

Wanaka Airport Management Committee

Wanaka Airport Notice of Requirement

Landscape and Visual Effects Assessment

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On behalf of the Wanaka Airport Management Committee

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INTRODUCTION

- 1 This report discusses the landscape and visual effects that are likely to arise through a Notice of Requirement for the purpose of designating an area of land at Wanaka Airport for aerodrome purposes.
- 2 The designation will provide for:
 - 2.1 extensions to the length of the existing sealed runway and RESA;
 - 2.2 the construction of a second runway and RESA parallel and to the north of the existing runway.
- 3 Future developments also include a new passenger terminal building, expanded provision for visitor car parking, and an airport control tower. These facilities are proposed within the area of the existing aerodrome designation.

Site description

- 4 The landscape context of the proposed designation is the existing Wanaka Airport locality, immediately adjacent to the Wanaka—Luggate Road (State Highway (SH) 6). The location of Wanaka Airport and the extent of the land affected by the NoR is identified in Figure 1. The affected land is contiguous with the current aerodrome designation, and is located on a flat alluvial terrace above the true right bank of the Clutha River.
- 5 A significant level of existing built infrastructure exists adjacent to SH6 in the vicinity of the airport and further development is proceeding on private land west of the airport: The landscape adjacent to SH6 within the vicinity of Wanaka Airport is currently dominated by aviation-related developments and infrastructure, such as hangars, office buildings and aircraft engineering workshops. A private tourism development – the Wanaka Transport and Toy Museum - is located to the west and immediately adjacent to Wanaka Airport land and SH 6. This already substantial development is currently in the process of significant expansion.

- 6 Immediately to the west of the Wanaka Transport and Toy Museum, and also adjacent to SH6 is the Windermere Visitor Zone. While development is yet to be consented within this zone, the area will provide for short-term fly-in visitor accommodation at relatively high densities.
- 7 Land on the northern side of the Wanaka Airport property has recently been developed as the first stage of the Wanaka wastewater treatment plant. This facility includes the first stage of a three stage treatment facility, and an extensive wastewater dispersal field within pasture to the west of the existing runway.
- 8 The larger part of the site – the operational airfield - is maintained in low grassland, With the exception of the built-up area between the existing runway and SH 6, the aerodrome is an open landscape, across which views extend to the alluvial river terrace and hills north and east of the Clutha River.
- 9 A number of rural residential lots have been created to the north of the aerodrome, extending to the terrace edge overlooking the Clutha River. Several building platforms and existing dwellings are located within these lots, although dwellings are not visible from SH 6.
- 10 For the purpose of determining the landscape categorisation of the site (see next section) and assessing likely impacts, the airport and its immediate landscape context is of sufficient size to be regarded as a landscape entity. The extent of the Wanaka Airport landscape is illustrated on Figure 1. The area defined generally takes in the full extent of the flat river terrace upon which the airport is located, extending from Stevenson Rd in the west to the terrace escarpment overlooking the Luggate area in the east. To the south the landscape extends to the Wanaka—Luggate highway. The escarpment edge overlooking the lower terraces of the Clutha River marks the northern extent.

THE QUEENSTOWN LAKES PARTIALLY OPERATIVE DISTRICT PLAN

Existing zoning and landscape categorisation within vicinity of Wanaka Airport

- 11 Wanaka Airport and the land around the perimeter is within the Rural General Zone (Map 18a, QLDC Partly Operative District Plan). A nearby area of land within the locality is zoned the Windermere Special Zone and is proposed for short-term high density visitor accommodation.

