

**BEFORE THE QUEENSTOWN LAKES DISTRICT COUNCIL HEARINGS PANEL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of the review of parts of the Queenstown Lakes District Council's District Plan under the First Schedule of the Act

**AND**

**IN THE MATTER** of submissions and further submissions by  
**REMARKABLES PARK LIMITED AND  
QUEENSTOWN PARK LIMITED**

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**STATEMENT OF EVIDENCE OF STEPHEN KENNETH BROWN ON BEHALF OF  
REMARKABLES PARK LIMITED AND  
QUEENSTOWN PARK LIMITED**

**(LANDSCAPE)**

**STREAM 13 REZONING HEARINGS**

**9 June 2017**

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## 1. QUALIFICATIONS AND EXPERIENCE

1.1 My name is Stephen Kenneth Brown. I hold a Bachelor of Town Planning degree and a post-graduate Diploma of Landscape Architecture. I am a Fellow and past President of the New Zealand Institute of Landscape Architects, an Affiliate Member of the New Zealand Planning Institute, and have practised as a landscape architect for 35 years.

1.2 During that period, the great majority of my professional practice has focussed on landscape assessment and planning. This has included evaluating the effects and changes to landscape character associated with numerous projects, throughout New Zealand, including:

- (a) **Highland Park Apartments (2015):** assessment of the visual and amenity effects associated with the development of a 6 storey apartment complex within the Highland Park Commercial Centre in Pakuranga, Auckland – for Canvas Investments Ltd;
- (b) **Hagley Park Cricket Oval Application (2013):** review of the landscape and amenity effects of a proposed cricket oval – including embankments, spectator pavilions and seating, light towers, security fencing and parking – within Hagley Park South for events up to the international level – for Christchurch City Council;
- (c) **Puketoi Wind Farm Project (2011 / 12):** assessment of the landscape, amenity and natural character effects of a 54 turbine wind farm to be located on the Puketoi Range in the Tararua District together with a 220 kV transmission corridor to the Turitea substation on the northern Tararua Range – for Mighty River Power Ltd;’
- (d) **Waterview Connection Project / SH16 (2009):** assessment of landscape, amenity and natural character effects associated with redevelopment of the Te Atatu – Waterview section of Auckland’s North-western Motorway and the Te Atatu interchange – for the NZ Transport Agency;
- (e) **Eden Park Rugby World Cup 2011 (2006 - 10):** detailed evaluation of the amenity and landscape effects of the proposed redevelopment of the Eden Park stadium and grounds for the Rugby World Cup 2011, addressing both

'legacy' and temporary stand alternatives – for the Eden Park Redevelopment Board;

- (f) **Project Mill Creek (2010):** assessment of the landscape, natural character and amenity effects of a proposed 31 turbine wind farm proposed in close proximity to Makara and Ohariu Valley, near Wellington – for Wellington City Council;
- (g) **Moorabool Wind Farm (2009/10):** assessment of the landscape and amenity implications of a proposed 110 turbine wind farm east of Ballarat in the Moorabool Shire of Victoria – for WestWind Pty Ltd;
- (h) **Matiatia Village (2003-4):** evaluation of the landscape, natural character and amenity effects associated with a comprehensive commercial village development (18,000m<sup>2</sup>), together with car parking and transport interchange at the 'gateway' to Waiheke Island - for Waitemata Infrastructure Ltd;
- (i) **Waitemata Harbour Crossing Options Assessment (2002/3):** Evaluation of the visual and amenity effects of 9 harbour crossing options, including bridges, tunnels, submerged tubes, reclamations, ventilation and service structures, trenches and motorway interchanges - for Opus International and Transit NZ;
- (j) **Weiti River Crossing Review (2015 & 2000):** review of the effects of a proposed bridge over the Weiti Estuary and the coastal environment - for the Auckland Council & Auckland Regional Council;
- (k) **Sylvia Park Commercial Centre Assessment (1999):** detailed assessment of the implications of a plan change to accommodate 150,000 sq metres of retail, office, and residential development at Mt Wellington, including community facilities, a railway station and new access road - for Kiwi Property Management Ltd.

- 1.3 I was the design team leader for North Shore City's Long Bay Structure Planning Team and over recent years have participated in structure planning and provided advice on development strategies in relation to Albany, Greenhithe, Long Bay, Okura, Dairy Flat, Warkworth, Snells Beach, Algies Bay, Oratia, Patumahoe, Rotokauri (Hamilton) Omokoroa and Katikati (Bay of Plenty), Ocean Beach (Hastings



District) together with strategic growth areas at Hobsonville, Whenuapai and Matakana / Point Wells.

1.4 In addition, I have undertaken a large number of strategic assessments of landscape and natural character values at the regional and district levels. These include studies of the West Coast Region (2011 / 12), the Auckland Region (1983-4 and 2002 - 5), the Coromandel Peninsula (2014 and 2007 / 8), Whangarei District (2005), Wairoa District and the Mahia Peninsula (2002) the Kawhia and Aotea Harbours (2005), and the Otorohanga and Waipa Districts (2006). I was also the technical advisor for a study, which mapped the landscape values and sensitivities of Hong Kong, and was awarded the Strategic Planning Award from the (UK) Landscape Institute in 2006 (as a sub-consultant to Urbis Ltd).

1.5 Finally, over the last two years I have provided evidence at the Auckland Unitary Plan hearings, supporting Auckland Council in relation to such matters as:

- (a) Outstanding Natural Landscapes;
- (b) Areas of Outstanding and High Natural Character;
- (c) Rural Amenity;
- (d) Rural Urban Boundaries;
- (e) Volcanic Viewshafts and Height Sensitive Areas; and
- (f) Precincts and Re-zoning.

1.6 A recent CV outlining my professional experiences is attached and marked **Annexure "1"**.

## **2. EXECUTIVE SUMMARY**

2.1 My statement addresses the landscape implications of Queenstown Park Limited's (QPL) interrelated proposals for:

- (a) A gondola system running from the Remarkables Park Zone near Queenstown Airport, down the Kawarau River valley, then up the northern side of The Remarkables to their namesake ski area; and

