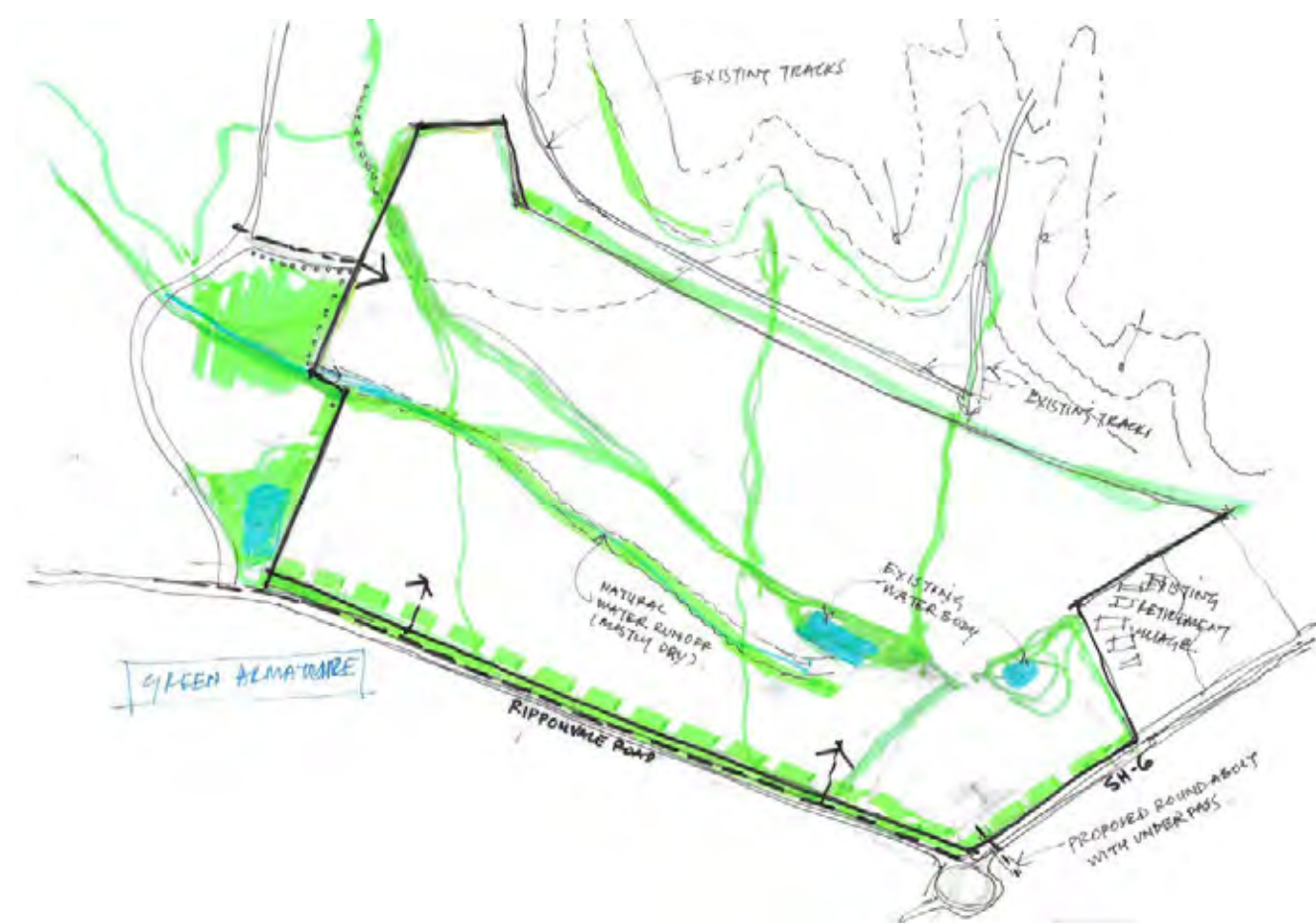
Design Development

SITE UNDERSTANDING:

The initial analysis included mapping the existing waterways, historic tracks and surrounding landform in order to establish the Site's natural structure. Recognising flat terrain and key road edges helps define constraints and opportunities.

This baseline analysis guides how movement, ecology and development can be sensitively integrated into a coherent master planning framework.

The plan reads as a landscape tapestry with green corridors, soft contours, and linear traces forming the visual backbone that early design decisions grow from.



MOVEMENT STRUCTURE:

Potential movement patterns were explored to align with natural water flow and existing connections. Primary and secondary routes began to emerge, shaping a legible circulation network.

This stage establishes how the site relates to its wider context, supporting walk-ability, permeability and strong links to surrounding areas.

The plan includes desire lines and broad sweeping paths that begin to stitch the Site together, showing an emerging rhythm between open landscape spaces and framed movement corridors.



Design Development

LINEAR GRID DEVELOPMENT:

The layout evolved into a clearer linear grid to support efficient block formation and predictable movement. The structure improves connectivity, reinforces orientation and provides a flexible framework for future land uses. This stage strengthens urban legibility and lays the foundation for neighbourhood clustering and public realm design.

The sketch shifts from organic sweeps to crisp, deliberate lines, with rectilinear streets emphasising order, alignment and a clearer urban grain that begins to define future neighbourhood edges.



LAND USE AND BLOCK STRUCTURE:

A refined concept plan organises land uses into distinct neighbourhoods framed by larger edge lots. Connected blocks accommodate diverse activities while encouraging adaptable development. The junction of SH6 and Ripponvale Road becomes a key node, anchoring community identity and supporting a coherent, mixed-use urban structure.

Neighbourhood clusters and land-use zones are arranged into connected blocks, anchored by larger edge lots and key road junctions. Colour washed blocks and textured shading visibly articulate a complete urban fabric, expressing varied character areas and a more mature, legible town-scape emerging from the earlier frameworks.



Urban Design SWOT Analysis

This Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis evaluates the urban design opportunities and constraints of the Site. Positioned within a key movement corridor and close to Lake Dunstan, the Site is located at the interface between an established urban area, regional transport network, and a wider mixed character landscape setting. The analysis considers how physical, environmental, cultural, and infrastructural factors influence the Site's potential to support future growth, mixed-use development, and high-quality place-making within the wider Cromwell urban framework.

Strengths

1. Strong Regional Connectivity

The Site sits immediately adjacent to the urban edge of Cromwell, which is a transport hub in Central Otago, located at the crossroads of State Highway 8B and State Highway 6, with easy access to Queenstown, Wānaka, and Alexandra.

2. Proximity to Lake Dunstan & Natural Assets

Close proximity to Lake Dunstan provides landscape amenity, recreational access (trails, water sports, picnic areas), and a strong sense of place supported by the surrounding mountainous backdrop.

3. Local Economic and Cultural Assets

The nearby Cromwell Heritage Precinct and lakefront public spaces enrich cultural value and tourist appeal, potentially supporting mixed-use and public realm strategies.

4. Growth Momentum & Strategic Planning Support

Cromwell's Spatial Framework Plan anticipates growth, with planned medium and higher density zoning within walking catchments of the town centre. The proposed Site, aligns with urban consolidation principles.

