



Landscape Assessment Report

Waterfall Park Resort Zone – Access Road

14th November 2017

INTRODUCTION

1. This landscape assessment report is prepared by Baxter Design to assess the potential effects of a proposed access road from Lake Hayes – Arrowtown Road to the southern end of the Waterfall Park Resort Zone (referred to in this report as WPRZ) on the relevant landscape and visual amenity values. The report includes:

- A description of the site and wider landscape,
- A description of the proposal,
- Assessment of Effects
- Conclusion.

2. The following are **attached** to this report:

Attachment A – Context Plan	(ref: Baxter Design 2739 – SK25)
Attachment B – Concept masterplan	(ref: Baxter Design 2739 – SK20)
Attachment C – Planting & Lighting Plan	(ref: Baxter Design 2739 – SK21)
Attachment D – Photo South from McEntyres Hill	
Attachment E – Photo west from Lake Hayes Road	
Attachment F – Photo Simulation 1	(ref: Baxter Design 2739 – SK23)
Attachment G – Photo Simulation 2	(ref: Baxter Design 2739 – SK24)

DESCRIPTION OF THE SITE AND WIDER LANDSCAPE

3. The subject site is located near the intersection of Hogan's Gully Road, the Arrowtown - Lake Hayes Road and Speargrass Flat Road. It is within the Speargrass Flats landscape unit which occupies the lower lands between Ayrburn Ridge to the north and Lake Hayes to the south.
4. Speargrass Flat is a corridor landscape unit composed of floodplains, river terraces and escarpments. The vegetation of Speargrass Flat is predominantly pasture grass broken by occasional shelterbelts, patches of mixed exotic amenity trees and pockets of scrubland. Land use within Speargrass Flat is mixed. Most of the landscape is zoned Rural General while a portion of land north of Lake Hayes is zoned Rural Residential. This Rural Residential zoning provides contrast to the otherwise predominantly pastoral landscape.

5. The subject site exists immediately north of the Rural Residential - North Lake Hayes Zone, south of the Waterfall Park area and immediately west of Lake Hayes Arrows Road (refer **Attachment A**)
6. The eastern portion of the subject site has a flat pastoral character (refer **Attachments D & E**). This pastureland is bisected by a mature avenue of east-west running trees which lead to a set of historic farm buildings. These flat pastoral lands continue east towards Hogan's Gully.
7. Mill Creek passes through the center of the site flowing in a north-south direction (refer **Attachment A**). This creek cascades down from Millbrook Resort into Waterfall Park before meandering through the WPRZ, the subject site and continuing through the North Lake Hayes area, terminating in Lake Hayes.
8. River terraces exist within the site running adjacent to Mill Creek. These terraces create a sunken valley adjacent to Mill Creek. Sloped faces and more elevated plateaus enclose this sunken valley.
9. A large portion of flat, pastoral land extends to the west of Mill Creek. This flat land meets the steeper slopes of Ayrburn Ridge which ascend to the north.
10. Mature vegetation exists on the site, resulting from over a century of farming activity. This mature vegetation is most pronounced in the vicinity of the heritage buildings and includes specimen trees and amenity planting. Other significant patches of vegetation include willows along the riparian areas of Mill Creek, avenue trees along existing roads and dense evergreen planting on a portion of the southern boundary.
11. At present, the land of the subject site is predominantly used for agricultural purposes. There is a cluster of buildings near the center of the site within the Mill Creek valley.
12. Overall the site maintains a strong pastoral character set amongst the rural lifestyle developments of North Lake Hayes, the zoned residential and visitor activities of Waterfall Park, and the existing semi – urban development of Millbrook. The riparian corridor of Mill Creek and its associated terraces which run through the center of the site separate two large pastures atop eastern and western terraces. The riparian corridor and its associated sunken valley between terrace faces visually contains much of the existing built form. Existing vegetation also visually contains much of the site.

DESCRIPTION OF THE PROPOSAL

13. The proposal (refer **Attachments B & C**) seeks to establish a road from Lake Hayes – Arrows Road to the south end of the WPRZ. The proposed road connects to the Lake – Hayes Arrows Road at a location approximately 248 metres north of the intersection of Lake Hayes – Arrows Road and Speargrass Flat / Hogan's Gully Road. The total road length is approximately 852 metres.
14. Over the length of the road, the road will be finished in asphalt. On the section of road that crosses the pasture land adjacent to Lake Hayes Road the road will have grass swales, with no kerb and channel (flush nib edges). Swales and a low profile kerb and channel will edge the proposed road from the point at which the road meets the base of the Mill Creek valley. The location of proposed walkways / cycleways is shown on **Attachment B**.
15. The proposed road commencing from the Arrows – Lake Hayes Road traverses a paddock to the west for approximately 320 metres. This section of road will be bordered by grassed mounding 1.5 – 2 metres in height on the southern side of the road. Pin Oaks will be planted in clusters at intervals along both sides of the road. (**Attachment B**)
16. The proposed road then drops across an escarpment, down to the Mill Creek 'valley', a landform approximately 9 metres lower than the adjoining paddock previously described. The road crosses that flat

area, heading northwest towards Mill Creek where it crosses Mill Creek and follows the west side of Mill Creek, northwards, towards the southern end of the WPRZ, connecting to that Zone.

17. Street lighting will consist of down - lit bollard lighting in accordance with the Southern Light – Lighting Strategy. A pole light (flag light) will be required at the intersection of the proposed road with Lake Hayes Arrows Road, for safety requirements. (**Attachment C**)

LANDSCAPE CLASSIFICATION

18. The landscape classification of the site and wider environs is shown as a VAL landscape in the District Plan planning maps. Previous assessments, by Baxter Design and others, have confirmed this and the proposal is assessed on that basis.

ASSESSMENT OF EFFECTS

19. This assessment examines the potential effects of the proposed road on the visual amenity and landscape values of the area. The effects of the proposal as experienced from within the site are not considered. Effects on public places, most notably the Arrows – Lake Hayes Road, are considered. Effects on private places, most notably the residential lots to the south of the subject site in the Rural Residential - North Lake Hayes Zone, are considered.

Effects on natural and pastoral character

20. The pasture lands within the eastern portions of the site adjacent to the Arrows – Lake Hayes Road contribute to the existing pastoral character of this area. This pastoral character is repeated on the lands farther east towards Hogan's Gully. The combined pastoral areas sit between the residential developments of North Lake Hayes and those atop Ayrburn Ridge and McEntyres Hill leading to Arrows.
21. The proposal is a new accessway with clusters of trees and mounding located on the southern portion of this pastoral area. The bulk of the land surrounding the proposed road will remain in its pastoral state and the break in residential development as experienced from the Arrows – Lake Hayes Road will be retained. While the proposed accessway will cross existing undeveloped land, there will still be a significant area of pastureland retained between the existing Ayrburn Farm avenue (refer **Attachments F & G**) and the proposed road.
22. The proposed portion of road crossing the pastureland will compromise the existing natural character of both the paddock adjacent to Lake Hayes Road and the portion of land where it crosses the Mill Creek valley, to the extent that it reduces then visible scale of the open paddock. The mitigation proposed includes both the physical location of the proposed road and the character of that road.
23. The proposed mounding will also partially screen views, from cars travelling south on the Arrows – Lake Hayes Road of the existing dwellings to the south, thereby mitigating the existing effects of those houses.
24. No residential lots are proposed as part of this development. The effects are confined to the road and the accompanying change from a pastoral landscape in the immediate vicinity of the road. While the road will be a domestic element in the landscape it will not result in over domestication of the landscape.

Visibility of Development (refer Attachments A, F, G)

25. The road mounding and tree planting associated with the road will be visible from the Lake Hayes – Arrows Road, Hogan's Gully Road and neighbours to the direct south of the road. The location of the proposed road, towards the southern end of the paddock adjoining Lake Hayes Road, ensures that retained paddock area is maximised.