- (b) A series of development areas within the Queenstown Park land, including a tourist village to be located on two river terraces south of the Kawarau River, almost directly opposite Lake Hayes Estate, and other Rural Visitor (**RV**) and Rural Residential (**RR**) development areas, to be located on a series of river terraces that mark the river's passage towards Chard Farm and the Gibbston valley (accompanied by the proposed Queenstown Park Zone provisions).
- 2.2 The Remarkables Range and, in particular, its serrated line of west aligned peaks and slopes facing Queenstown, is one of NZ's truly iconic landscape features and statements. This status is reflected in the delineation of an Outstanding Natural Landscape (**ONL**) across the range – both within the Operative and Proposed District Plans – that extends towards Lake Wakatipu and northwards, across the Kawarau River to the margins of the recently developed Shotover Country and Lake Hayes residential estates.
- 2.3 The QPL proposals would not affect the more iconic, main faces of The Remarkables, but would instead focus on the Kawarau River valley and slopes around the Rastus Burn stream corridor that runs up from the river margins into a major valley system that culminates in The Remarkables Ski Area. My assessment addresses the degree to which the proposed developments – split so as to address the gondola scheme first, then the combined tourism / rural residential development concepts (and related district plan provisions) – would affect The Remarkables, the Kawarau River valley and the ONL that embraces them both.
- 2.4 On the basis of my analysis of both development proposals, I conclude that the gondola proposal has the potential to affect a large number of receiving environments and a broad range of both public and private audiences. However, because of various environmental factors pertaining to the gondola's location, its landscape setting and backdrop, and the nature of its key structural elements, this does not translate into a high level of visibility or effects. Instead, it is my assessment that the gondola would have a low to very low level of impact on most areas conceivably exposed to it and even when viewed at close range – from areas including Lake Hayes Estate and the Arrowtown / Gibbston Valley cycle trail down the northern side of the Kawarau River – it would become a relatively lightweight, even ephemeral, component of the Kawarau River valley. Even where elevated well above the river corridor, traversing the higher slopes that flank the Rastus Burn, it

would float relatively lightly above its alpine setting and would have little impact on perception of The Remarkables.

- 2.5 The proposed RV and RR development areas would, however, be more substantial. Yet, they would also be more discretely located within the river corridor below The Remarkables' main slopes and more elevated tussock grasslands. As such, they would primarily impact productive rural land close to the river and would – with the exception of the RV3 tourist village – be substantially buffered from most areas of significant public activity. Although visible from Lake Hayes Estate, in particular, views of the RV3 village would often be contextualised by the existing residential properties and dwellings next to most vantage points. Existing riverside trees, terrace banks above and next to the Kawarau River, and other factors would further contribute to both screening of the proposed development and its integration into parts of the valley landscape that become increasingly enclosed and difficult to access – both visually and physically – as one progresses towards Chard Farm.
- 2.6 In addition, the proposed Queenstown Park Zone (**QPZ**) provisions offer Council the means to achieve integration of this development into its landscape setting and The Remarkables ONL at a more fine grained level.
- 2.7 Finally, I have also taken into account a number of landscape 'benefits' associated with the proposal, including the way in which the gondola proposal would assist the wider community to 'see' The Remarkables in new and different ways.
- 2.8 Taking all of these matters into account, it is my conclusion that the QPL proposals would change parts of the landscape in the vicinity of The Remarkables and around the Kawarau River, but would do so without degrading or appreciably eroding the core values associated with the ONL that addresses protection of both features.

### **3. CODE OF CONDUCT**

- 3.1 I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence to the Council. I also confirm that the matters addressed in this statement of evidence are within my area of expertise, except when relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

#### 4. SCOPE OF EVIDENCE

4.1 My evidence primarily relates to the effects of the proposed gondola up to the Remarkables Ski Field and related, tourism focused development on the landscape characteristics and values of The Remarkables and the Kawarau River valley. More specifically, I have been asked by QPL to address the following matters:

- (a) Should the boundary of the ONL embracing The Remarkables be relocated from its proposed location down the northern side of the Kawarau River near SH6 – skirting the margins of both the Shotover Country Estate and Lakes Hayes Estate residential areas? If the ONL boundary should be moved, then where to?;
- (b) What effect would the proposed gondola have on the characteristics and values of the Remarkables ONL – either as proposed or revised?;
- (c) What effect would development within the proposed RV and RR ‘nodes’ (RR1 to RR7 and RV3 to RV4) have on the characteristics and values of The Remarkables ONL – again, either as proposed or revised?; and
- (d) What cumulative effects would the gondola and related developments have?

4.2 In addressing the issue of effects, I have also been asked to also explain my input to the provisions developed for these nodes by David Serjeant and to describe any further amelioration or mitigation measures that I regard as being appropriate.

4.3 From my point of view the issue of effects on The Remarkables ONL, either as currently proposed or amended, is clearly crucial. With Supreme Court’s **King Salmon**<sup>1</sup> decision ringing loudly in everyone’s ears, the Council is clearly faced with two alternatives in relation to the current gondola and tourism development proposal; either to avoid all adverse effects on The Remarkables ONL, or to ensure that any effects remain consistent with the characteristics and values already identified in relation to the ONL. Under the latter approach, which has gained increasing currency over the last two years, it is imperative that new development ‘sits’ comfortably ‘within’ its landscape setting and integrates with the key landscape

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<sup>1</sup> **Environmental Defence Society v New Zealand King Salmon Company** [2014] NZSC 38.

elements, patterns and spatial qualities (both biophysical and experiential) associated with the ONL.

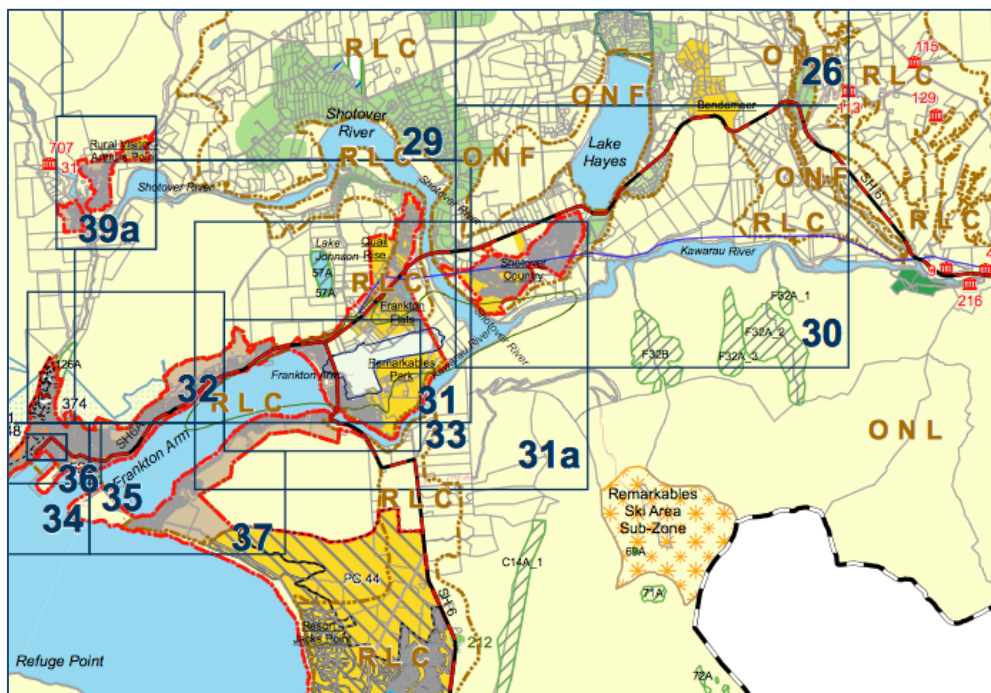
4.4 I have addressed this matter in the following fashion:

- (a) I have explored and will describe the key landscape attributes and qualities that I associate with The Remarkables;
- (b) I have looked at the relative visibility and visual prominence of the proposed gondola and other conceptual developments proposed by RPL – from a wide range of vantage points that pertain to perception of the Frankton / Kawarau / Gibbston Valley landscape by locals and visitors alike. This provides an indication of the quantum of effects that would arise in conjunction with the proposed developments;
- (c) I have looked at the landscape context for views to both the gondola and related development proposals on the RPL land, together with simulations of the proposed gondola system (prepared by Build Media Limited under my direction) and 3D modelling of development within the Kawarau River valley to explore the qualitative nature of the changes anticipated. This process has also fed into my recommendations about building location, bulk and mitigation measures both to my client and Mr Serjeant;
- (d) I have evaluated the changes anticipated as a whole and reviewed them in the context of the key qualities associated with The Remarkables ONL – as identified by myself and as described within the Queenstown Lakes Proposed District Plan (**PDP**); and
- (e) Together with a review of relevant statutory instruments, this process has culminated in my key findings and conclusions.