5. Immediate Proximity to Future Sporting Facilities

The development will be located adjacent to the proposed sports grounds planned for the racecourse land, offering convenient access to future recreational infrastructure. This proximity strengthens the site's integration with emerging community amenities, supports active mode of travel patterns, and enhances the overall appeal of the neighbourhood as a well connected and lifestyle oriented destination.

Weaknesses

1. Road Barriers & Fragmentation

Major roads (SH6) can act as barriers between neighbourhoods, reducing pedestrian permeability and creating potential traffic safety issues if not mitigated with dedicated crossings and calming measures.

2. Limited Local Services Outside Town Centre

Areas outside the traditional town centre may lack immediate access to amenities (retail, cafés, community services), increasing reliance on vehicular travel unless careful mixed-use integration is designed.

3. Infrastructure Constraints in Peripheral Parcels

Beyond the core urban area, some parcels may need substantial infrastructure upgrades (storm water, wastewater, utilities) before intensified development is feasible. Decisions around infrastructure servicing can influence feasibility and phasing.

Opportunities

1. Enhance Walk-ability & Cyclability

By aligning with the existing trail and green-way network, the site can promote active transport connections to the town centre, lakefront, parks, and surrounding trails.

2. Mixed-Use Development

Given proximity to central Cromwell, the site could be suited to mixed use urban nodes combining residential, commercial, and leisure; creating vibrancy and reducing travel demand.

3. Place Branding & Tourism Integration

Urban design strategies can capitalise on the heritage and landscape of the receiving environment, through public spaces and design detail, enhancing the town's positioning as both a local community hub and regional destination.

4. Support for Diverse Housing Typologies

The Spatial Framework mix of housing types supports urban intensification with medium-density housing (terraces, apartments) and affordable options integrated with green spaces and amenity.

Threats

1. Flooding & Climate Factors

Because the site sits at the base of the foothills, the key natural hazard is intense rainfall, which can generate fast-moving runoff from higher ground. The design, therefore, requires robust storm water management and resilient overland flow paths to safely accommodate extreme rain events.

2. Traffic Congestion and Safety Risks

Growth in population and tourism can lead to increased traffic volumes, placing strain on existing road infrastructure unless multimodal transport solutions are integrated early in the design.

3. Market Volatility

Property market fluctuations in the region (driven by tourism demand and external investment) can impact housing affordability and the long-term sustainability of local communities. *(Colliers- Otago Property Market Review and Outlook -2024-2025, Page 18-25)*

4. Environmental Sensitivities

Development must respect the landscape and ecological character of the Site including protection of water quality and preservation of scenic, natural views and ecological habitats.

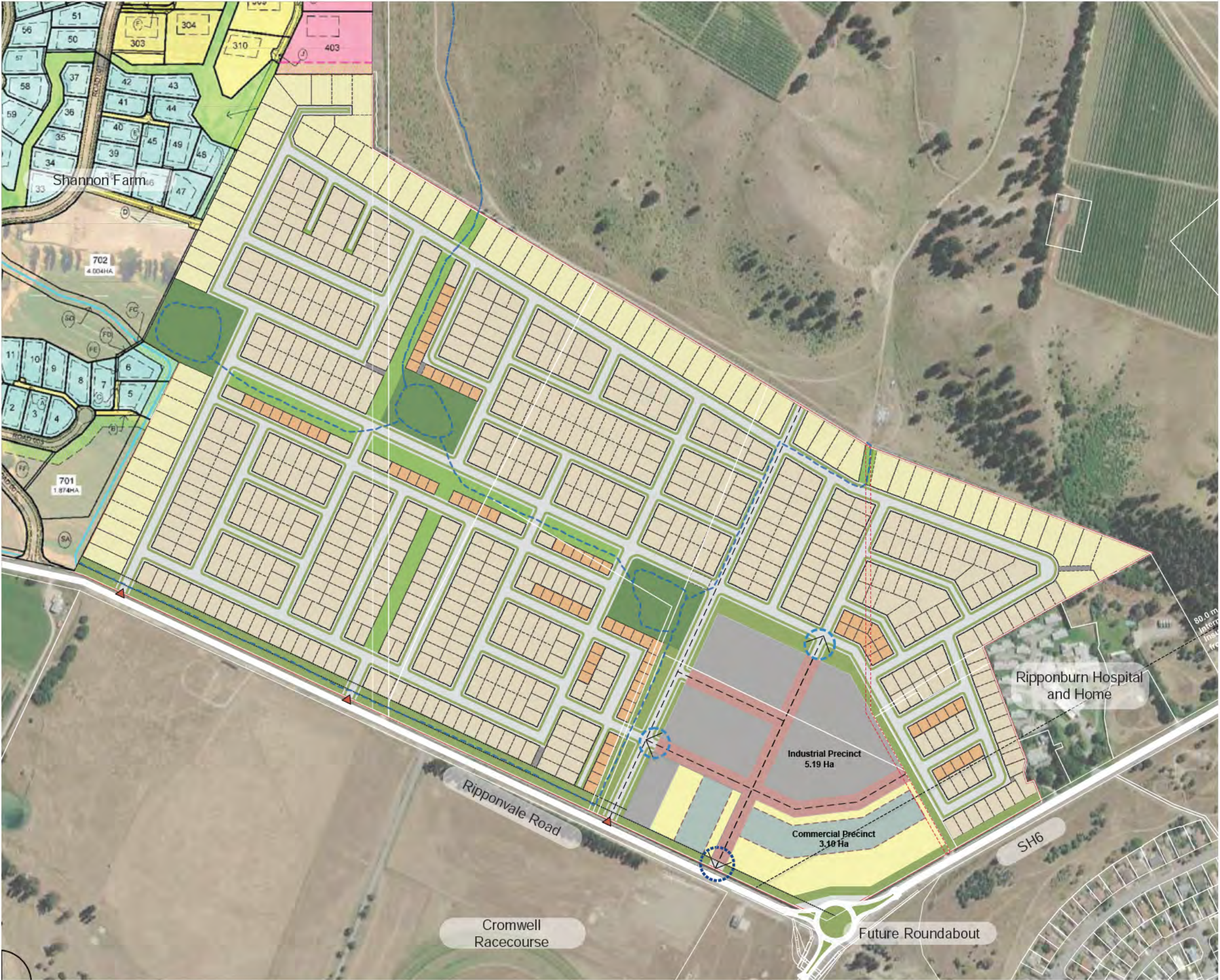
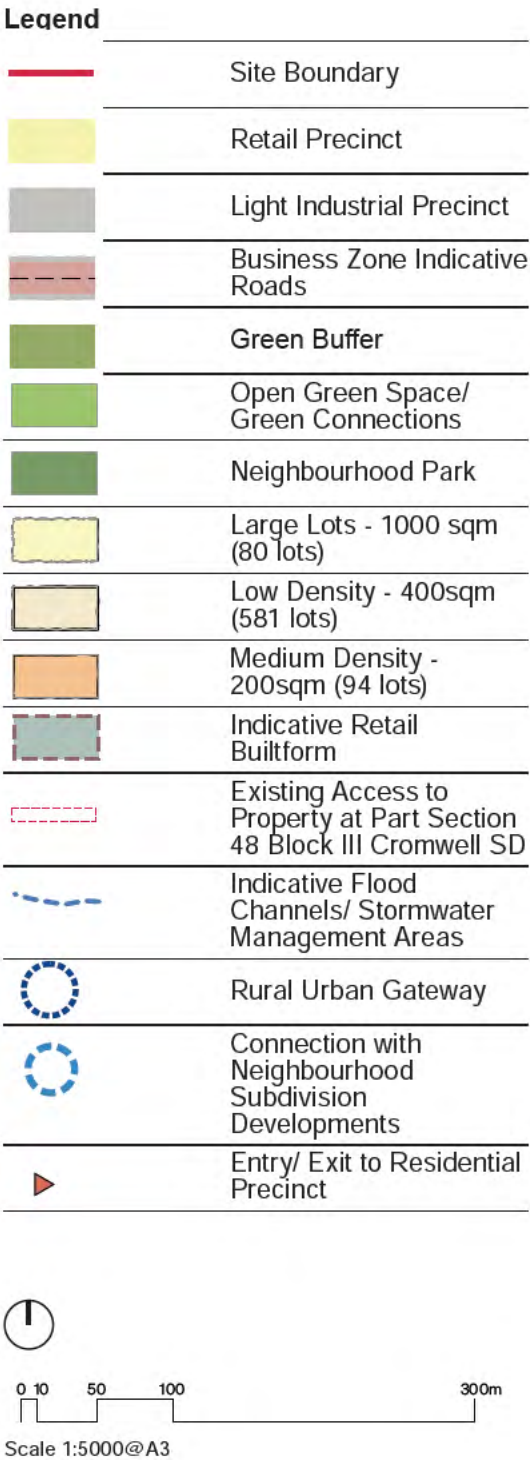
Conclusion