26. When viewed from the north the mounding and trees will merge visually into the treed and residential backdrop of established residential development north of Lake Hayes.
27. The proposed road will become visible as the viewer approaches its intersection with Lake Hayes Road. At that point the road, and associated widening and entry, will be apparent to the viewer. Given however that views are at a similar level, on flat land, the possible adverse effects of this road are minimised. Care has been taken to avoid an 'urban' road character, with no kerb or channel on the top plateau, or street lights. Over time the proposed Pin Oaks clusters will become an established feature, not inconsistent with the wider rural landscape character.
28. Mounding to the south will screen views and headlight effects of traffic on the road from southern neighbours, whilst lighting has been kept to a minimum. The form of the proposed mounding is not continuous and avoids an 'engineered' outcome. The proposed mounding is approximately 80 metres from the boundary of the southern neighbours and, given its height, will not restrict their views of the wider landscape. The gap in the proposed tree planting assists the retention of views as well.
29. Where the road drops into the Mill Creek valley, the road would be potentially visible from a single elevated dwelling south of the proposed road (the Beadle dwelling). This has been remedied by the north-western orientation of the road and the cutting of the road into the existing tongue of land that extends out from the escarpment. Further planting along that road edge, and mounding at the top of the escarpment, has been included which will screen road views. Where the road drops across the terrace edge and turns to the north it will be largely hidden from view by existing topography and proposed planting. The road will then be potentially visible from the Beadle property when it reaches the flats. Whilst there are no opportunities for screening this road completely from that view, the distance is a mitigating factor.
30. Once the road crosses Mill Creek, from thereon the views of the road are largely contained within the site and as such will have no adverse visual effects.

Form and Density of Development

31. There is no opportunity available to screen the proposed road within existing topography where it crosses the paddock adjoining Arrowtown-Lake Hayes Road. The proposed road location however will visually aggregate the road with existing residential development to the south, particularly when viewed travelling south on Arrowtown - Lake Hayes Road.
32. The proposal to use one road to service the Waterfall Park Zone and any future Ayrburn development aggregates traffic flows into one common accessway.
33. The proposed location of the road, whilst being an introduced element in an otherwise pastoral landscape, is considered to be the best outcome and is located towards the southern end of the paddock where it is more able to be visually absorbed into the landscape, as opposed to being in the centre of the paddock. This will retain the bulk of the paddock in its undeveloped form.
34. The proposed road will not introduce densities characteristic of urban areas as the location of the road on the paddock adjacent to Lake Hayes Road retains the maximum area of open space and minimises adverse effects on the existing established historic avenue to the Ayrburn homestead and neighbours to the south.

Cumulative Effects

35. Where the proposed road crosses the terrace west of pastureland, and drops down approximately 8-9 metres before meeting the floodplains of Mill Creek, the road is located on a tongue of that terrace that reduces earthworks requirements. This portion of the road will not be visible from the Arrowtown – Lake

Hayes Road, the Queenstown Trail or Speargrass Flat Road. This portion of the proposed road is considered to have a negligible effect on the visual amenity and landscape character as experienced from public places.

36. Established residential development exists on the south end of the paddock and is visible from the Arrowtown - Lake Hayes Road, particularly when travelling south. The northern end of the paddock is bordered by the existing avenue and glimpses of the Ayrburn homestead at the end of that avenue (refer **Attachment D**) The potential adverse effects of the proposed road are largely restricted to that section of road that crosses the open pastureland and will not compromise the existing natural and arcadian pastoral character by leaving the bulk of the paddock in its current landscape.
37. The road will read as new infrastructure and accessing development elsewhere. However the character of the proposed road as 'infrastructure' has been minimised with minimal lighting, no kerb and channel and a single street light at the Lake Hayes – Arrowtown Road intersection. The width of the road will indicate a use greater than residential, however this is a necessity of the existing WPRZ and cannot be avoided, wherever the road is located along Lake Hayes Road.

Rural Amenities

38. Residents on sites directly south of the proposed access road, across the pastureland, will experience a change to their outlook. Currently those views are of a rural outlook over open paddocks. The proposed road is approximately 100 metres from the northern boundary of the adjacent southern neighbours. This will maintain and allow visual access across a paddock for those neighbours. Although the immediate paddock is smaller, nevertheless it is still of an appropriate scale to impart a rural character for those neighbours.
39. The proposed avenue trees clusters have gaps of approximately 50-60 metres specifically to allow visual access further afield for the neighbours. The proposed mounding is 1.5 -2m metres high, which will not impede wider views but will screen views of vehicles from the southern neighbours. That mound is an 'organic' shape, i.e. not a continuous height, and will be maintained in grass. Grades of the designed mound allow for mowing. A computer montage (refer **Attachments F & G**) shows a representation of the neighbours' view, taken from directly adjacent to their northern boundary.
40. From the northern approach an appropriate scale of visual access is maintained, with approximately 200 metres of open paddock maintained between the existing avenue at the north of the paddock and the proposed road.
41. The remaining paddocks, being those on the north and the south side of the proposed road, are of sufficient scale to enable the current rural practices of grazing and grass production to be maintained.
42. Infrastructure associated with urban landscapes is to be kept to a minimum, with no kerb and channel, bollard down lights only and one street pole light at the intersection of Lake Hayes – Arrowtown Road.
43. Taking the above into account, the view from the southern neighbours will include the following design matters, undertaken in order to address potential effects on those southern neighbours:
 - The proposed road has been designed and orientated east-west to avoid direct headlight glare to the neighbours along the southern boundary.
 - The layout and scale of the mounding provides a continuous screen for the southern neighbours against headlights and visibility of vehicles using that road.
 - Mounding has been designed in a naturalistic formation to maintain a reasonably natural view and to maintain the rural character.

CONCLUSION

44. The public experience of the Arrowtown – Lake Hayes Road will be affected to a minor degree as there will be change to the existing landscape character of the open pastureland adjoining the western side of this part of Lake Hayes – Arrowtown Road. Given however, that an access is required for the WPRZ and, taking into account the form and character of the proposed road, it is considered that this the potential adverse effects will be low and the existing rural character will be retained.

Before the Queenstown Lakes District
Council

In the matter of The Resource Management Act 1991

And RM171280 Consent Application by Waterfall Park
Developments Limited

EVIDENCE OF PATRICK JOHN BAXTER for

Waterfall Park Developments Limited

Dated 13 April 2018

Introduction and Qualifications

- 1 My full name is Patrick John Baxter. I hold a Bachelor of Science degree in Geography from 1981 and a Post Graduate Diploma in Landscape Architecture from 1984. I am a Director of Baxter Design Group Limited, a Queenstown based consultancy specialising in landscape architecture, urban design, master planning and landscape planning and I am a member of the New Zealand Institute of Landscape Architects.
- 2 I have worked in the Queenstown Lakes District since 1989. I was employed in the Queenstown office of Boffa Miskell from 1989 until 1998. In 1998, I established my own practice specialising in landscape architecture, urban design and masterplanning. Baxter Design currently employs 8 staff and is working on projects throughout New Zealand and the South Pacific.
- 3 A selected list of masterplanned developments, in which I have played a significant role, is appended to the end of this evidence.
- 4 I have complied with the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2014. This evidence is within my area of expertise, except where I state that I am relying on another person, and I have not omitted to consider any material facts known to me that might alter or detract from the opinions I express.

Involvement in the Project

- 5 My involvement with the Waterfall Park Road commenced in July 2017. Baxter Design was commissioned to walk and review the site with the consultant team and commence the location and layout of the access road. My involvement on this project has continued since that date, working closely with the consultant group as the project has evolved and adapted to ongoing input from other consultants.
- 6 My role in the consent application involved providing a landscape assessment of the effects of the access road on the site and wider environs.

Evidence

- 7 Subject to paragraph 9 below I refer to, and adopt as my evidence, the Landscape Assessment Report dated 14 November 2017 prepared by Baxter Design, including Attachments A-G, which formed part of this consent application as publicly notified.
- 8 My evidence provides an assessment of the following matters:
 - (a) A description of the subject site and its wider landscape context;

- (b) A description of the proposed road for which consent is being sought, including specific landscaping aspects as detailed in Attachments A-C;
- (c) An assessment of the effects of the proposal, using as guidance the assessment matters applicable to development in a Visual Amenity Landscape under the Operative District Plan, assisted by reference to the photographs and photosimulations contained in Attachments D-G;
- (d) An assessment of the effects of the proposal on the rural amenities of residential neighbours adjoining the southern boundary of the application site;
- (e) A conclusion on the primary public experience of the proposal as viewed from the Arrowtown-Lake Hayes Road which adjoins the eastern boundary of the application site.