- 12 Appendix 8B Map 1 (Landscape Categorisation in the Wanaka Area) of the QLDC Partly Operative District Plan does not extend as far as Wanaka Airport, leaving open the question of the appropriate landscape categorisation for the land subject to the NoR. Some guidance may be had from decisions of the Environment Court and QLDC resource consent decisions pertaining to land in the wider locality.
- 13 A recent decision of the Environment Court (*Bald Developments Ltd v QLDC*, Decision C055/2009) concerned the residential development of rural land near Luggate. The land subject to the application was found by the Court to be ONL. The higher slopes west of the Luggate—Cromwell Rd appear to have been more influential in the categorisation of the *Bald* application site which included land within a lower basin-like area that showed more signs of being a visual amenity landscape. There was general agreement among the landscape witnesses that land on the higher slopes adjacent to the application site is ONL. On this basis it may be assumed (subject to a detailed assessment and testing in the Court) that all of the northern extent of the Pisa Range is also outstanding natural landscape.
- 14 While no detailed assessment has been undertaken, it is defensible in natural character terms to propose that the ONL does not extend from the northern and north-eastern slopes of the Pisa Range across the Luggate—Cromwell Rd towards the Clutha River. The upper terraces adjacent to the Luggate—Cromwell Road are subject to a high level of agricultural development (including centre pivot irrigation) and are at best, part of a visual amenity landscape. Intensively developed areas around Luggate may more appropriately be regarded as Other Rural Landscape. The Clutha River itself may reasonably be regarded as an outstanding natural feature, if not part of a wider outstanding natural landscape. The lower level river terraces upstream and downstream of the Luggate Bridge are most likely part of a visual amenity landscape.
- 15 Two resource consent decisions within the locality of Wanaka Airport provide some indication as to how landscape in the locality has been regarded in the context of resource consent applications considered in recent years:
- 15.1 In the Pittaway decision (RM050861, dated 10 May 2006, DW Collins, Commissioner), relating to a proposal for two residential building platforms on adjoining lots immediately west of the aerodrome (off Stevenson Road) it was generally accepted by all parties to

the application that the land was within a Visual Amenity Landscape. Commissioner Collins accepted this categorisation.

- 15.2 In the Rhodes decision (RM050343, dated 5 July, 2005) relating to development at the site of the Wanaka Transport and Toy Museum, Commissioner DW Collins accepted the assessment of landscape architect Mr Girvan for Civic Corp that the site was part of a Visual Amenity Landscape. The land in question is immediately adjacent to the existing Wanaka Aerodrome designation.

Landscape categorisation of the landscape in the locality of Wanaka Airport

- 16 As no prior landscape categorisation has been established, the land subject to the NoR must be assessed and categorised in accordance with Part 5.4.2.1 of the Partially Operative District Plan (the Plan):

5.4.2.1 Landscape Assessment Criteria - Process

There are three steps in applying these assessment criteria. First, the analysis of the site and surrounding landscape; secondly determination of the appropriate landscape category; thirdly the application of the assessment matters. For the purpose of these assessment criteria, the term "proposed development" includes any subdivision, identification of building platforms, any building and associated activities such as roading, earthworks, landscaping, planting and boundaries.

- 17 The categorisation options are:
- 17.1 Outstanding Natural landscape (District Wide)
 - 17.2 Visual Amenity Landscape
 - 17.3 Other Rural Landscape
- 18 Step 1 of the prescribed assessment process requires an analysis of the site and its surrounding context in terms of its landscape qualities and characteristics, applying what are generally referred to as the Pigeon Bay factors for the purpose of determining which of the three landscape categories applies to the affected land.

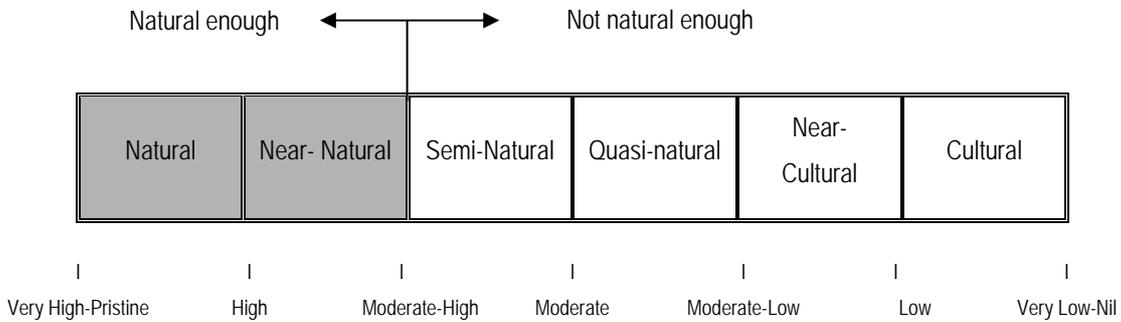
Is the site part of an outstanding natural landscape?