4.5 In a slightly different vein, I have also been asked to comment on the location and extent of a proposed Area of Building Restriction that mainly applies to the western bank and shallows of the Shotover River, but which also extends across the Kawarau River to capture part of the QPL land. I will address this matter very briefly at the end of my statement.

5. THE REMARKABLES ONL

5.1 The Proposed Plan shows the ONL focused on The Remarkables extending down to, then across, the Kawarau River. Part of the ONL then extends up the Shotover River, while to the east it first skirts the Shotover Country residential estate, then Lake Hayes Estate, before traversing the elevated profile of Morven Hill and reaching to the margins of SH6, then returning to the more immediate confines of the Kawarau River Valley west of Chard Farm (see Map 13 from PDP below).



5.2 In fact, this ONL is little changed from that depicted in the Queenstown Lakes District Council’s Operative District Plan (ODP) – in the general vicinity of the RPL land – except in relation to the Shotover River (see Map 1, Appendix 8A, below).



5.3 Section 4.2.2 of the ODP provides an overview of the District's key landscapes and ONLs as follows:

The landscape of the District consists of a variety of landforms including mountain slopes, ice-sculptured rock, rocky islands, moraine, tailings, river delta, river flats, lake beaches, fans, scree slopes, terraces, river gorges, valley floors and lake basins.

All these landforms have distinctive visual characteristics which can be described in terms of:

- the underlying geology;
- landform type;
- water and drainage patterns;
- vegetation cover; and
- human activities and patterns.

The main components of the landscape are:

- **The Mountain Slopes** - The dominant characteristic of the mountain slopes are their pyramidal forms and angular lines. The ice-sculptured landforms, moraines and rocky islands are distinctive because of their sharply raised conical form. This characteristic is particularly well exemplified in the Cardrona Low Hills.
- **The Terraces** - The middle or outwash terraces and the Cardrona Terraces are characterised by sloping flat surfaces, broken by regular drainage channels with a prominent vertical riser. The low terraces are generally variable in appearance because of farming influences. The predominant features of the low terraces are the gently raised sloping forms and straight lines.
- **The Flats, Fans and Deltas** - The dominant characteristic of fans, river flats, lake beaches and river delta is their flat or gently sloping form. In situations where the vegetation is consistent, texture is also important. River terraces generally have a flat form and are often characterised by

their medium to coarse texture, which results from agricultural activities or the presence of settlement.

- **Vegetation Cover, Texture and Pattern** - The texture and pattern of the landscape is for the most part, determined by the vegetation cover. The mountain slopes which have retained their beech forest cover tend to have a consistent pattern and medium texture. Where the forest and native scrub remains in pockets, the pattern is more irregular and the texture is coarser. Mountains which are bare of most vegetation cover and have scree slopes, rock outcrops and tussock, are coarse in texture.

The low terraces, river terraces and river flats have more varied vegetation cover, resulting from variation in land uses. The texture tends to be medium to coarse. Some terraces and fans which have relatively unmodified tussock grassland cover have a fine texture. River gorges generally have pockets of remnant bush and rock outcrops, giving a coarse texture.

5.4 No more detail is provided in relation to the specific attributes of each ONL, but, even so, Section 4.2.3 indicates that the issues of 'context' is critical to integration of any future developments – including new settlements – with their particular landscape settings.

5.5 Part 6 (Landscapes) of the PDP focuses solely on the issue of the District's "Landscapes" and at Section 6.2 describes some of their 'Values' as follows:

The District's landscapes are of significant value to the people who live in, work in or visit the District. The District relies in a large part for its social and economic wellbeing on the quality of the landscape, open spaces and environmental image.

The landscapes consist of a variety of landforms created by uplift and glaciations, which include mountains, ice-sculpted rock, scree slopes, moraine, fans, a variety of confined and braided river systems, valley floors and lake basins. These distinct landforms remain easily legible and strong features of the present landscape.

[...]

The open character of productive farmland is a key element of the landscape character which can be vulnerable to degradation from subdivision, development and non-farming activities. The prevalence of large farms and landholdings contributes to the open space and rural working character of the landscape. The predominance of open space over housing and related domestic elements is a strong determinant of the character of the District's rural landscapes.

[...]

The lakes and rivers both on their own and, when viewed as part of the distinctive landscape, are a significant element of the national and international identity of the District and provide for a wide range of amenity and recreational opportunities. They are nationally and internationally recognised as part of the reason for the District's importance as a visitor destination, as well as one of the reasons for residents to belong to the area. Managing the landscape and



recreational values on the surface of lakes and rivers is an important District Plan function.

Landscapes have been categorised into three classifications within the Rural Zone. These are Outstanding Natural Landscapes (ONL) and Outstanding Natural Features (ONF), where their use, development and protection are a matter of national importance under Section 6 of the RMA. The Rural Landscapes Classification (RLC) makes up the remaining Rural Zoned land and has varying types of landscape character and amenity values. Specific policy and assessment matters are provided to manage the potential effects of subdivision and development in these locations.