Overall, the site presents a strategic opportunity to deliver a well connected, landscape responsive development that aligns with Cromwell's spatial planning direction and growing demand for diverse housing, commercial functions, and recreational linkages.

While the site faces challenges such as infrastructure limitations, highway exposure, environmental sensitivities and the need to stay safe and functional over time, these can be managed through good design, staged development and strong transport planning. With a careful, place-based approach, the site can grow into a well-connected and cohesive extension of Cromwell that strengthens local amenity and regional links.



Indicative Masterplan



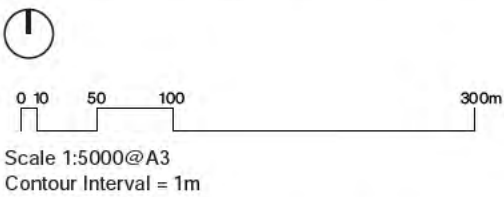
Indicative Landscape Masterplan

The Indicative Masterplan includes approximately 755 lots, featuring a mix of large residential lots, low-density residential areas, and medium-density residential areas. A 8.29 ha commercial area will provide retail and industrial business opportunities at the southeastern end of the Site, adjacent to SH6. A landscape buffer has been incorporated to provide separation and amenity between the commercial and residential areas.

The residential lot layout places the larger lots along the site's northern and western perimeters. This will provide an appropriate interface with the rural surroundings. Medium-density development is focused in locations proximate to the commercial area and overlooking the open space amenity of the green/blue green central spine.

Neighbourhood parks will be interspersed within 500m walking distance for all residents. Active circulation has been provided throughout the Site, as well as considering potential connections to Shannon Farm, the underpass and Cromwell township.

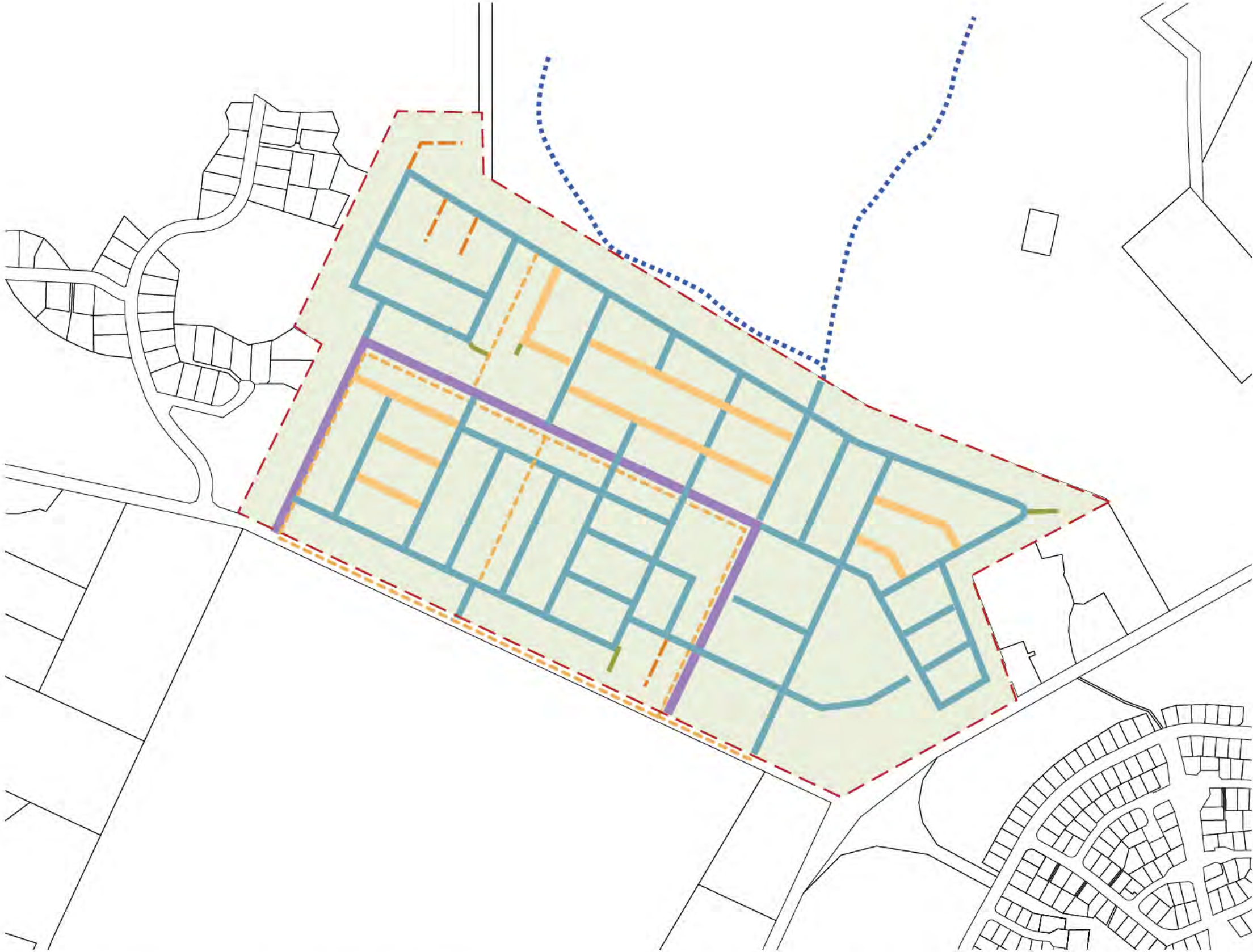
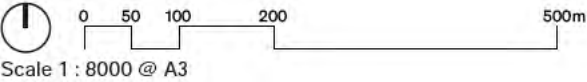
Legend	
	Site Boundary
	Lots
	Streets
	Pathways
	Grassed Areas
	Street Trees
	Reserve Trees
	Reserve Orchard Trees
	Reserve Amenity Planting
	Reserve Ecological Planting
	Riparian Planting
	Stormwater Planting
	Landscape Interface Planting
	Play and Community Areas
	Stormwater Soakage Basin



Road Hierarchy

Legend

	Site Boundary
	Parkway Connector Road
	40.0 wide with green
	Primary Roads
	20.0 m wide
	Secondary Roads
	16.0 m wide
	Tertiary Roads
	12.0 m wide
	ROW
	Shared Paths
	Existing tracks



Green Network Diagram

This diagram illustrates the proposed layout of the green network within the Site.