- 19 The question of whether or not the aerodrome and adjacent land is part of an outstanding natural landscape (ONL) can be resolved with reference to naturalness alone, and without the need for a detailed landscape assessment according to the Pigeon Bay factors.
- 20 The identification of outstanding natural features and landscapes requires the application of two tests, each requiring a threshold to be passed:
- 20.1 A test of naturalness,
- 20.2 A test of outstandingness.
- 21 This basis for the identification of ONFL was reiterated in *Friends of Pelorus Estuary v Marlborough District Council C015/09*, where at paragraph 37 the Court stated:
- [37] To qualify under section 6(b) a landscape or feature must not only be outstanding it must be natural. A landscape or feature having been described, - whether under the Pigeon Bay factors or otherwise, it must then be evaluated in terms of its naturalness and secondly as to whether it is outstanding, in terms of section 6(b) of the RMA.

The naturalness test

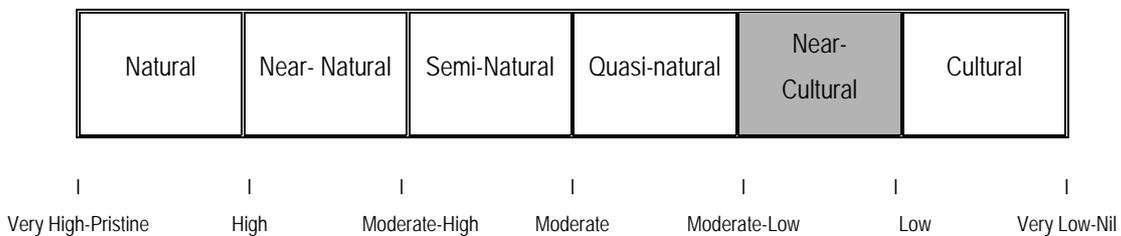
- 22 Given that it is commonly accepted that naturalness occurs across a scale or continuum in matters of degree, the test of naturalness should determine at what point on a scale a landscape is natural *enough*. In the strictest sense, a landscape is only truly natural at the extreme pristine end of the scale. Elsewhere on the scale a landscape displays varying degrees of naturalness. With reference to the 7 point scale of naturalness reproduced below there is clearly a point at which a landscape cannot be considered to pass the threshold of naturalness to go on to be considered for significance, or outstanding-ness.
- 23 Based primarily upon the importance of natural processes in underpinning naturalness, I consider the threshold of naturalness lies at the point indicated on the scale below: In many local authority areas throughout New Zealand, landscapes have been identified as outstanding within the Semi-natural (e.g., unimproved pastoral farmland) and even Quasi-Natural (e.g., improved

pastoral farmland, arable farmland) sections of the scale. However, while such landscapes may qualify as outstanding landscapes, they are not outstanding *natural* landscapes.



24 There is little if any modification to landform within the locality of Wanaka Airport. In terms of physical landform elements the landscape can be regarded as highly natural. However, landform alone is not a reliable determinant of naturalness, as the naturalness of landform generally prevails under a range of land-use modifications.

25 The exotic characteristics of the vegetative cover, the limited extent to which natural processes of colonisation and succession occur, and the extent to which these aspects continue to be influenced by current landscape management practices provide a useful indicator of overall naturalness within the immediate environs of Wanaka Airport and its landscape context. Modifications to vegetative cover, together with the scale and extent of infrastructure development associated with the aerodrome, wastewater treatment plants and local tourist developments (Wanaka Transport and Toy Museum, the Windermere Visitor Zone) indicate that the naturalness of the aerodrome and its immediate locality lies within the near-cultural (Moderately Low—Low) sector of the scale below.