- 5.6 Part 6 then outlines a series of objectives and policies, which address both the District's ONLs and the protection of landscape values across the Queenstown Lakes District as a whole. These policies address both direct and cumulative effects on landscape values while Section 21.7.1 of the Plan supports this by providing Assessment Criteria for the evaluation of development proposals within ONLs and Outstanding Natural Features (**ONF**).
- 5.7 Returning briefly to the ODP's more fulsome description of the District's landscape attributes, it is my opinion that The Remarkables ONL displays all of the physical characteristics outlined in its overview. The weathered, saw-toothed profile of the Range has resulted from the retreat of a Pleistocene glacier formerly occupying Lake Wakatipu. Rising to approximately 2036 and 2058m atop Double Cone, they screen a cirque lake and several smaller 'lakelets' (including Lake Hope) on the eastern side of the summit, and although its open scree and schist faces are perhaps the most notable feature of the Range's high slopes, it is also underlain by quartz gravels, oil shale, and lignite. Snow, ice and the fissures associated with both mountain building and the Range's multiple faults, striate The Remarkables' famous western face – looking towards Queenstown and the Frankton Arm. These very steep, deeply etched, slopes descend to around 6-700m (asl), at which point the accumulated rock debris and gravels fronting the main mountain chain underpin a series of sloping terraces, stream courses and less steep slopes that are increasingly covered in tussock, rough grasses, Spaniard and matagouri. Descending further towards SH6A, this sequence further levels out to create the shallow basin at the foot of the Frankton Arm and the shallow slopes that Jacks Point cascades gently down. A pine woodlot, shelterbelts and pasture intermix with the slopes above SH6A before dominating the basin immediately west of that road corridor.
- 5.8 However, the situation is rather more complex on the northern side of The Remarkables. A series of large scale, stream basins and courses – the Rastus Burn, Owens Creek and Toms Creek cut into the Range's northern flank, while the erosive

forces of the Kawarau River maintain a reasonably steep angle of repose from top to bottom. In fact, the terrain above the Kawarau is much more broken than the relatively 'clean' western face. As well as being subdivided into stream catchments, the profile of the Range is subdivided much more markedly (both physically and visually) into a complex matrix of ridges and hilltops, sloping terraces, scarps, valleys and gullies. Viewed as a whole, the northern side of The Remarkables is more redolent of the pyramidal mountain / hill forms described in Section 4.2.2 of the ODP. This contrasts with the very linear, albeit serrated, profile of the western slopes that lie at the heart of The Remarkables and its landscape iconography.

- 5.9 The other major difference between the two faces is found close to the edge of the Kawarau River, where the 'tumble-down' slopes of the main Range collapse onto a series of alluvial fans and terraces, most notably near the foot of the Rastus Burn (opposite Lake Hayes Estate) and Owens Creek. The land cover on the northern side of the Range reveals a similar vegetative sequence to that already described, but at the edge of these terraces, there is a very marked and rapid transition from tussock, Spaniard, matagouri and pockets of rosehip into green pasture, fodder crops, poplars and river-side willows. Even so, some sequences of matagouri run down across the riverside terraces, while a mixture of rough grass, matagouri, rosehip, pines and willows also clamber up, or line, the steep scarps that follow the stream courses and separate individual terraces from one another. This layering of terraces and of pastoral areas is most pronounced around the lower Rastus Burn and Owens Stream.
- 5.10 The transition I have just described continues across the Kawarau River, down its opposite, northern, bank. The shallow, colluvial banks near Lake Hayes Estate, especially, are host to massed willows and poplars, while an array of pine woodlots, shelterbelts, rough grass and pasture, broom and lupin climb up the steeper slopes flanking Morven Hill. Many of these exotic species also dominate the river banks on both sides of the Kawarau River, from east of the Shotover River through to near Queenstown Airport and its Runway End Safety Area (**RESA**).
- 5.11 Within the QPL land, a scattering of historic farm buildings is found, while the current farm manager's house and out buildings is tucked into the lower reaches of Owens Creek in a gully between two large terraces. A cattle stall and shed are also found below this small cluster of farm buildings and residential development, on a low-lying terrace at the very edge of the Kawarau River. However, the transition into areas of significant built development is much more marked across the Kawarau River near

the Rastus Burn. Housing on the edge of Lake Hayes Estate clammers up the main bank directly north of the Kawarau River, while a gridded matrix of garden lots, and their individual 20m<sup>2</sup> garden sheds, lie just within the ONL boundary between the Kawarau River and the main body of the residential estate. Further west, the ONL boundary also meets the edge of the Shotover Country residential area, although that development remains largely separated from the nearby river by a ridge and series of terrace edges above both the Kawarau and Shotover Rivers.

- 5.12 Closer to both the junction with the Shotover River, and from there through to the general vicinity of the airport, the ONL boundary is primarily aligned with the top of the main Kawarau River bank. It captures a sequence of steep, river scoured banks that will gradually revert to native shrubland around the existing cycleway / walkway. Similarly, east of Lake Hayes Estate the ONL also embraces a sequence of steep slopes at the edge of Morven Hill, together with its rising expanse farmland / pasture, pine woodlots, shelterbelts and pockets of rural residential development. The Gibbston Valley cycleway and walkway also meanders through this part of the ONL.
- 5.13 I have already mentioned the significance of The Remarkables Range itself as the centerpiece of this ONL. However, two other features are of critical importance to it: the fast flowing waters of the Kawarau River, deeply etched into old moraine and sedimentary banks, and the rather more 'relaxed', lower reaches of the Shotover River. Whereas the Kawarau River displays the darker hues and generally deeper profile of a major river carving its way into the base of The Remarkables, the Shotover – south of its SH6 bridge – courses over shallow gravel banks that stretch out over 500-900m between the banks and massed willow below Old School Road and Glenda Drive. The Shotover also flows past much more modified margins that include the exposed 'tail' of the RESA, the municipal sewage ponds and works, areas of gravel extraction and, high up, a mixture of light industrial and bulk retail development around Glenda Drive. In contrast, the Kawarau River has a generally more natural mien, at least until it approaches, then passes, the margins of Lake Hayes Estate.
- 5.14 In terms of the ONL's landscape character, a clear progression is evident: from the wild, rugged and wholly natural, qualities of its alpine peaks, transitioning into its farmed lower apron near the Kawarau River and SH6A, then the largely cultural landscape north of the river corridor. This transition is most marked in the more immediate vicinity of both rivers that I have just described. The ONL avoids the

RESA, sewage treatment plant and other areas of more overt development near the lower Shotover and also avoids the major residential pockets south of SH6.

- 5.15 Even so, there is a very series of landscape layers from the top of The Remarkables to the limits of their ONL. As I have already indicated, most of the Range displays high to very high levels of endemic naturalness. While, the snow, ice and spalled rock 'pinnacles' of the upper Remarkables lie at the heart of the landscape statement made by The Remarkables, this 'top layer' merges seamlessly with a lower 'apron' of dissected ridges, gullies / valleys and steeply angled, slopes that are covered in a relatively homogeneous 'carpet' of snow tussock, wild Spaniard and (closer to the Kawarau River) matagouri and olearia. The only man-made features of note within this part of the range are The Remarkables Ski Field and the access road to it.
- 5.16 However, descending to the more hummocky broken terrain above SH6A, near the base of the Frankton Arm, and the sloping alluvial terraces above the Kawarau River, the transition into a distinctly alpine, 'cultural' landscape also becomes much more self-evident. Pasture, vineyards (Chard Farm), poplars, shelterbelts, pine woodlots, historic and some not-so-historic buildings, roads, power lines and fencing combine to 'fritter away' the natural land cover, then dominate the river margins. This transition is even more marked across the Kawarau River – extending up the margins of the Shotover River and around the edges of both the Shotover Country and Lake Hayes residential estates. They may not lie within the ONL, but they clearly influence perception of its relative naturalness and its aesthetic character. North of the Kawarau River, just the large knoll abutting the Shotover Country Estate and Morven Hill buffer the ONL from more wide-spread engagement with residential and rural-residential environs. Even so, the 'alpine cultural' landscape to which I have just referred becomes a much more distinctly peri-urban landscape in the vicinity of the Shotover River, Shotover Country and Lake Hayes Estate. In my assessment, it is more cultural than natural at this juncture.
- 5.17 The one feature, however, that 'glues' these somewhat disparate landscape parts together is the Kawarau River and its surrounding channelised / terrace landforms. The river is a key focal point for the landscapes both north and south of its deeply channeled course; moreover, the combination of its clearly defined catchment, rapidly flowing waters and a greater preponderance of trees and other vegetation around its margins help to soften the transition from one side of the river to the other. Much like some roads, it could either serve as a dividing or unifying point in the wider landscape; however, I regard it as ultimately being more successful and significant as

a unifying feature within the Kawarau / Gibbston Valley landscape – despite the many disparate elements that more forensic analysis of it reveals.