It includes the proposed neighbourhood parks, green corridors and green buffers. Consideration has been given to the existing green network beyond the Site, with the western most neighbourhood park adjacent to the neighbouring green space within Shannon Farm.

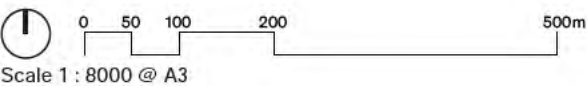
There will be a clear north-south and east-west corridors providing connection across the Site.

The green network will provide for high amenity open space with ecological and recreational values. The green network will support both high-quality urban and landscape outcomes as well as facilitating an integrated approach with stormwater management.

The green network diagram demonstrates how landscape, ecology, and open space work together to create a connected, multifunctional green system that can support environmental health, recreation, and amenity values.

Legend

	Site
	Roads
	Green Corridors
	Green Buffers
	Neighbourhood Parks



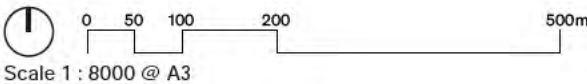
Blue Network Diagram

This blue network diagram illustrates the proposed movement of stormwater within the Site. The blue network and stormwater design is an integral aspect of the proposed masterplan.

The diagram includes the indicative swales, attenuation basins and piped stormwater connections. The stormwater network responds to the natural falls and topography of the Site and surrounds as much as is practicable.

Stormwater management has been embedded into the development of the indicative masterplan. The proposed **stormwater design** will support flood resilience and water quality while supporting the potential values and benefits of the integrated green network.

Legend	
	Site
	Roads
	Swales
	Piped Stormwater Connection
	Storm-water Soakage Basins



Street Tree Diagram

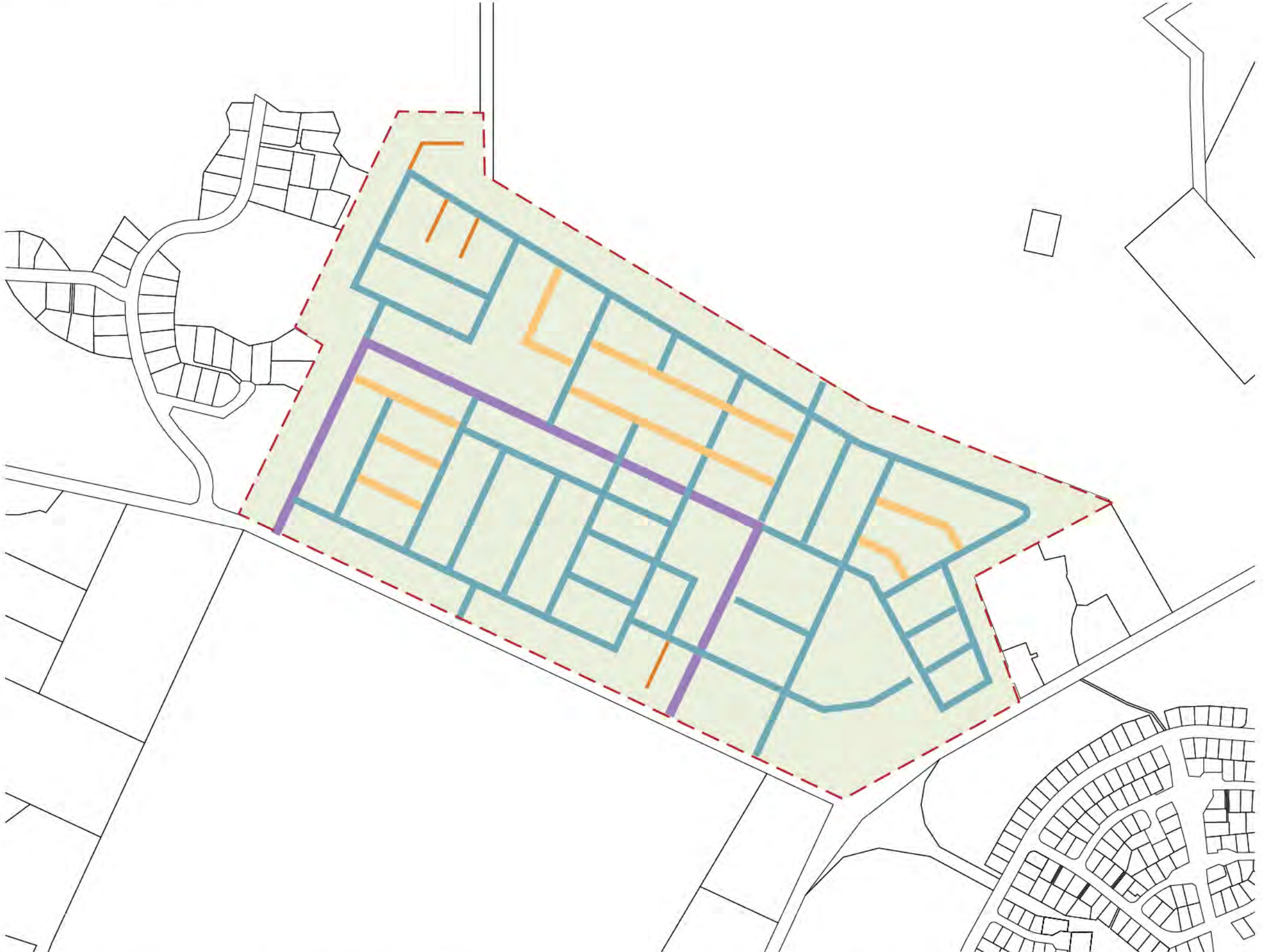
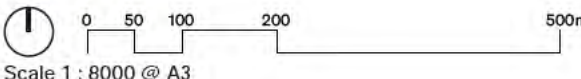
This street tree diagram illustrates the strategic intent of the street and tree hierarchy across the Site.

The diagram includes indicative tree locations, species, and planting hierarchies along the proposed streets. Different street typologies will be articulated through variation of scale and species.

The street tree strategy will ultimately reinforce street legibility, enhance streetscape character, and support environmental performance within the Site.