- 26 On this basis the aerodrome locality fails the naturalness test, falling well short of the level naturalness required to be considered for significance, or outstandingness. The possibility that the landscape can be categorised as outstanding natural landscape can therefore be dismissed.

Is the site Visual Amenity Landscape (VAL), or Other Rural Landscape (ORL)?

- 27 As Wanaka Airport and its locality fail the naturalness test for consideration as an ONL, the issue remains whether the landscape is VAL or ORL. Visual amenity landscapes are described in the Queenstown Lakes District Plan (4.2.4(3)) in the following terms:

The visual amenity landscapes are the landscapes to which particular regard shall be had under Section 7 of the Act. They are landscapes which wear a cloak of human activity much more obviously [than outstanding natural landscapes] – pastoral (in the poetic and picturesque sense rather than the functional sense) or Arcadian landscapes with more houses and trees, greener (introduced) grasses and tend to be on the District's downlands, flats and terraces. The extra quality that these landscapes possess which bring them into the category of 'visual amenity landscape' is their prominence because they are:

- Adjacent to outstanding natural features or landscapes; or
- On ridgelines or hills;
- Visible from public roads; or
- A combination of the above.

- 28 While the landscape of Wanaka aerodrome is certainly prominent, given its visibility to SH6, by any reasonable assessment it is an exaggeration to describe the landscape as "pastoral (in the poetic and picturesque sense)" or an Arcadian landscape. The landscape is neither poetic nor picturesque, and not even pastoral in the functional sense. It is more industrial than Arcadian.
- 29 The resource consent decisions referred to in paragraph 14 relating to land immediately adjacent to and in the locality of Wanaka Airport do not provide a reliable basis for the classification of the land affected by the NoR. The Pittaway property is located within a rolling landscape west of Stevenson Rd between SH6 and the Clutha River – a landscape that displays strong pastoral farming characteristics, and which could with some justification be referred to as pastoral in the poetic and picturesque sense. The gently rolling pastoral landscape changes abruptly in the general vicinity of Stevenson Rd, east of which the topography exhibits the characteristics of a flat and generally featureless alluvial river terrace, upon which the aerodrome and related infrastructure is located. Considered in association with the wastewater treatment

plant and Wanaka Transport and Toy Museum, the landscape in the vicinity of the aerodrome assumes more of the characteristics of a peri-urban landscape than a VAL.

30 Regarding the Rhodes decision on development at the Wanaka Transport and Toy Museum site adjacent to the aerodrome, there is no indication in the decision that the categorisation of the site as VAL was challenged by another landscape expert. If it was justifiable to regard the site as being within a VAL at the time of the hearing of the Rhodes application (July 2005), I consider subsequent development on the application site and in the vicinity has lead to an appearance more characteristic of a light industrial zone than a VAL. Development of the site is ongoing, and the eventual scale of development on the site will lead to very significant visual impacts with implications for the categorisation of the landscape of the locality.

31 At the hearing into Proposed Plan Change 19 to create the Frankton Flats B zone immediately adjacent to Queenstown Airport, evidence was given on the extent to which the visual amenity characteristics and qualities of the Frankton Flats landscape have been eroded to the point where it can no longer be regarded as a VAL.

32 A similar situation has arisen in the locality of Wanaka Airport. Given that any pastoral or picturesque character that may once have existed in the locality of the aerodrome has long since been eroded, the aerodrome landscape is now more appropriately regarded as being Other Rural Landscape. This categorisation can be attributed to the following developments (refer to Figure 1 for location):

32.1 The nature and extent of existing aviation-related built development and infrastructure directly related to the aerodrome and its operations;

32.2 The location of the Wanaka wastewater treatment plant, and the prospect of its further extension;

32.3 The presence of tourism infrastructure, such as the Warbirds Museum, and the Wanaka Transport and Toy Museum;

32.4 Light industrial and commercial development within the airport precinct, including a brewery and aviation-related businesses;