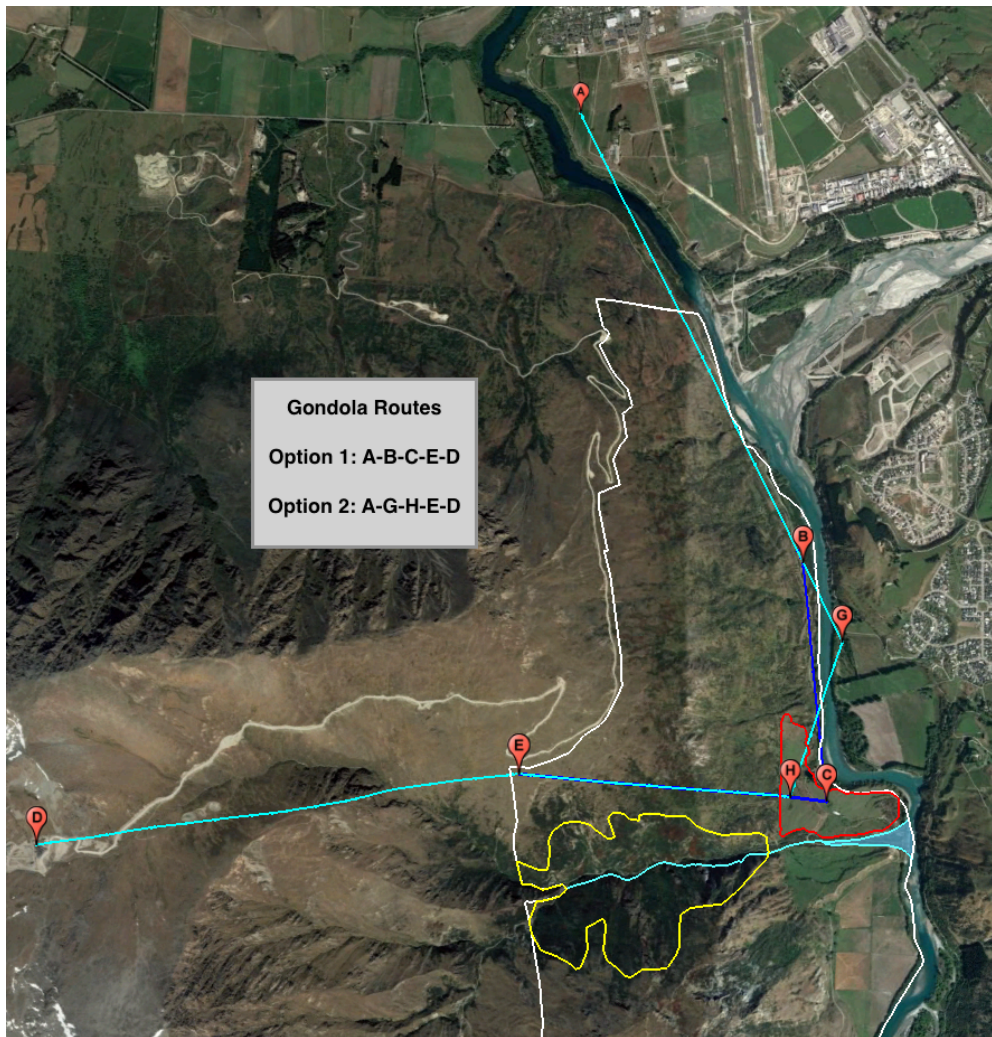
- 5.18 Even so, I recognise that this means there remains an underlying ‘conflict’ between the topographic profile of the River’s immediate landscape setting and the combination of surficial elements and activities either side of it. The end result is a landscape of much greater diversity and complexity ‘low down’, albeit somewhat removed, both physically and visually, from the main faces and scarps of The Remarkables.
- 5.19 On balance, I would be more comfortable with the ONL boundary relocated well away from both the Shotover Country and Lake Hayes residential estates – conceivably to the elevated crest of the knoll south of Shotover Country and onto the treed flats below Lake Hayes Estate. This would confine the ONL to those areas that are generally dominated by natural elements and patterns, though not always in respect of endemic naturalness. It would separate the ONL from those parts of the river terrace landscape that are both directly affected and influenced by the presence of residential development and activities, including the distinctly artificial array of garden allotments and sheds being constructed below Lake Hayes Estate.
- 5.20 Even with such changes the ONL would still be located on the ‘left bank’ of the Kawarau River, and as such its alignment – new or as proposed by Council – is not fundamental to my assessment of the various developments proposed by QPL. On the other hand, the various landscape characteristics and values that I have described above are germane to my analysis of their effects and suitability within the ONL.

## **6. THE GONDOLA AND ITS EFFECTS**

- 6.1 The proposed gondola’s structural elements and alignment are described in the evidence of Rick Spear. The individual gondola towers would be of variable height up to 23m high and would be finished in a mid grey metallic coating – “half Ironsand” (N38-005-056, which has a light reflectivity value of 10% and is appreciably darker than the current Skyline Gondola carriages). Indeed, while comparison with the existing Skyline Gondola is almost inevitable, three major differences are apparent between the current and proposed systems:

- (a) The current gondola spans a distance of nearly 600m, whereas that proposed from Remarkables Park to the Remarkables Ski Field would traverse over 10kms;
- (b) The Skyline Gondola attains a height of 812m above sea level, while the QPL proposal would attain an elevation of some 1610m (asl). While those parts of the proposed gondola elevated above approximately 1100-1200m (asl) would be largely contained within the valley system that frames The Remarkables Ski Field, other section of the system below that level – from just above the ‘upper station’ near the ski field road down to the Kawarau River, would be exposed to a very sizeable visual catchment; and
- (c) Whereas the path of the Skyline Gondola is etched on Queenstown’s north-eastern skyline as it cuts up and through the swathe of Douglas Fir directly above the town, the QPL gondola would avoid most stands of trees and be more ‘free standing’. Initially, it would also run down and along the Kawarau River valley. It is not at all analogous to the existing gondola.