Amended Concept Masterplan

- 9 Accompanying this evidence is amended Attachment A (2739-SK25 - New Access Road to Waterfall Park - Context Plan) and Attachment B (2739-SK20 - New Access Road to Waterfall Park - Concept Masterplan) and Attachment C (2739-SK21 - New Access Road to Waterfall Park- Planting Plan), all three dated 11th April 2018. These three plans supersede Attachment A, Attachment B and Attachment C dated 29th January 2018.
- 10 The following amendments have occurred to Attachments A, B and C:
 - 7 street trees have been removed along the northern section of the road and instead the existing willows in the area will be retained.
 - The area of proposed native planting which is located along the southern side of the proposed road, as it drops across an escarpment down to the Mill Creek ‘valley’, has been replaced with a 1.5-2m mound (above finished road centreline level) with planting. This is to ensure the neighbours along the southern boundary are screened from headlights as cars travel along the road.
 - An alternative footpath route (subject to consent for bridges) has been added. The alternative route connects the Waterfall Park Zone to Ayrburn along Mill Creek and via the heritage buildings area.

Response to Submissions

- 11 Submitter number 4 has expressed her concern regarding the proposed road and *“the adverse effects that are more than minor in terms light spill and vehicle glare”*. Submitter 4 lives at 513 Speargrass Flat Road, located adjacent to the southwest corner of the site.
- 12 I have gone out to site and walked the road alignment, starting at the most northern point and heading south. The existing topography (up to 7m above the road centreline level) screens the first 346m stretch of road meaning that light spill and vehicle glare will not be visible from Submitter 4 property. From this point the road then crosses the river and is directed in a south east direction, climbing up the escarpment before straightening out in an easterly direction towards Arrowtown-Lake Hayes Road. Due to the direction of the road in the second section of the proposed road no vehicles will ever be traveling directly inline with the Submitter 4 property and therefore light spill and vehicle glare will not have adverse effects.

Response to s42A Report

- 13 The s42A Report largely agrees with my assessment of landscape and visual amenity effects arising from the proposal. The only issue I wish to comment on arising from the s42A Report is the alternative possible road access route (to the Waterfall Park Zone) which is referred to as ‘*Option Yellow (2)*’ in the Landscape Assessment Peer Review dated 6 April 2018 prepared by Mr David Compton-Moen for the Council. Option Yellow (2) exits off the Arrowtown-Lake Hayes Road at the same point as the current Ayrburn Homestead entrance and then travels in a northerly direction to connect with the existing legal Waterfall Park Road.
- 14 In his conclusion Mr Compton-Moen acknowledges that Option Yellow (2) may require the access road to divert into the paddock (adjoining the Arrowtown-Lake Hayes Road) and expresses the opinion that that would have a “... *slightly larger landscape effect ...*” than the proposed Option Green (3). In my opinion Option Yellow (2) would have a significantly greater adverse landscape effect than Option Green (3).
- 15 I attach the Proposed Access Road Alternative Intersection Plan (Q6388-14-2-1A) prepared by Paterson Pitts Limited which, I am advised, is an approximate desktop plan superimposed on an aerial photograph showing an Option Yellow (2) intersection and access road exiting the Arrowtown-Lake Hayes Road and crossing the paddock to the north referred to by Mr Compton-Moen through to the Waterfall Park Zone.

- 16 The section of the Arrowtown-Lake Hayes Road which adjoins that paddock is at a higher elevation than the paddock as the road climbs to the north. Motorists travelling north or south on the Arrowtown-Lake Hayes Road look down on that paddock. Motorists travelling south would also look down on this alternative intersection as they descend McEntyre's Hill.
- 17 In my opinion, this alternative intersection would have a much greater visual impact on motorists travelling in a southerly direction, and the access road resulting from the intersection location would have a much greater visual impact on motorists travelling in either direction looking down on that paddock. What is now an attractive pastoral paddock adjoining the Arrowtown-Lake Hayes Road would be bisected by the new road which would be clearly and obviously visible to motorists on the road above. The current Ayrburn Homestead entrance is well known for its established avenue of conifer trees. The alternative intersection would compromise this avenue of trees and due to the proposed alignment of the alternative road would require the removal of some of the trees.
- 18 The situation described in the previous paragraph can be compared with the proposed Option Green (3) intersection, and the adjoining paddocks, which will be viewed by motorists from the same valley-floor level as the intersection and proposed new road. In my opinion that visual impact, as viewed from the same level, will be significantly less than the visual impact of Option Yellow (2) viewed from above. In addition, the proposed screening and softening landscaping (mounds and roadside tree planting) will be much more effective in softening and screening views of the Option Green (3) road than would be the case if similar landscape mitigation measures were put in place for an Option Yellow (2) road.

Proposed District Plan – Assessment Matters

- 19 Since the Baxter Design Landscape Assessment Report dated 14 November 2017 was prepared, the Council has notified Stage 2 of the District Plan Review which contains Chapter 24 relating to the Wakatipu Basin. Under Stage 2 as notified, the subject site has been rezoned Wakatipu Basin Lifestyle Precinct (WBLP). I have been requested to provide an assessment of the proposal against the relevant WBLP assessment matters relating to landscape and visual amenity considerations.
- 20 The WBLP provides for rural lifestyle subdivision and development of lots with a minimum 6,000m² lot size and an average 1ha m² lot size.
- 21 I first note, as a general comment, that if the part of the subject site which adjoins the Arrowtown-Lake Hayes Road (between the road and the edge of the terrace overlooking Mill Creek) was developed under the WBLP provisions, that would dramatically change the landscape characteristics of that area of land. What is currently a rural vista would change to a rural lifestyle vista containing houses

and all the other aspects of rural living including trees, fences, driveways, etc. In that vista the proposed road would be an expected and integral component providing vehicle access to those rural lifestyle lots.

- 22 Bearing in mind that general comment, I now address the individual landscape/visual amenity related WBLP assessment matters in the attached Table - Assessment Matters: Proposed District Plan – Stage 2: Chapter 24 Wakatipu Basin (24.7)

Dated 13 April 2018

Patrick John Baxter

ASSESSMENT MATTERS: PROPOSED DISTRICT PLAN – STAGE 2: CHAPTER 24 WAKATIPU BASIN (24.7)

<p style="text-align: center;">Assessment Matter</p>	<p style="text-align: center;">Landscape Assessment</p>
<p>24.7.3 Landscape and Visual Amenity</p>	
<p>(a) Whether the location, form, scale, design and finished materials including colours of the building(s) adequately responds to the identified landscape character and visual amenity qualities of the landscape character units set out in Schedule 24.8 and the criteria set out below.</p>	<p>The site sits within the Speargrass Flat category as listed under 24.8. Speargrass Flats is characterised by its open pastoral flat land with scattered exotic shelterbelts.</p> <p>The pasture lands within the eastern portions of the site adjacent to the Arrowtown – Lake Hayes Road contribute to the existing pastoral character of this area. This pastoral character is repeated on the lands farther east towards Hogan’s Gully. The combined pastoral areas sit between the residential developments of North Lake Hayes and those atop Ayrburn Ridge and McEntyres Hill leading to Arrowtown.</p> <p>The proposed new accessway with clusters of trees and mounding is located on the southern portion of this pastoral area. The bulk of the land surrounding the proposed road will remain in its pastoral state and the break in residential development as experienced from the Arrowtown – Lake Hayes Road will be retained. Where the road drops across the terrace edge and turns to the north it will be largely hidden from view by existing topography and proposed mounding and planting</p> <p>While the proposed accessway will cross existing undeveloped land, there will still be a significant area of pastureland retained between the existing Ayrburn Farm avenue entrance and the proposed road.</p>
<p>(b) The extent to which the location and design of buildings and ancillary elements and the landscape treatment complement the existing landscape character and visual amenity values, including consideration of:</p> <ul style="list-style-type: none"> • building height; • building colours and materials; • building coverage; • design, size and location of accessory buildings; 	<p>No buildings are associated with this consent, other than the bridge (which is a ‘building’ under the District Plan) however the proposed accessway road and trees have been located to ensure the bulk of the pastoral land is retained and that the road does not carve up the front paddocks, which contribute to the rural character of the surrounding landscape.</p> <p>The existing Mill Creek runs through the site in a north-south direction. A 20m revegetation corridor consisting of native</p>