32.5 Potential development within the adjacent Windermere Visitor Zone.

- 33 Other Rural Landscapes are something of a remnant landscape category, into which all rural landscapes that do not meet the criteria for ONL and VAL are placed. The District Plan describes such areas as being associated with “lesser landscape values (but not necessarily insignificant ones)”
- 34 The appropriate categorisation of land within the QLDC district is constrained by the coarseness of the tripartite typology established by the Environment Court in its decision *Wakatipu Environmental Society Inc. v QLDC* (C180/99). There exists within the district, areas of Rural General land that are not characteristically rural in character (and thus subject to the landscape categorisation process), yet are not urban in character or zoning. The term peri-urban is often used to describe such landscapes. The Frankton Flats adjacent to Queenstown Airport is an example of such an area. While currently zoned Rural General, the Frankton Flats exhibit few characteristics of rural land and are in the process of being re-zoned as Urban. There are strong similarities between the Frankton Flats around Queenstown Airport and the Wanaka Airport locality, such that an ORL categorisation for Wanaka Airport can only be justified on the basis that there exists no more appropriate category. Accordingly, I consider the NoR landscape to be an Other Rural Landscape.

Assessment Matters, Other Rural Landscapes

- 35 Section 5.4.2.2(4) identifies the assessment matters for other rural landscapes: These are set out and addressed in the table that follows. In addressing these assessment matters it is necessary to acknowledge that an aerodrome is not within the range of developments that would normally be anticipated within the rural general zone, nor the nature of developments to which many of the assessment matters apply, such as residential subdivision and dwellings.
- 36 The capacity of an aerodrome to comply with many of the assessment matters is limited by the very nature of aerodrome activities. The scale of Wanaka Airport and the nature of the activities that occur there create a characteristic ambience that is, to a large extent, at odds with the characteristics and qualities normally associated with rural amenities. To the extent that the

assessment matters are relevant to the NoR these are addressed. Those that are clearly not relevant are marked 'not applicable'.

- 37 The assessment includes consideration of the principle purpose for which the aerodrome designation is sought – the extension of the existing sealed runway and the potential future replacement of the existing runway with a new runway aligned parallel to the existing runway. I have also assumed the construction of a new passenger terminal. However, I consider that neither the proposed runway extension and second runway, nor a future passenger terminal will materially affect the characteristics and qualities of the Wanaka Airport landscape as Other Rural Landscape. The principle effects will derive from airport operations, and will likely include more frequent movements by larger aircraft. This is an aspect that cannot be assessed with any accuracy, and probably falls outside of the scope of landscape assessment in terms of section 5.4.2.2 of the QLDC District Plan.
- 38 The matter of the construction of an airport control tower at some future date is addressed as a separate issue, as I consider this possibility to fall outside the scope of the assessment criteria for Other Rural Landscapes.

Summary of assessment of effects

- 39 Inevitably, the assessment matters for ORL are of marginal relevance to the assessment of the NoR. The landscape and visual effects that will arise from developments that will follow a designation and the means for their avoidance or mitigation are generally well beyond the scope of those effects anticipated by the assessment matters. Given the nature and scale of aerodrome developments and activities, a significant level of landscape and visual effects is inevitable. At Wanaka Airport, such effects are already an accomplished fact in the landscape of the locality. Developments that will follow the NoR will lead to only a minor increase in these effects.
- 40 Based upon the assumption that extended runways will facilitate the operation of larger aircraft, a further loss rural amenity will accompany a designation, but this will stem from activities associated with the aerodrome rather than the development of infrastructure. As such, the effects on amenity will be intermittent, and directly related to aircraft movements.