6.2 Although two options have been developed for QPL, the individual alignments make little difference in relation to these three points. If anything Option 2 represents the marginally ‘worst case’ scenario as it involves location of the RV3 loading station (the ‘village station’) and turning tower – opposite Lake Hayes Estate – on a more elevated river terrace that that employed for Option 1.



### Visibility

6.3 In order to assess the extent of the receiving environments realistically exposed to the proposed gondola and just how visible the proposal would be from them, I have visited a large number of locations that are visible from the gondola path and the images (attached and marked **Annexures “A1”-“A18”**) closely align with those receiving environments. Table 1 (overleaf) summarises my assessment of the relative visibility of the gondola system for each vantage area, taking into account the following:

- (a) The legibility of the gondola towers and carriages relative to different viewing distances. As Tim Johnson explains his statement on behalf of Build Media, 9 viewpoints have been employed in the preparation of their photo simulations. These capture different viewing distances and angles in relation to the proposed gondola that help to provide guidance about the anticipated visibility of the gondola from neighbouring catchments / receiving environments.

- (b) The linearity, surficial textures, shadowing and other variables apparent in the backdrop afforded by The Remarkables and the Kawarau River valley that would assist with the visual absorption, or otherwise, of the gondola system.
- (c) The presence of other landscape elements – generally in the foreground and middle distance – flanking and framing the view to the gondola corridor that would further assist with screening and integration of the gondola (or otherwise).
- (d) The natural orientation of views from each location, with some – such as those down a highway corridor – much more directional than others.
- (e) Various climatic / weather conditions and the time of the day – with the faces of The Remarkables likely to be much clearer on fine days and more saturated, in terms of their colour, from mid afternoon onwards.

Table 1.

LOCATION:	LEGIBILITY / CONTRAST:	BACKGROUND ABSORPTION:	FOREGROUND / MIDDLE GROUND FACTORS:	ORIENTATION:	OVERALL VISIBILITY:
1. Kawarau River Valley: Airport to Shotover River	High	Low / Moderate	Low	Moderate	High
2. Kawarau River Valley: Shotover River to Morven Hill	Moderate / High	Low / Moderate	Moderate	Moderate	Moderate
3. Hawthorne Drive	Moderate	Moderate	Low / Moderate	Low / Moderate	Moderate
4. Shotover River	Moderate	Moderate	Moderate	Moderate (both towards & away from the gondola)	Moderate
5. Shotover Country	Low / Moderate	Moderate	High	Moderate	Low
6. Lake Hayes Estate	Moderate / High	Moderate	Low / Moderate	Moderate / High	Moderate / High
7. Morven Hill	Moderate / High	Low / Moderate	Moderate	Low	Moderate
8. Morven Hill East / SH6	Very Low	High	Very High	Low	Very Low
9. Ladies Mile Corridor	Low / Moderate	Moderate	High	Low	Low
10. Hawthorn Triangle	Very Low	High	Moderate / High	Moderate	Very Low
11. Slope Hill	Very Low	Moderate / High	Moderate	Moderate	Low
12. Lake Hayes	Low	Moderate / High	Moderate	Moderate	Low
13. Hogans Gully / Bendemeer	Low	Moderate / High	Moderate	Moderate	Low
14. Fitzpatrick Basin	Very Low	Moderate / High	Moderate / High	Moderate	Very Low
15. Speargrass Flat	Very Low	High	High	Low	Very Low



LOCATION:	LEGIBILITY / CONTRAST:	BACKGROUND ABSORPTION:	FOREGROUND / MIDDLE GROUND FACTORS:	ORIENTATION:	OVERALL VISIBILITY:
16. Malaghans Valley	None	N/A	Very High	Low	None
17. Millbrook	Very Low	High	Low / Moderate	Moderate	Very Low
18. South Arrowtown	Very Low	High	Moderate	Moderate	Very Low
19. Coronet Peak	Very Low	Very High	Low	Very Low	Very Low

6.4 Based on this analysis, together with my analysis on the ground, it is my opinion that the gondola would be more visible from:

- (a) Lake Hayes Estate;
- (b) The banks and margins of the Kawarau River, including the cycleway down the north bank through to Arrowtown and Gibbston Valley;
- (c) The lower reaches of the Shotover River – roughly south of the sewage treatment ponds and plant;
- (d) The RESA and Hawthorne Drive skirting Queenstown Airport's runway; and
- (e) Some farmland on Morven Hill extending into the terraces and flat east of the actual Hill (in the direction of SH6 and Chard Farm).

6.5 Parts of the gondola would be more sporadically visible – depending upon the climatic conditions and time of day – from:

- (a) The eastern side of Lake Hayes;
- (b) Parts of Ferry Hill Estate above the lower Shotover River – near the SH6 bridge; and
- (c) Remarkables Park, south of the airport.

6.6 Some parts of the gondola would be fleetingly visible from sections of the Ladies Mile Highway and SH6 near McDowell Drive (elevated above Lake Hayes Estate and the bike path from the highway down to it), on the bridge over the lower Shotover River, and near the entrance to Shotover Country. Yet, views from this area are already affected by planting near the road corridor and are being eroded by residential

development on the edge of the Shotover Country estate and a new retirement village 'next door'. In addition, most such views are oblique, i.e. well away from the highway axis and direction of travel.

6.7 Some of the key factors to emerge from this analysis are:

- (a) The way in which the grey-red to sand / tussock / colouring and granular texture of The Remarkables helps to absorb the proposed gondola, except in quite close up views. The simulations prepared by Build Media highlight the manner in which the proposed towers and gondola carriages would meld into the mountain range except when viewed at quite close, to very close, range, eg. from the Arrowtown / Gibbston Valley cycleway or from those parts of Lake Hayes Estate around Judge and Jury Close. Of some note, the gondola's cable system would be all but invisible except in views from within the immediate Kawarau River valley catchment. By comparison, the residual scar of the ski field road and the odd glint off its Armaco barrier captures much more attention;
- (b) The system's absorption would be further assisted by its containment within the Kawarau River valley from near the airport through to Lake Hayes Estate and the RV3 node. Both the steep banks enclosing the river and – closer to Lake Hayes Estate – the poplars and willows flanking the river exacerbate this visual containment. Beyond this point the gondola would become more elevated, but would still sit largely within the valley system enclosing the Rastus Burn stream corridor;
- (c) The gondola would not be silhouetted, except in relation to views from within the QPL land; it would not affect the iconic, western profile of The Remarkables or its more northern, pyramidal, outline; and
- (d) Overall, the gondola treads very lightly on its landscape surrounds and The Remarkables, in particular. Its finely wrought components – with the possible exception of individual carriages – appear likely to be readily absorbed in to both its river corridor setting and the more exposed flanks of the mountain side. Given the length and elevation of the proposed system above much of its broad landscape setting, and the openness of parts of the gondola's route, this level of visual integration is exceptionally low.