<ul style="list-style-type: none"> • the design and location of landform modification, retaining, fencing, gates, accessways (including paving materials), external lighting, domestic infrastructure (including water tanks), vegetation removal, and proposed planting; • the retention of existing vegetation and landform patterns; • earth mounding and framework planting to integrate buildings and accessways; • planting of appropriate species that are suited to the general area having regard to the matters set out in Schedule 24.8; • riparian restoration planting; • the retirement and restoration planting of steep slopes over 15° to promote slope stabilisation and indigenous vegetation enhancement; and • the integration of existing and provision for new public walkways and cycleways/bridlepaths. 	<p>planting is proposed within the application to help restore the creek.</p> <p>Oak trees are commonly found through the rural residential landscape of Speargrass Flats. Clusters of pin oaks have been located at intervals along the proposed road and over time will become an established feature, consistent with the wider rural landscape character.</p> <p>Street lighting will consist of down - lit bollard lighting in accordance with the Southern Light – Lighting Strategy. A pole light (flag light) will be required at the intersection of the proposed road with Lake Hayes Arrowtown Road, for safety requirements.</p> <p>Mounding to the south of the proposed road (off Arrowtown-Lake Hayes Road) will screen views and headlight effects of traffic on the road from southern neighbours. The form of the proposed mounding is not continuous and avoids an ‘engineered’ outcome. The proposed mounding is approximately 80 metres from the boundary of the southern neighbours and, given its height, will not restrict their views of the wider landscape. The gap in the proposed tree planting assists the retention of views as well</p> <p>A pedestrian and cycleway path are proposed from the entry off Arrowtown- Lake Hayes Road continuing along the length of the proposed road to the Waterfall Park Zone.</p> <p>The bridge, as a building, will not detract from the existing landscape character and visual amenity values.</p>
<p><i>(c)The extent to which existing covenants or consent notice conditions need to be retained or are otherwise integrated into the proposed development in a manner that delivers optimal landscape character and visual amenity outcomes.</i></p>	<p>Not applicable</p>
<p><i>(d) The extent to which the development maintains visual amenity from public places and neighbouring properties.</i></p>	<p>The road mounding and tree planting associated with the road will be visible from the Arrowtown – Lake Hayes Road, Hogan’s Gully Road and neighbours to the direct south of the road. The location of the proposed road, towards the southern end of the paddock adjoining Lake Hayes Road, ensures that retained paddock area is maximised.</p> <p>When viewed from the north the mounding and trees will merge visually into the treed and residential backdrop of established</p>

	<p>residential development north of Lake Hayes. The mounding will partially screen the existing houses to the south, in views from the Lake Hayes Road.</p> <p>The proposed road will become visible as the viewer approaches its intersection with Lake Hayes Road. At that point the road, and associated widening and entry, will be apparent to the viewer. Given however that views are at a similar level, on flat land, the possible adverse effects of this road are minimised. Care has been taken to avoid an 'urban' road character, with no kerb or channel on the top plateau, or street lights. Over time the proposed Pin Oak clusters will become an established feature, consistent with the wider rural landscape character.</p> <p>Mounding to the south will screen views and headlight effects of traffic on the road from southern neighbours. The form of the proposed mounding is not continuous and avoids an 'engineered' outcome. The proposed mounding is approximately 80 metres from the boundary of the southern neighbours and, given its height, will not restrict their views of the wider landscape. The gaps in the proposed tree planting assists the retention of views as well.</p>
<p><i>(e) Whether clustering of buildings would offer a better solution for maintaining a sense of openness and spaciousness, or the integration of development with existing landform and vegetation patterns.</i></p>	<p>Not applicable</p>
<p><i>(f) Where a residential flat is not located adjacent to the residential unit, the extent to which this could give rise to sprawl of buildings and cumulative effects.</i></p>	<p>Not applicable</p>
<p><i>(g) The extent to which the development avoids, remedies or mitigates adverse effects on the features, elements and patterns that contribute to the value of adjacent or nearby ONLs and ONFs. This includes consideration of the appropriate setback from such features as well as the maintenance of views from public roads and other public places to the surrounding ONL and ONF context.</i></p>	<p>The landscape classification of the site and wider environs is shown as a VAL landscape in the District Plan planning maps. There are no nearby or adjacent ONLs or ONFs that need to be considered.</p>
<p><i>(h) The extent to which development adversely affects other identified landscape features as identified on the planning maps, and in particular the visual amenity</i></p>	<p>There are no nearby identified landscape features on the planning maps which the proposal will adversely effect.</p>

<i>values of those features in views from public places outside of the Precinct.</i>	
<i>(i)Whether mitigation elements such as a landscape management plan or proposed plantings should be subject to bonds and consent notices.</i>	Not applicable
24.7.4 Servicing, Hazard, Infrastructure and Access	
<i>(a) The extent to which the proposal provides for adequate on-site wastewater disposal and water supply. The provision of shared infrastructure servicing to more than one property is preferred in order to minimise environmental effects.</i>	The proposed road has one entry and exit off Arrowtown – Lake Hayes Road and will provide the primary access to both the Waterfall Park Zone and the Ayrbun Farm property. The shared access will minimise environmental effects, compared to a possible alternative of two separate accesses to those two separate areas.
<i>(b)The extent to which the proposed access utilises an existing access or provides for a common access in order to reduce visual and environmental effects, including traffic safety, minimising earthworks and vegetation removal.</i>	As stated in (a) above, the proposed common access to two separate properties will minimise visual and environmental effects. It will also minimise earthworks.
<i>(c)Whether adequate provision is made for firefighting activities and provision for emergency vehicles.</i>	Not a landscape issue
<i>(d)The extent to which the objectives and policies set out in Chapter 28, Natural Hazards, are achieved.</i>	Not a landscape issue
24.7.5 Non-residential activities	
<i>Whether the proposal achieves:</i>	
<i>(a)An appropriate scale and intensity of the activity in the context of the amenity and character of the surrounding area including reference to the identified elements set out in Schedule 24.8 for the relevant landscape character unit.</i>	Speargrass Flats current landform patterns consist of open pastoral flat, framed by surrounding hills. Within the subject site the proposed accessway has been located on the southern portion of the pastoral area. The bulk of the land surrounding the proposed road will remain in its pastoral state and the break in residential development as experienced from the Arrowtown – Lake Hayes Road will be retained. The road has been kept to a minimum road width and care has been taken to avoid an ‘urban’ road character, with no kerb or channel on the top plateau, or street lights. Over time the proposed Pin Oak clusters will become an established feature, consistent with the wider rural landscape character.

<p><i>(b) Adequate visual amenity for neighbouring properties and from public places.</i></p>	<p>The bulk of the land surrounding the proposed road will remain in its pastoral state and the break in residential development as experienced from the Arrowtown – Lake Hayes Road will be retained. While the proposed accessway will cross existing undeveloped land, there will still be a significant area of pastureland retained between the existing Ayrburn Farm avenue and the proposed road when viewed from public places.</p> <p>The proposed mounding along the southern side of road provides mitigation of the road to the southern neighbours to maintain visual amenity. The height and form of the mounding will not restrict their views of the wider landscape. The gaps in the proposed tree planting assists the retention of views as well.</p>
<p><i>(c) Minimisation of any noise, odour and dust.</i></p>	<p>Not a landscape issue</p>
<p><i>(d) Acceptable access and safety.</i></p>	<p>Not a landscape issue</p>
<p>24.7.6 Boundary and road setback</p> <p><i>Whether the proposal achieves</i></p>	
<p><i>(a) The maintenance of landscape character and visual amenity including reference to the identified elements set out in Schedule 24.8 for the relevant landscape unit.</i></p>	<p>The proposed accessway and clusters of trees and mounding is located on the southern portion of this pastoral area. The bulk of the land surrounding the proposed road will remain in its pastoral state and the break in residential development as experienced from the Arrowtown – Lake Hayes Road will be retained. While the proposed accessway will cross existing undeveloped land, there will still be a significant area of pastureland retained between the existing Ayrburn Farm avenue, thereby maintaining existing landscape classification and visual amenity.</p>
<p><i>(b) The maintenance of views to the surrounding mountain context.</i></p>	<p>The proposed road and clusters of trees will not interfere with the views to the surrounding mountains when viewed from Arrowtown-Lake Hayes road and the adjoining rural lifestyle properties. The proposed avenue of tree clusters has gaps of approximately 50-60 metres specifically to allow visual access further afield for the neighbours.</p>
<p><i>(c) Adequate privacy, outlook and amenity for adjoining properties.</i></p>	<p>Mounding to the south of the proposed road as it comes off Arrowtown – Lake Hayes road will screen views and headlight effects of traffic on the road from southern neighbours and will maintain the privacy of those neighbours. The form of the proposed mounding is not continuous and avoids an ‘engineered’ outcome. The proposed mounding is approximately</p>