QLDC Assessment Matter, Other Rural Landscapes	Assessment of Effects
(i) The extent to which the proposed development will be complementary or sympathetic to the character of adjoining or surrounding visual amenity landscape;	The NoR seeks to extend the area of land designated for aerodrome purposes. Aerodrome activities within the area required for designation will be consistent with existing activities, and will have similar effects on adjacent areas of visual amenity landscape. No new effects will be created.
(ii) The extent to which the proposed development will be visible from public roads or from neighbours' properties;	As is the case with the existing aerodrome infrastructure, developments that are likely to follow the designation will be visible from SH6 and to a limited extent from neighbouring properties. Developments and activities arising from the designation will be consistent with existing development and activities. The proximity of the existing and proposed designation to SH6 has created a baseline level of visibility, and although existing built development is highly conspicuous, effects arising from visibility can not be regarded as necessarily adverse.
(iii) The extent to which the proposed development utilises existing topography or vegetation to integrate the development into the landscape and reduce its visibility;	Not applicable in terms of topography. Within the limits imposed by the operational requirements of the aerodrome, vegetation could be used to positive effect for the purpose of visually integrating a range of utilitarian structures to create a higher degree of visual unity than currently exists
(iv) The extent to which the proposed development will adversely affect the naturalness and rural quality of the landscape through inappropriate landscaping including earthworks and planting as a result of any proposed mitigation or increased domestication.	The naturalness of the landscape within the locality of the aerodrome has already been significantly diminished and further development of infrastructure will have a negligible effect.

<p>(v) The extent to which landscaping as a result of development maintains and/or enhances historic or cultural patterns, although it is acknowledged that this assessment matter is not necessarily consistent with others e.g., (iii) and (iv) above or (vi) below.</p>	<p>Not applicable.</p>
<p>(vi) The extent to which the proposed development is complementary or sympathetic to, or can be coordinated with, existing or proposed development on adjacent properties in terms of landscaping, roof design, roof materials and/or colours, and other external materials and/or colours.</p>	<p>Development that will follow the designation will differ fundamentally in function and design from development that is characteristic of neighbouring properties.</p>
<p>(vii) The extent to which the proposed development is designed and/or intended to be carried out in a comprehensive manner taking into account the topography of the site, the size and configuration of the property being developed, the extent and nature of existing or proposed development on adjoining or adjacent properties, or the opportunities for shared access and/or shared amenities.</p>	<p>Development that will follow the designation will respond to the functional and operational requirements of the aerodrome and its users.</p>
<p>(viii) The extent to which the nature and extent of building setbacks and/or earthworks and/or landscaping can create buffers to avoid or mitigate the potential effects of development on adjoining properties, public roads</p>	<p>Setbacks have been established by existing infrastructure and development. Development and activities that will follow the designation will generally be located within the existing area of development and will have no greater effects on adjoining properties, public roads and public places than is the case with existing development and activities.</p>

<p>or public places.</p>	
<p>(ix) The extent to which the proposed subdivision is part of a coordinated development plan incorporating any balance land (outside the proposed subdivision) in the same ownership</p>	<p>Not applicable</p>
<p>(x) The extent to which there is an opportunity to provide a communal passive or active recreational area which is accessible to residents outside the subdivision as well as within the subdivision.</p>	<p>Not applicable</p>
<p>(xi) The extent to which the proposed development does not introduce densities which reflect those characteristic of urban areas.</p>	<p>Not applicable.</p>
<p>(xii) The extent to which the proposed development maintains the rural amenities of the neighbourhood.</p>	<p>Landscape and visual effects arising from an aerodrome designation are to a large extent antithetical to most notions of rural amenity.</p>

A future airport control tower

- 41 Provision for an airport control tower is identified as a key aspect of airport development to be provided for by the NoR. The location, design and operation of such a facility fall well outside of the range of factors that are normally considered in assessing development within rural landscapes. As such the assessment matters addressed above are largely irrelevant, irrespective of the extent to which a control tower can conform, or fails to conform to the assessment matters. The reality is that a control tower will either fall well short of compliance with the landscape performance standards implied by the assessment matters, or they are not applicable.
- 42 A control tower is proposed for the area presently occupied by the meteorological station just north of the present airport administration building, at what will become the western end of an extended apron for the embarking and disembarking of aircraft passengers. The required height of a tower at Wanaka Airport would be assessed by Airways Corporation of NZ at the time the tower is to be constructed, and determined in accordance with the operational needs of the Wanaka Airport. For the purposes of this assessment, the height of a future tower has been estimated at 15 metres. At this height, the control tower will be a prominent visual feature, whether seen from within or without the airport precinct. However, this prominence is a reflection of its purpose and function. Among aviation professionals and casual observers there is likely the expectation that an aircraft control tower will be a prominent feature within any airport landscape. It will not be an incongruous landscape element, and will more likely complete the characteristic assemblage of landscape elements generally associated with an airport.