Legend

- | | |
|---|--|
|  | Site Boundary |
|  | Parkway Connector Road |
|  | 20.0m wide with green corridor
<i>Liriodendron tulipifera</i>
'Fastigiatum' - Tulip Tree |
|  | <i>Quercus coccinea</i> - Scarlet Oak |
|  | Primary Roads |
|  | 20.0 m wide
<i>Tilia cordata</i> - Small-leaved Linden |
|  | <i>Acer rubrum</i> 'Jeffersred' - Red Maple |
|  | <i>Fraxinus excelsior</i> 'Green Glow' - European Ash |
|  | Secondary Roads |
|  | 16.0 m wide
<i>Liquidambar styraciflua</i> 'Worplesdon' - American Sweetgum |
|  | Tertiary Roads |
|  | 12.0 m wide
<i>Prunus serrulata</i> 'Kanzan' - Japanese Cherry |



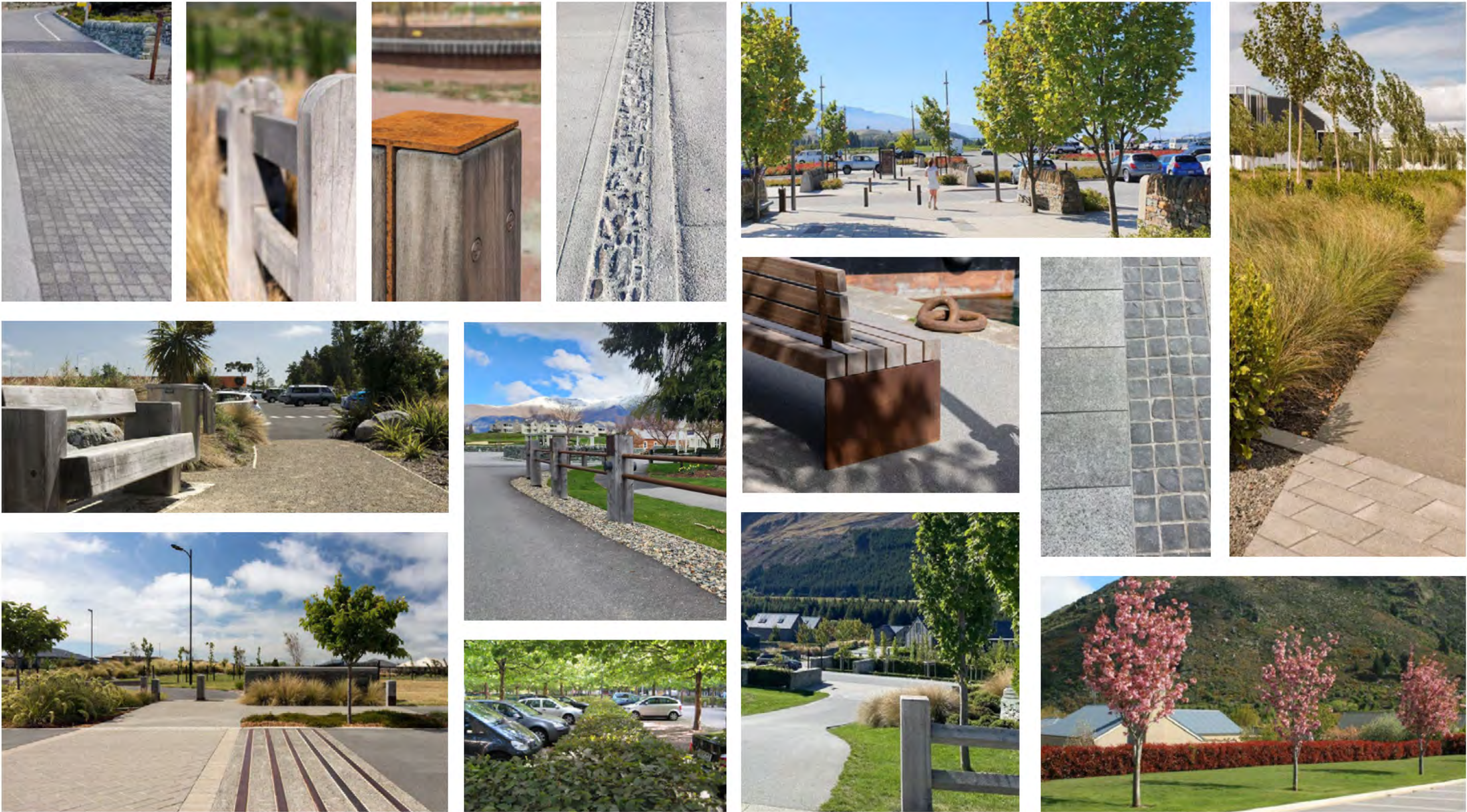


Design Elements

Street Treatments

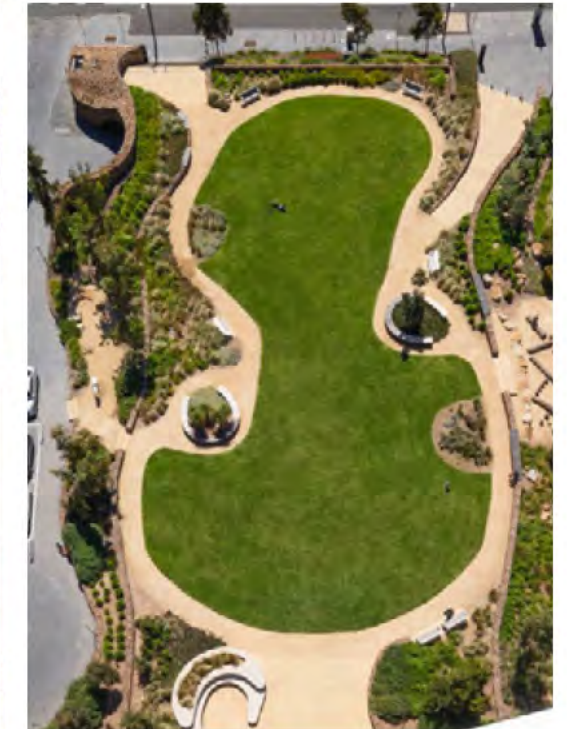
Precedent Imagery & Materiality

The design and materiality will enhance the sense of place. With timber, steel and schist used to strengthen the Cromwell vernacular and rural beginning of the site.



Reserves, Neighbourhood Parks and Play Spaces

Precedent Imagery



Reserve Trees



Dogwood
Cornus cousa



Upright Tulip Tree
Liriodendron tulipifera 'Fastigiata'



Maple
Acer 'Autumn Blaze'



Scarlet Oak
Quercus coccinea



Great White Cherry
Prunus 'Tai Haku'



European Ash
Fraxinus excelsior 'Green Glow'



Mountain Beech
Fuscospora cliffortioides
Prev. Nothofagus



Kanuka
Kunzea serotina (or ericoides)



Cabbage Tree
Cordyline australis



Ribbonwood
Plagianthus regius



Hall's Totara
Podocarpus totara 'Hallii'



Manuka
Leptospermum scoparium

Reserve Orchard Trees



Flowering Cherry
Prunus 'Kanzan'



Flowering cherry
Prunus yedoensis 'Awanui'



Birch Bark Cherry
Prunus serrula



Crabapple
Malus ioensis 'Plena'

Reserves Amenity Planting



Creeping Rosemary
Rosmarinus prostratus



Hebe
Hebe spp.



NZ Iris
Libertia spp.