	<p>80 metres from the boundary of the southern neighbours and, given its height, will not restrict their views of the wider landscape. The gaps in the proposed tree planting assists the retention of views as well.</p> <p>These neighbouring properties will experience a change to their rural outlook over open paddocks. The proposed road is approximately 100 metres from the northern boundary of the adjacent southern neighbours. This will maintain and allow visual access across a paddock for those neighbours. Although the immediate paddock is smaller, nevertheless it is still of an appropriate scale to impart a rural character for those neighbours.</p>
<p>24.7.8 Setback from boundaries of non-residential buildings housing animals</p> <p>Whether the proposal achieves</p>	
<p>(a)The maintenance of landscape character and visual amenity including reference to the identified elements set out in Schedule 24.8 for the relevant landscape character unit.</p>	<p>Not applicable</p>
<p>(b)Minimisation of adverse odour, dust and/or noise effects on any neighbouring properties.</p>	<p>Not applicable</p>
<p>24.7.9 Setback of buildings from waterbodies</p> <p>Whether the proposal achieves</p>	
<p>(a)The maintenance or enhancement of indigenous biodiversity values</p>	<p>Not a landscape issue</p>
<p>(b)The maintenance or enhancement of landscape character and visual amenity values including reference to the identified elements set out in Schedule 24.8 for the landscape character unit that the proposal falls into.</p>	<p>Not applicable</p>
<p>(c)The maintenance or enhancement of open space.</p>	<p>Not applicable</p>
<p>(d)Mitigation to manage any adverse effects of the location of the building including consideration of whether the waterbody is subject to flooding or natural hazards.</p>	<p>Not a landscape issue</p>

24.7.10 Roadside stalls	
<i>Whether the proposal achieves</i>	
<i>(a)An appropriate scale and intensity of the activity in the context of the surrounding landscape character and visual amenity values</i>	Not applicable
<i>(b)Preservation of visual amenity for neighbouring properties and from public places.</i>	Not applicable
<i>(c)Minimisation of any noise, odour and dust.</i>	Not applicable
<i>(d)Adequate parking, access safety and avoids adverse transportation effects.</i>	Not applicable
24.7.11 Retail sales	
<i>Whether the proposal ensures</i>	
<i>(a)An appropriate scale and intensity of the activity in the context of the surrounding landscape character and visual amenity values.</i>	Not applicable
<i>(b)Preservation of visual amenity for neighbouring properties and from public places.</i>	Not applicable
<i>(c)Minimisation of any noise, odour and dust.</i>	Not applicable
<i>(d)Adequate parking, access safety and avoids adverse transportation effects.</i>	Not applicable
24.7.12 Glare	
<i>(a)The effects on adjacent roads and neighbouring sites.</i>	Proposed mounding to the south of the road that runs parallel to the southern boundary will screen headlight effects of traffic on the road from southern neighbours.
<i>(b)The extent of likely visual dominance from light fixtures, poles and lux levels.</i>	Street lighting will consist of 28 downlit bollards located along the 852m stretch of proposed roading. The height and recessive colours of the bollards will be designed in accordance with the Southern Light Lighting Strategy and will not be visually dominant in the landscape. One flag light is required for safety requirements and will be located at the intersection of the proposed road and Arrowtown – Lake Hayes Road. This flag light will be downlit and

	will designed in accordance with the Southern Light Lighting Strategy.
<i>(c)The nature and extent of any effects on character and amenity, including the night sky.</i>	Street lighting will be in accordance with the Southern Light – Lighting Strategy and will not have any effect on the night sky.
<i>(d)The nature and extent of any effects on privacy, views and outlook from neighbouring properties.</i>	As mentioned in (a) the proposed mounding will screen headlight effects of traffic on the road from neighbouring properties along the southern boundary. The proposed mounding is approximately 80 metres from the boundary of the southern neighbours and, given its height, will not restrict their views of the wider landscape. Street lighting consisting of bollards with downlighting are more appropriate in scale than using street light poles and also restrict light spill onto neighbouring properties with their low profile.
<i>(e)Whether there will be any reverse sensitivity effects on adjacent properties.</i>	Not applicable
24.7.13 Clearance, works within the root protection zone or significant trimming of exotic vegetation over 4m height	
<i>(a)The degree to which the vegetation contributes to the landscape character and visual amenity values, and the extent to which the clearance or significant trimming would reduce those values.</i>	Not applicable
<i>(b)The potential for buildings and development to become more visually prominent.</i>	Not applicable
<i>(c)The merits of any proposed mitigation or replacement plantings.</i>	Not applicable
<i>(d)The effects on the health and structural stability of the vegetation.</i>	Not applicable