## Qualitative Effects

- 6.8 I have examined both the simulations prepared by Build Media and the landscape that more directly interacts with the proposed gondola corridor, both on the ground and from the air. Attached and marked **Annexures “B19”-“B31”** comprises of a series of photos taken by myself from a helicopter following the path of the proposed gondola corridor, generally corresponding with the Option 2 route. Although taken from a height slightly above that which would be experienced by users of the gondola, the photos provide a birds-eye view of the landscape that would directly interact with, and be affected by, the proposal.
- 6.9 The journey captured by those photos starts with descent into the Kawarau River valley, then switches from the northern to southern banks; it then progresses past a proposed turning station / tower roughly opposite Shotover Country, before proceeding to the council reserve near Lake Hayes Estate – again on the northern bank. The route then turns back towards the more elevated terrace within the RV3 node. From this location, roughly marking the site of the proposed village station, it climbs rapidly up through the Rastus Burn valley, past a sharp bend in the ski field road, then up and over a ridge to the new ski field building and gondola terminus.

### The ‘Valley Gondola’

- 6.10 The first half of this route, down through the Kawarau River valley, would traverse a landscape that is already highly modified. I have previously described the various structures and activities within the lower Shotover River catchment, while the Kawarau River’s course through to Lake Hayes Estate is through a landscape that contains pine woodlots near Shotover Country, willows and weed species down both river banks, a cycleway to the north and a farm track accompanied by a power line to the south. Lake Hayes Estate is fronted by a layering of houses on an elevated bank overlooking the river, while a 220kV transmission corridor rides across the northern skyline towards Morven Hill. The aforementioned garden plots and sheds mark the current extent of encroachment from the north into The Remarkables ONL, while two corrugated iron barns and silage pit sit to the south on QPL’s land. Paddocks subdivide the terraces both sides of the river at this juncture, while a profusion of willows and poplars marks the bend in the river that wraps around the lower reaches of the RV3 land. Grass and feed crops spread out from the river up onto the second, more elevated, river terrace on which the proposed (Option 2) ‘village station’ would be positioned.

- 6.11 The gondola would clearly add to the array of structures and human activities that already line the valley floor and its surrounds. But its lightweight aerial structure and separate cabins would be much more comparable with a new 33kV or 66kV power line (devoid of the stigma generally attached to such structures) than with the more solid matrix of residential development, and even farm buildings, that already flank the ONL and are found more sporadically within it. It would 'float' above the matrix of terrain, vegetation cover, land uses and water area that combine to both structure the Kawarau River landscape and lend it its distinctive character.
- 6.12 Inevitably, the gondola would further erode some of the river valley's naturalness and cohesion, but it would do so in a relatively subtle and additive manner, rather than disrupting or dramatically encroaching into a landscape that already reveals both natural and cultural dimensions. Viewed against the vast backdrop of The Remarkables and sitting well below its iconic Double Cone summit, the gondola's effects would be incremental. Moreover, the silent passage of gondola cabins up and down the valley should create the feeling of elements that glide through it, without generating any appreciable sense of incursion or 'nuisance'.
- 6.13 Over time, as vegetation within the reserve areas near Hawthorne Drive, Shotover Country and Lake Hayes Estate starts to proliferate and mature, views towards the gondola should become even more isolated and fleeting, although I would be concerned if they were lost altogether. Like the existing views up and down the lower Shotover River corridor and glimpses of the residential development around Lake Hayes Estate, the gondola and its towers should become local markers and waypoints in the journey up and down the Kawarau River – for cyclists and pedestrians alike.
- 6.14 Although jet boats travelling up and down the Kawarau River would offer the most direct, and close-up, views of the valley gondola system, the highly dynamic nature of such trips, combined with the screening afforded near the RV3 node by both river banks and vegetation would limit such exposure until under or almost under the gondola. This would primarily occur near the Remarkables Park Zone and airport, and near Lake Hayes Estate, amid landscapes that are already appreciably modified and developed – at least in part. Furthermore, such 'thrill rides' tend to be more about the process of the journey than its context, unlike, for example, the Dart River Jet trips into Mt Aspiring National Park.

The 'Higher Level Gondola'

- 6.15 Past the bend in the Kowarau River at the confluence of the existing Lake Hayes development and proposed RV3 node, the gondola would lift out of its valley confines on route to its high altitude terminus. It would turn amid the more elevated 'half' of RV3 that is intermittently visible from some parts of Lake Hayes Estate, as well as from a few isolated spots on the Arrowtown / Gibbston Valley cycleway. It would climb in a straight line towards the upper station near a switch-back on the ski field road – to the right of an existing power line also climbs up to the ski field. As a result, this part of the gondola project would also be slightly more exposed to the wider valley system and terraces either side of the Ladies Mile Highway, although such views would remain intermittent and oblique to the SH6 corridor.
- 6.16 The gondola would be set against the 'cleaner slate' of relatively open slopes and tussock that enclose the western side of the Rastus Burn. However, this part of The Remarkables is also mottled by the matagouri that also climbs up from the edge of the RV3 node to around the 1100m (asl) mark – to just below the proposed upper station. The matagouri adds a layer of more variable grey colouring to this landscape and subdivides into a complex patina of tangled shapes. Consequently, this patchwork of tussock and matagouri would help to visually absorb the proposed towers, cableway and moving carriages.
- 6.17 This would be assisted by the broken, often faceted, nature of the terrain under and around the gondola system. Although the Rastus Burn valley is shallow at its base, it becomes increasingly indented and enclosing at higher altitudes. Low down, the striations associated with the stream course and its passage through nearby bedrock would provide more of a contextual 'frame' for the linear gondola proposal. However, near the high level turning point, the gondola would start to move into the Rastus Burn's upper valley system while the increasingly dissected and fractured terrain at the top of The Remarkables would provide a more varied backdrop to the proposal. This passage into the valley would screen the high level components of the gondola from longer distance views, while the increasingly 'broken' nature of the topography around it would – like the tussock / matagouri matrix lower down – help to absorb its profile.
- 6.18 Indeed, the Build Media simulations capturing 'before and after' views from Judge and Jury Close and the cycle trail below Morven Hill suggest that it would be extremely difficult to differentiate those sections of the gondola above RV3 from the

surrounding hillsides and its patchwork of vegetation. Although the red wire-frame modelling packaged with those images shows the alignment of the gondola clearly registering against the lower to upper slopes of the Rastus Burn catchment, it is much more difficult to locate and clearly 'see' in the more realistic photo simulations. Even allowing for greater colour disparities and reflectivity in reality, the gondola system appears dwarfed by its mountain setting and would remain exceptionally skeletal.