Orange Sedge
Carex Testacea



Cypress hebe
Veronica Cupressiodes



Shrubby Toraro
Muehlenbeckia astonii



Porcupine Shrub
Melyticus Alpinus



Green Corokia
Corokia 'Geenty's Green'



Red Tussock
Chionochloa rubra



Dwarf Toe Toe
Chionochloa flavicans



Creeping Wire Vine
Muehlenbeckia axillaris



Kohuhu
Pittosporum tenuifolium



Mountain Flax
Phormium cookianum



Siberian Dogwood
Cornus alba 'Sibirica'



Cypress hebe
Veronica Cupressiodes

Reserves Ecological Planting



Porcupine Shrub
Melyticus Alpinus



Scented Tree Daisy
Olearia odorata



Kohuhu
Pittosporum tenuifolium



Kowhai
Sophora microphylla



Matagouri
Discaria tomatou



Ornamental Callery Pear
Pyrus calleryana
'Aristocrat'



Kanuka
Kunzea serrotina



Ribbonwood
Plagianthus regius



Mountain Beech
Fuscospora cliffortioides



Orange Sedge
Carex Testacea



Korokio
Corokia cotoneaster



Red tussock
Chionochloa rubra



Manuka
Leptospermum scoparium



Shrubby Tororaro
Muehlenbeckia astonii



Silver Tussock
Poa Cita



Dwarf Toe Toe
Chionochloa flavicans



Cypress hebe
Veronica Cupressiodes



NZ Coprosma
Coprosma crassifolia



Mingimingi
Coprosma propinqua

Riparian Planting



Broadleaf
Griselinia littoralis



Ribbonwood
Plagianthus regius



Kowhai
Sophora microphylla



Cabbage Tree
Cordyline australis



Kohuhu
Pittosporum tenuifolium



Koromiko
Hebe salicifolia



Orange Sedge
Carex Testacea



Red Tussock
Chionochloa rubra



Wineberry
Aristotelia serrata



Mingimingi
Coprosma propinqua

Stormwater Planting



Pukoi
Carex secta



Rautahi
Carex lessoniana



Pukio
Carex virgata



Toi Toi
Austroderia richardii



Harakeke
Phormium tenax



Wiwi
Juncus edgariae



Giant Rush
Juncus pallidus



Oioi
Apodasmia similis

Landscape Interface Planting



Cabbage Tree
Cordyline australis



Pin Oak
Quercus palustris



Narrow Leaved Ash
Fraxinus angustifolia



Hall's tōtara
Podocarpus Laetus



Lancewood
Pseudopanax ferox



Mountain Beech
Fuscospora cliffortioides



Tulip Tree
Liriodendron tulipifera
'fastigiata'



Kowhai
Sophora microphylla



Dwarf Toe Toe
Chionochloa flavicans



Cypress hebe
Veronica cupressioides



Broadleaf
Griselinia littoralis



NZ Coprosma
Coprosma crassifolia



Coprosma
Coprosma virescens



Shrubby Tororaro
Muehlenbeckia astonii



Korokio
Corokia cotoneaster



Twiggy Tree Daisy
Olearia lineata 'Dartonii'