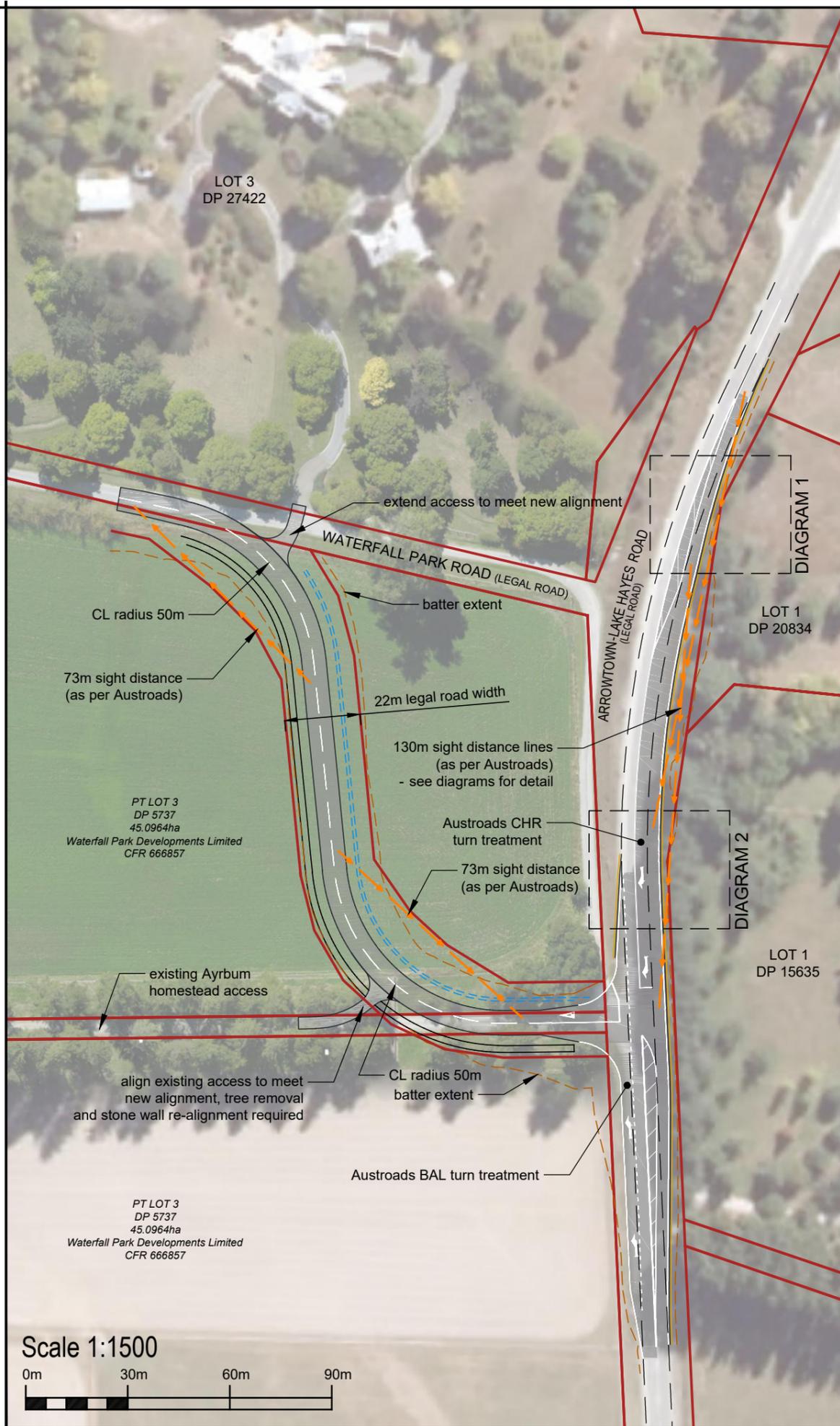
Summary of Works Schedule

Developments Masterplanned by Paddy Baxter

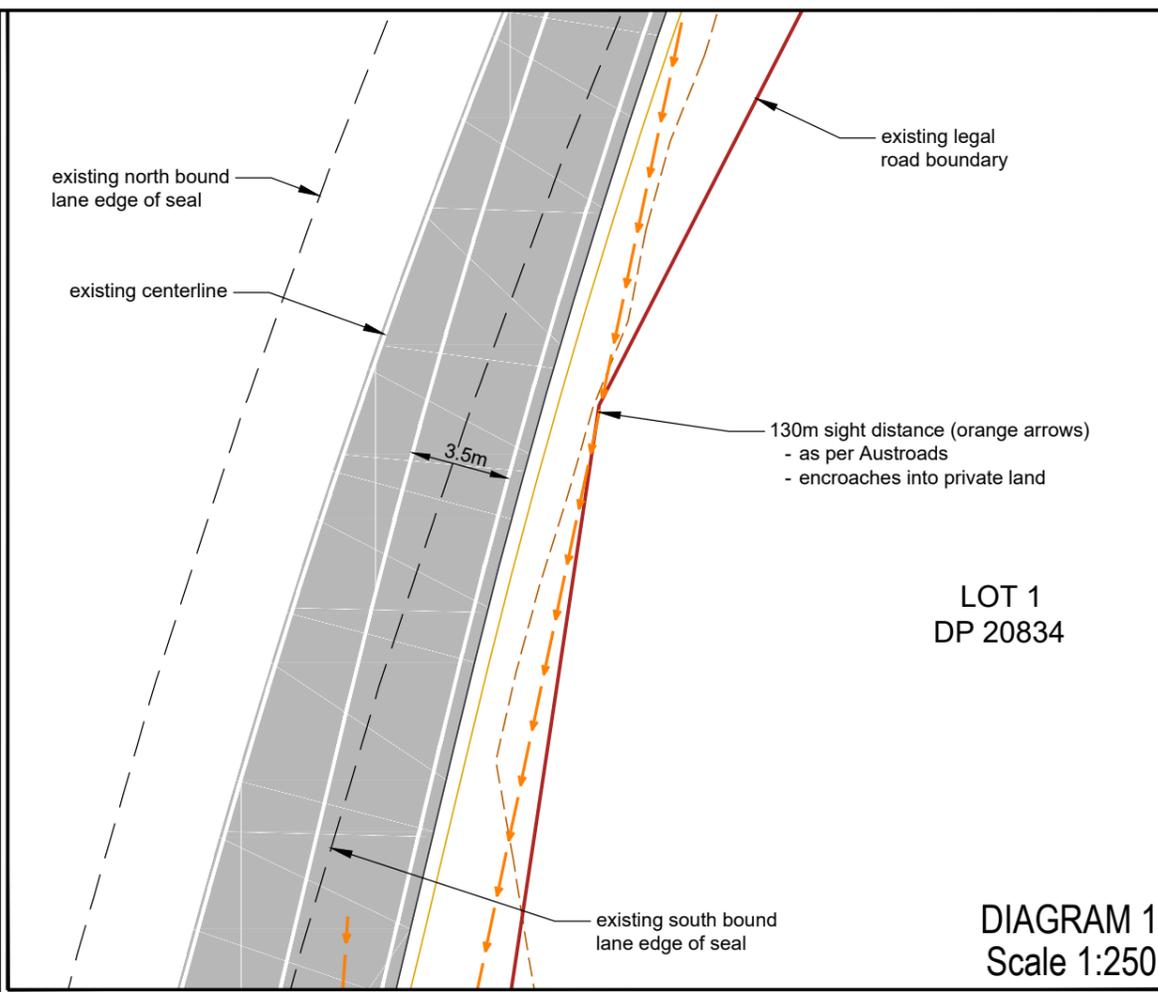
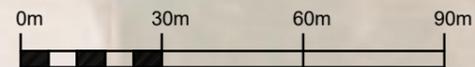
(Selected examples)

Development	Year Commenced	Location
Ladies Mile	1998	Queenstown
Millbrook Resort	1998 (ongoing)	Arrowtown
Walnut Grove	1998	Queenstown
Cottage Grove	1999	Martinborough
Stonebridge Estates	1999	Queenstown
Wigram	2000	Christchurch
St John of God, Halswell	2000	Christchurch
Northwood, Halswell	2000	Christchurch
Terrace Downs, Rakaia	2000	Canterbury
Applefields	2001	Rangiora
Whitby Estates	2001	Wellington
Bendemeer	2002	Queenstown
Fiordland Estates	2002	Te Anau
Luggate Estate, Luggate	2003	Wanaka
Lake Ridge	2003	Wanaka
Butel Park, Arrowtown	2003	Arrowtown
Atley Downs	2004	Queenstown
Threepwood	2005	Queenstown
Arlington Park, Belfast	2005	Canterbury
Tihaka Sands, Catlins	2006	Southland
Waimarama Estates	2006	Napier
Mairaki Downs, Oxford	2006	Canterbury
Three Parks	2011 (ongoing)	Wanaka
Bobs Cove	2012 (ongoing)	Queenstown
Mt Cardrona Station, Cardrona	2012 (ongoing)	Wanaka
Queenstown Central	2012 (ongoing)	Queenstown
5 Mile	2012 (ongoing)	Queenstown
Northlake	2014 (ongoing)	Wanaka
Mt Rosa, Gibbston	2015 (ongoing)	Queenstown

Longreach, Cooks Beach	2015 (ongoing)	Coromandel
Beaches, Matarangi	2015 (ongoing)	Coromandel
Alpha Ridge	2016	Wanaka
Glenpanel Estate	2017 (ongoing)	Queenstown
Chin Hill, Orewa	2017	Auckland
Inverurie	2014	Invercargill
Bridesdale Farm	2014	Queenstown

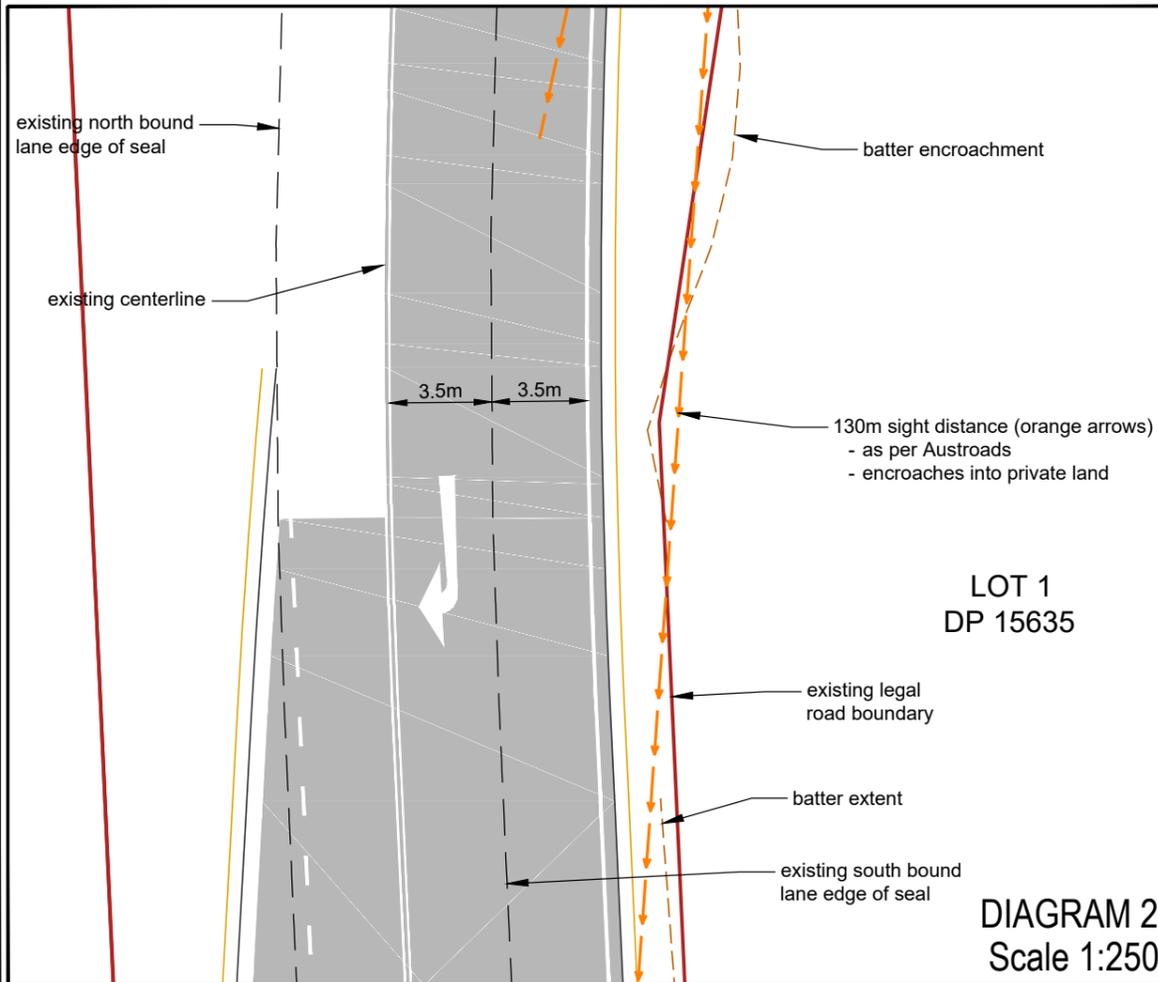


Scale 1:1500



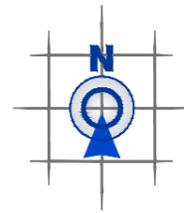
LOT 1
DP 20834

DIAGRAM 1
Scale 1:250



LOT 1
DP 15635

DIAGRAM 2
Scale 1:250



A

NOTES:

- This plan and its contents should not be used for any reason other than its intended purpose. This plan and surveyed information does not include assessment or representations concerning:
 - Hazard registers, ground conditions or suitability for development
 - 'Ground level' as defined by the QLDC District Plan
 - Service connections to utility services
- This plan includes information from site surveys undertaken by Paterson Pitts Group (Sep 2017) and CFM (2016/2017)
- Refer to the relevant CFRs and title plans for registered easements, covenants and interests
- Existing Arrowtown - Lake Hayes Road alignment traced from QLDC GIS aerial image
- Austroads sight distances (as shown) received from Carriageway Consulting Ltd

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Client/Location:
Waterfall Park Developments Ltd
 Sec 69 Blk VII Shotover SD, Lots 1 & 2
 DP 23038, Lot 1 DP 27503, Lots 1 & 2
 DP 507367, Pt Lot 3 DP 5737 and Lot 1 DP 18109

Purpose/Drawing Title:
**Proposed Access Road
 Alternative Intersection**

Surveyed by:	PPG	Original Size:	Scale:
Designed by:	SJP	A3	As shown
Drawn by:	SJP		
Checked by:	SJW	DO NOT SCALE	
Approved by:		Job Ref:	Sheet No:
		Q6388-14-2	1
		Revision No:	Date Created:
		A	12/04/2018



Waterfall Park Developments (RM 171280) – Supplementary Statement in response to Minute of the Hearing Commissioners – Paddy Baxter

1. In response to the Commissioners' Minute received on 3rd May 2018 I revisited the site on 4th May 2018 and walked over the proposed road layout within the Mill Creek 'valley', with particular regard to the potential effects of that proposed road on the outlook from the Beadle property, located south of the road.
2. The section of road I looked at in particular is that section of road that crosses the flat area of the 'valley' approximately 180-220 metres north of the Beadle property, between CH400 and CH490
3. In response to the points raised in the Commissioners' Minute I note the following:
 - (a) The use of kerb and channel needs to be carefully considered. I recommend that kerb and channel be established on the south side of the road with a grass swale drainage system on the north side. I recommend this approach as views from the Beadle house will look over a kerb on the south side and that kerb will not be visible from the Beadle house, whereas a kerb and channel on the northern side could be visible from the Beadle house at a distance. Note: If either of the additional mitigation methods discussed below were to be adopted, a kerb and channel on the northern side would be screened from the view from the Beadle house.
 - (b) As I noted at the hearing, because the road is to be raised then a gentle batter, on the sides of the road, is appropriate for landscape reasons. If the road is to be raised 1 metre above the existing ground level then a gentle batter on the southern side would remove a visible 'hard' edge when viewed from the Beadle property and, from the distances viewed, would give the appearance of a continuation of the existing paddock.

From my observations this morning I would recommend that batter be extended out to a 1:8 grade to make sure the change in grade is not perceptible from the Beadle property and that batter be 1:8 along the length of the road from CH400 to CH490. The intent of the batter is for grass to continue seamlessly to the road shoulder.
 - (c) Retaining the existing willows will assist in reducing the visibility of the road, and the traffic on the road, so they should be retained.
 - (d) I consider that reducing the carriageway from 7.2 metres to 5.5 metres will have little impact in reducing the potential visibility of the road when viewed from the Beadle property, given the distance and elevation of that view. Importantly however, as per the proposed design, the road should be grassed to the footpath edge and avoid a gravel shoulder. This road design has been used successfully at Millbrook Resort and at Butel Park, adjacent to Millbrook.
 - (e) In regards to the feasibility of a 5.5 metre carriageway, I defer that recommendation to the traffic engineer.
4. Following on from the above, I consider that there may be additional methods of mitigating the road view from the Beadle property. I have observed that, from the Beadle property views, visually the road is located at the northern end of that 'valley'. To that end, full or partial screening of the road will not diminish any longer view experiences as the location of the proposed road does not compromise longer valley views.

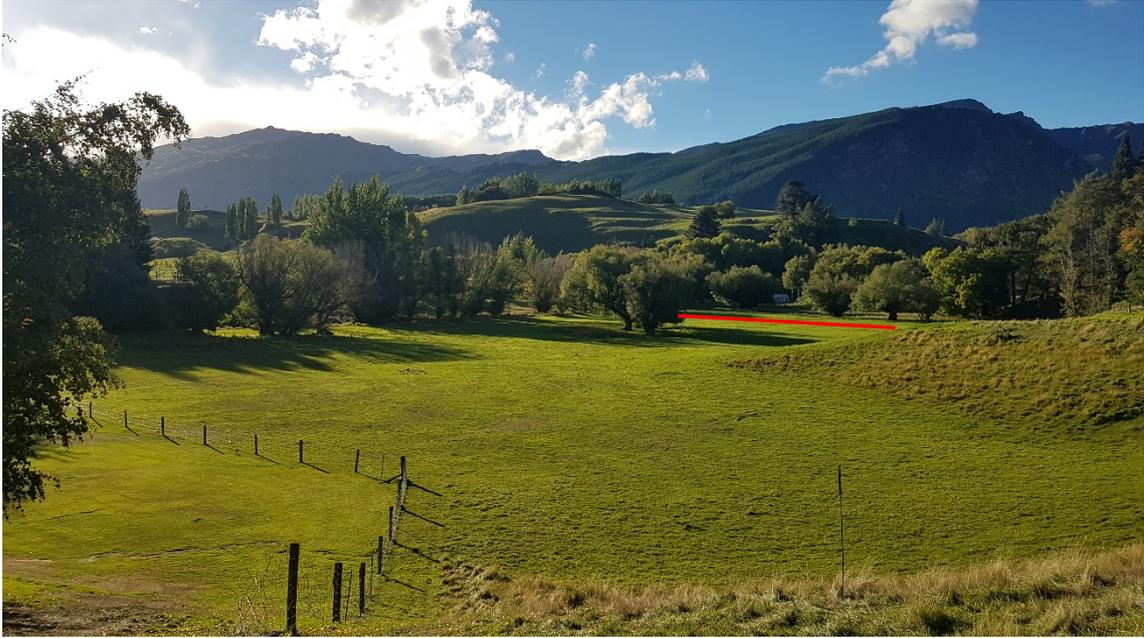


Photo from the eastern edge of Beadle property, at house elevation (red line showing approximate location of proposed road centre line)

5. Taking the above into account, there are options available for mitigation of the road from the Beadle views. These could include:

- (a) Plant a continuous double row of Leyland Cypress along the southern edge of the road, approximately 3.5 metres from the seal edge: Trees to be planted at 1.5 metre centres, with the two rows offset, and well irrigated and mulched.

Visual outcome / timing: With appropriate care I would expect these trees to reach 3 metres within 3-4 years. I note that this would screen most vehicle movements, aside from the tallest buses (4.5 metres). Further growth over time would fully screen the tallest buses. This option would involve a linear row in the view, which would look different from the current scattered trees. However, it would look like a shelter belt, which is not unexpected in a rural landscape.

- (b) Plant a mix of Leyland Cypress and Mountain Beech, in substantial groups, and not in a linear form, as screening. Planting at 1.5 metre centres for Leyland Cypress and 2 metres for Beech.