Mitigation of effects

- 43 The nature of aerodrome infrastructure and operations precludes or limits the use of mitigation strategies that may commonly be applied to other infrastructure developments within rural areas. Avoidance of adverse effects (e.g., noise) through planning controls on non-compatible activities within the locality is a more effective approach.
- 44 Visibility of airport infrastructure is not of itself an adverse effect – indeed for many people airports and aviation activities hold considerable interest. The proximity of the airport to SH6 and

the visibility of aviation activities from the highway may be regarded by many viewers as being a source of much visual interest.

- 45 That said, much of the built infrastructure associated with the airport is utilitarian in purpose and design and overall, the built-up precinct is somewhat industrial in character. While industrial-type structures are not uncommon within the rural landscape, and while such structures may be acceptable when seen in isolation or low densities, the growing assemblage of industrial buildings and signage at Wanaka airport has created an untidy and unattractive image when seen from the highway. This adverse effect is compounded by the adjacent development at the Wanaka Transport and Toy Museum, the appearance of which compounds the industrial-like appearance of the precinct. The overall experience for passing viewers, while perhaps interesting, falls short of the visual design standards expected of developments elsewhere within the Rural General Zone of the District.
- 46 Developments associated with the NoR will not necessarily compound this problem – in the case of the proposed passenger terminal building the outcome will be a positive one in design terms and to a some extent will improve the visual quality of the airport precinct. However, the diversity of utilitarian structures and the overall lack of unity indicate that the airport precinct would benefit from the development of a landscape master plan to guide the development of the landscape in the vicinity of existing and future built infrastructure. The purpose of landscape development in this situation is not to screen buildings and infrastructure, but rather to provide an integrating, unifying framework that will help ‘tie’ the various structures together. Landscape development would be restricted to public areas of the precinct and can be undertaken without compromising the operational requirements of the aerodrome.
- 47 The implementation of a landscape master plan is particularly important given the international profile the airport is gaining through events such as Warbirds over Wanaka.

SUMMARY AND CONCLUSIONS

- 48 Wanaka Airport occupies a flat and otherwise featureless alluvial terrace immediately north of the Wanaka Luggate Road. While adjacent areas of Rural General land within the wider context of Wanaka Airport have been categorised as either VAL (the Wanaka Transport and Toy Museum

site; vicinity of Pittaway property east of Stevenson Rd) or ONL (the north-west extent of Pisa Range), the extent of development within the airport precinct and the lack of characteristics and qualities indicative of higher level landscape and amenity values indicates that the appropriate landscape category of land in the vicinity of the airport is Other Rural Landscape.

- 49 The likely landscape and visual effects stemming from the Notice of Requirement have been considered against the QLDC assessment matters for Other Rural Landscapes. The effects of a designation for aerodrome purposes are generally well outside of the range of developments to which the assessment matters are characteristically applied. As such, the assessment matters are either not applicable or will be inconsistent with the future development of Wanaka Airport. That said, the effects that are likely to arise will represent a minor increase in magnitude over the existing level of effects created by the airport and adjacent development.
- 50 There will be visual effects arising from the possible construction of an airport control tower at a future date. Such effects are consistent with the purpose and function of a control tower and will not be adverse in nature but rather complementary. A control tower will complete the imagery of structures characteristically associated with an airport.
- 51 While mitigation in the sense implied by the QLDC assessment matters is generally inappropriate or impossible in an airport context, the built-up part of the airport precinct would benefit from the unity that would arise through the implementation of a landscape master plan.

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Figure 1: Location of Wanaka Airport and extent of Other Rural Landscape category
The approximate extent of the landscape categorised as Other Rural Landscape is indicated by the blue shading.