Matagouri
Discaria tomatou



Mingimingi
Coprosma propinqua



Porcupine Shrub
Melyticus Alpinus



Orange Sedge
Carex testacea



Scented Tree Daisy
Olearia odorata



Mountain Flax
Phormium cookianum

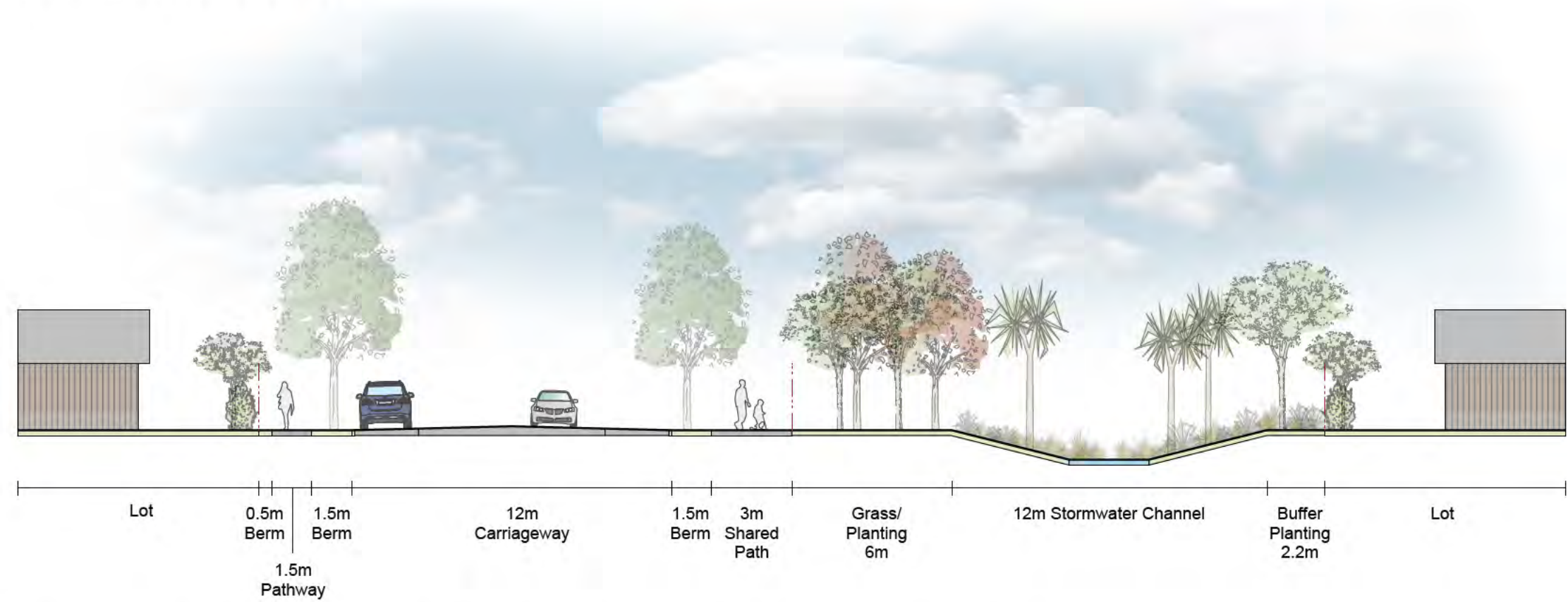


Kohuhu
Pittosporum tenuifolium

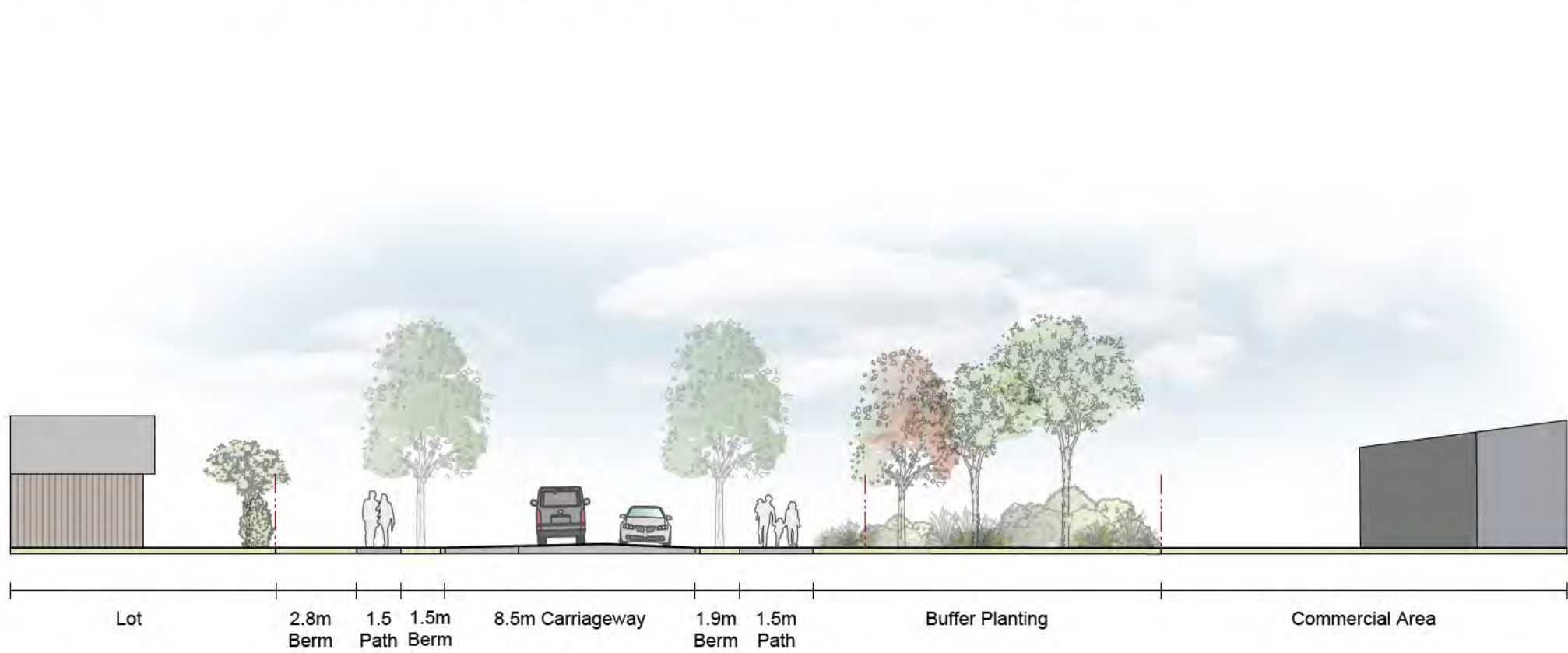


Red Tussock
Chionochloa rubra

Street Sections

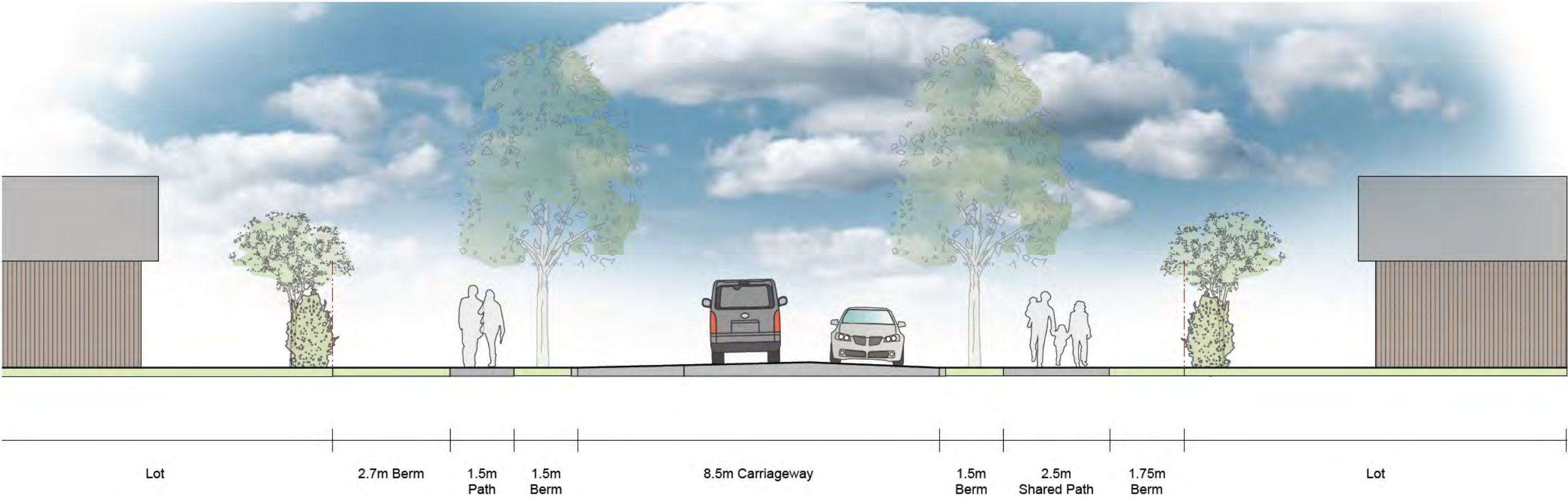


Indicative Cross Section A - Parkway Connector Road With Storm-Water Channel Typical Cross Section (1:200 Scale)

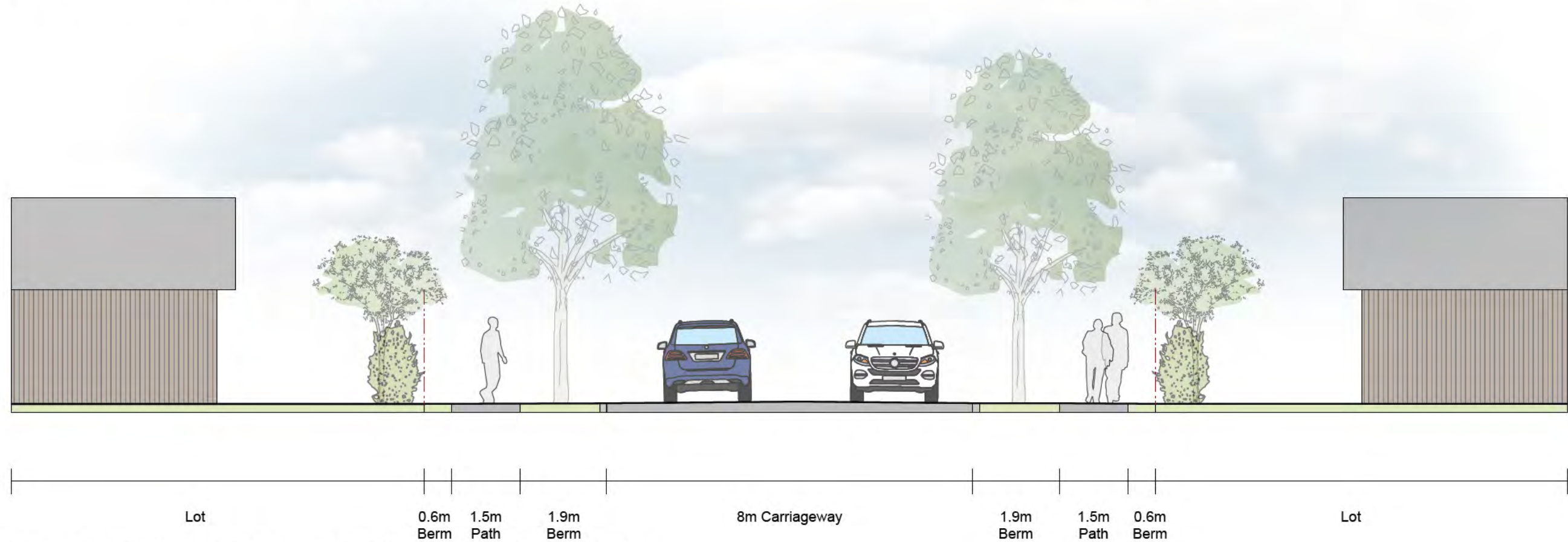


Indicative Cross Section B - Parkway Connector Road With Commercial Area Interface Typical Cross Section (1:200 Scale)