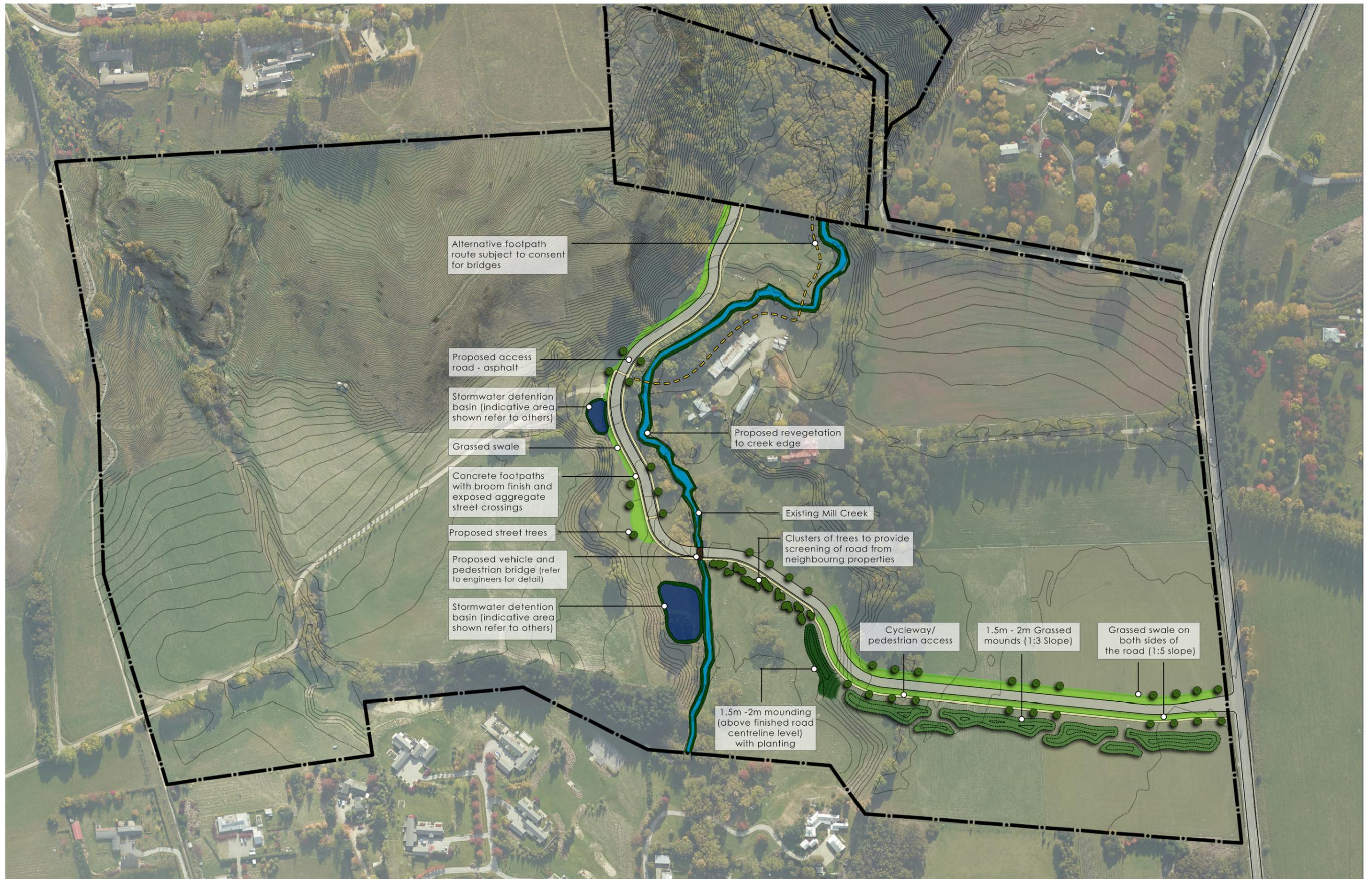
Visual outcome / timing: similar to the above, although group planting would not achieve a block screening effect but would be more consistent with existing planting patterns in that view.

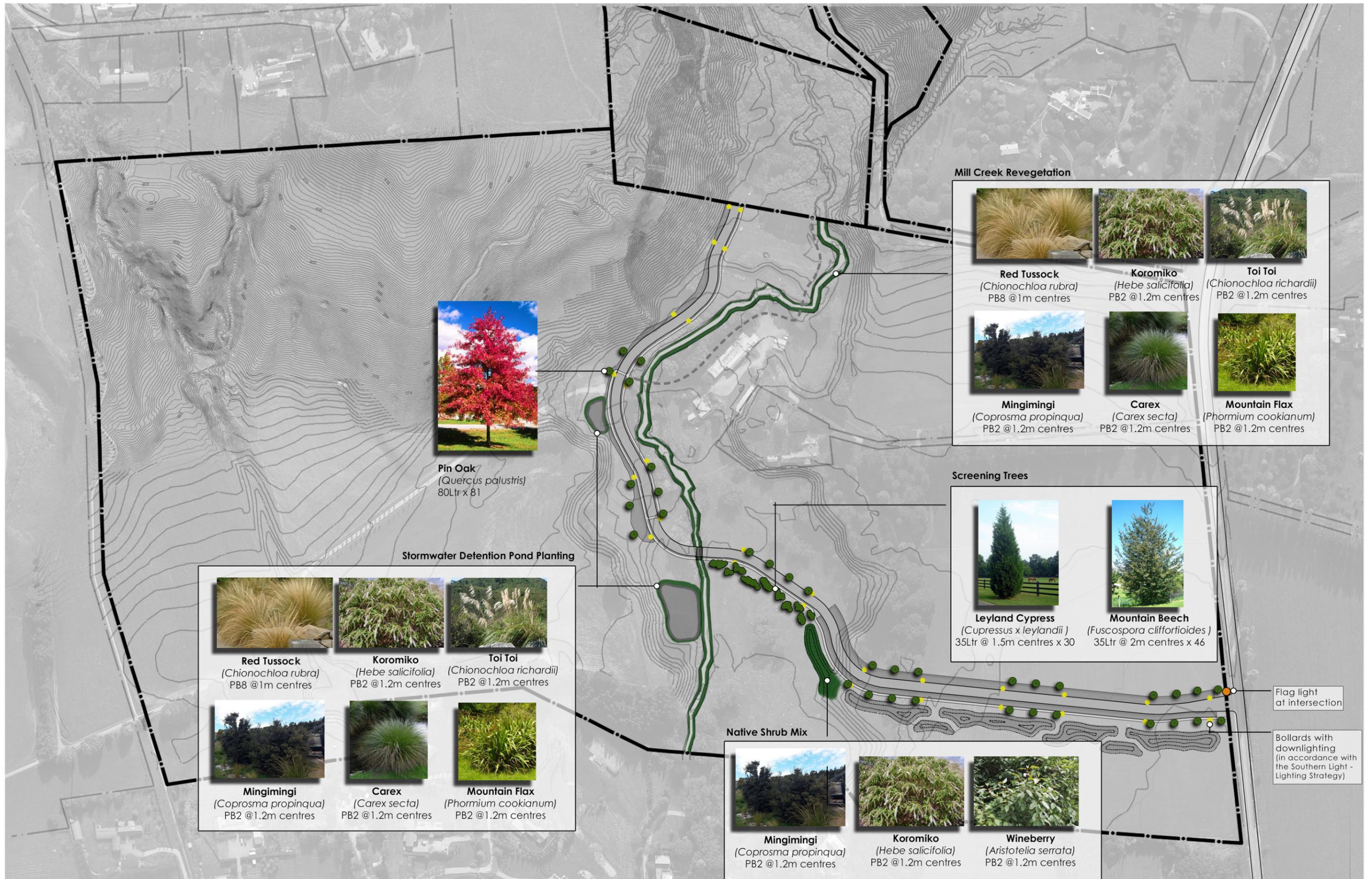
These options are shown on the attached plans.

6. I have also considered options involving mounding, with or without tree planting. However, the raised level of the road would require significant mounding to achieve a significant screening outcome. It would be a challenge to make that look natural, and the tops of higher vehicles would remain visible. Either of the planting options detailed above would be preferable in my opinion.

P J Baxter
7th May 2018













EXISTING VIEW FROM ARROWTOWN-LAKE HAYES ROAD LOOKING SOUTH



PROPOSED VIEW FROM ARROWTOWN-LAKE HAYES ROAD LOOKING SOUTH





EXISTING VIEW FROM SOUTHERN FENCE LOOKING NORTH



PROPOSED VIEW FROM SOUTHERN FENCE LOOKING NORTH