Street Sections



Indicative Cross Section C - 20m Primary Roads Typical Cross Section (1:100 scale)

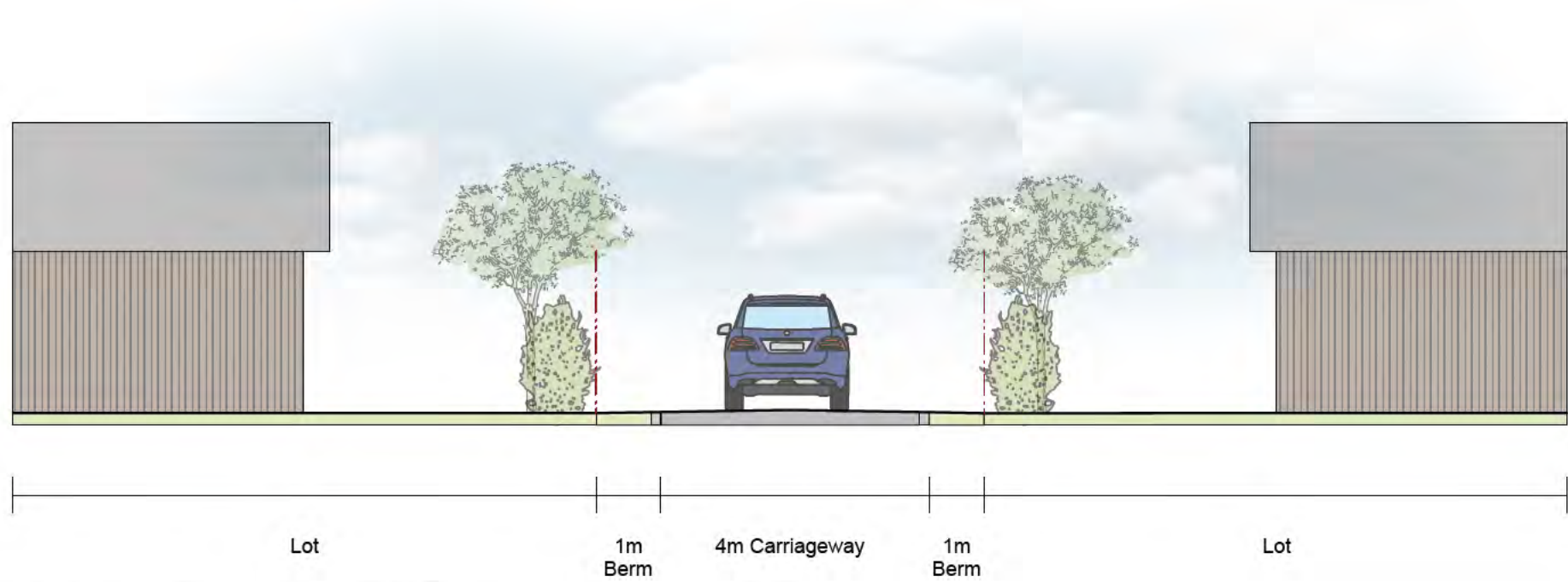


Indicative Cross Section D - 16m Secondary Road Typical Cross Section (1:100 scale)

Street Sections

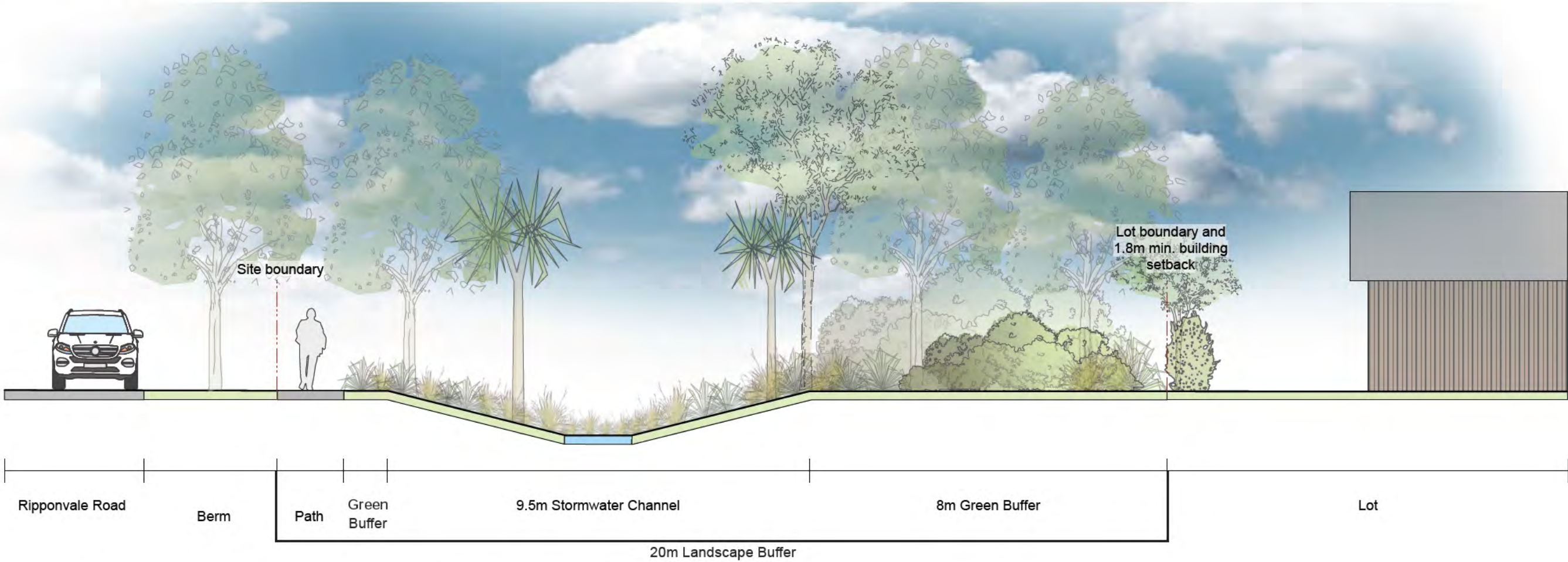


Indicative Cross Section E - 12m Tertiary Road Typical Cross Section (1:100 scale)



Indicative Cross Section F - 6m ROW Typical Cross Section (1:100 scale)

Street Sections



Indicative Cross Section G - Ripponvale Road Development Interface Typical Cross Section (1:100 scale)



Indicative Cross Section H - SH6 Typical Cross Section (1:100 scale)

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