- 6.19 While the movement of some cabins would inevitably help to pinpoint the path of the gondola, its system – as a whole – would remain lightweight and ephemeral; even moreso as viewing distance becomes more of a factor for most vantage points exposed to the proposal.
- 6.20 Above 100m (asl), near both the gondola's upper station and the adjacent ski field road switch-back, the surrounding mountain slopes are much more smoothly textured, with the combination of matagouri and tussock surrendering to a more singular matrix of snow tussock interspersed with the odd Wild Spaniard. However, the viewing distance from RV3 to this point is 1.75km and the viewing distance from the nearest edge of Lake Hayes Estate to the turning tower site is nearly 2.7km. Combined with the recessive colouring of the gondola system and its lightweight profile, this would make it intermittently visible at worst. Past this turning point, the proposal would turn slightly eastwards, up and further into, the valley leading up to The Remarkables Ski Field. Its cables would sag into that valley before climbing over a ridge just below the ski field. Consequently, little, if any of this part of the gondola, would be visible from the vantage points that I have addressed, even in optimal light conditions.

#### Gondola Summary

- 6.21 Looking at this elevated part of the proposal as a whole, therefore, I consider that it would contribute to further erosion of the intrinsic naturalness of The Remarkables' northern faces. However, in my opinion, such effects would ultimately be of a very low order. The proposal would, in a comparative sense, have much less visual presence and effect than parts of the current ski field road exposed to areas around Lake Hayes Estate, the Ladies Mile corridor and even the cycle trails down the Kawarau River valley (in particular). The key factors contributing to this finding include:

- (a) The lightweight profile of the proposed system;
- (b) Its recessive colouring;
- (c) The mottled vegetative surface found across most of the slopes that the gondola would traverse, helping to integrate and visually absorb the gondola system;
- (d) The broken nature of the terrain that it would pass over and through, with the Rastus Burn valley helping to visually contain the gondola corridor while the increasingly fragmented topography closer to the top of The Remarkables would help to further absorb the gondola's profile;
- (e) The fragmented nature of most views to the gondola corridor from those vantage points closest to it – with trees and other vegetation encroaching into views from Lake Hayes Estate, the river cycle trail and even the margins of Shotover Country and the Ladies Mile Highway; and
- (f) The oblique, often quite peripheral, nature of many views to it, again from SH6 and even the river corridor (in relation to jet boats) and the cycle trail.

## **7. KEY FINDINGS**

- 7.1 In my assessment, the gondola would have a low level of effect overall. Although its artificial form and use must inevitably increase the cultural dimension of the ONL embracing The Remarkables and Kawarau River valley – just like the roading, power lines, farming, residential development, even jet boating, already apparent in its general vicinity – it would tread surprisingly lightly on that landscape. On the basis of this analysis, it is my opinion that the gondola proposal is acceptable from a landscape standpoint and would not have a greater than minor effect on the values of the ONL covering The Remarkables and the Range's periphery.

## 8. TOURISM & RESIDENTIAL DEVELOPMENT

### Proposed Development

8.1 QPL are proposing a series of pockets of tourism focused development and residential development focused on two nodes: around the outfall and fans of the Rastus Burn and Owens Creek. In brief, these comprise:

- (a) A small village, linked to the proposed gondola's village station, and tourism accommodation within the RV3 area – on two river terraces facing Lake Hayes Estate;
- (b) Some 90 dwellings, apartments and town houses located on:
  - (i) A river terrace abutting the eastern side of the Rastus Burn (RR2);
  - (ii) Low slopes and an even lower lying river terrace west of Owens Creek (RR3 and RR4);
  - (iii) Two more elevated terraces either side of the same creek (RR5 and RR5);
- (c) A lodge and jet boat landing facility directly abutting the Kawarau River just east of Owens Creek (RV4);
- (d) An elevated area of vineyards – much like the Chard Farm terraces – close to the eastern QPL property boundary and Chard Farm (RR7);
- (e) Roading access to all of the above; and
- (f) Footbridge access over the Kawarau River near RV3.

8.2 Attached and marked **Annexures “C32”-“C43”** are photos of these locations, taken from the ground. They help to illustrate the nature of the proposed development areas and contextualise the proposals. They also help to confirm that the development platforms proposed have a quite different physical character and aesthetic from that of The Remarkables' main slopes and that future development within the RR3 to RR6 and RV4 pockets would be largely confined to more physically



incised and visually enclosed parts of the Kawarau River valley abutting Morven Hill – through to just west of Chard Farm.

8.3 I have made a number of suggestions to Rebecca Skidmore, David Serjeant and QPL in relation to the proposed developments:

(a) Built Form:

- (i) Limitations on the height of all building development within the RR nodes and RV4 to two storeys or 8m, whichever should be lower;
- (ii) A maximum height limit of 12m for the central village components of the village within RV3 (excluding the gondola loading / turning tower and building);
- (iii) Provision for up to 5% of the buildings / building footprint to exceed these limits within the RR and RV3 nodes, to accommodate accent features, such as 'clock towers', lookout towers or other signature elements; and
- (iv) Management of building colour, materiality and reflectivity within the RR and RV nodes except for the central village components of the RV3 development area.

(b) Landscape:

- (i) Protection of the escarpment banks, stream banks and river banks from all building development, other than are necessary for a jetty and jet-boat launching and recovery operations within RV4 and that are related to the provision of walkway cycleway and (as necessary) roadway links;
- (ii) The promotion of native planting on the escarpment banks, river banks and stream corridors around and between all RR and RV areas. This would focus on the reintroduction of Kowhai shrubland and beech forest (mountain beech, silver beech and red beech) to these areas, providing structure and 'breaks' in the profile of the proposed development.

- (iii) The promotion of native and a limited range of exotic deciduous planting within the development areas.
- (iv) Use of native hedgerows (e.g. Halls Totara) to screen and further visually subdivide the development pockets.

8.4 In my opinion the building controls should be part and parcel of the proposed rules package – as they already are. However, the landscape proposals should be addressed by way of condition and assessment by Council, so that an opportunity is provided to assess the degree to which protection of the areas described, together with planting, ‘meshes’ with the proposed building development. This review process would also offer the opportunity to assess the degree to which the planting addresses a range of objectives:

- (a) Screening of car parking, utility / service areas and development *per se*;
- (b) Protection and enhancement of the escarpment, stream and river banks;
- (c) The visual ‘subdivision’ and layering of the development nodes, especially RV3;
- (d) Integration of the development proposed into its wider, river valley setting;
- (e) Assistance with the recovery of land both within and around the development areas from farming activities, and enhancement of both conservation values and naturalness within surrounding areas of the QPL land; and
- (f) Amenity enhancement.

8.5 In addition to these measures, I have suggested amending the extent of RR2 so that it remains east of a low ridge and line of matagouri that marks the point at which the fan terrace tilts eastwards, away from the Rastus Burn and RV3 (attached and marked **Annexure “D1”**). This would help to separate these two development areas from one another, both physically and visually, while also protecting the wider stream course between them. It would also help to visually screen development within RR2 from views out of Lake Hayes Estate and its surrounds, helping to reinforce the compact, clearly defined nature of both development pockets.

- 8.6 I have also recommended reducing the extent of RR3, by connecting it with RR4 and removing the slightly more elevated, western end of the original RR3 area from the current proposal (attached and marked **Annexure "D2"**). This would help to consolidate the bulk of proposed development within the two nodes that I have already discussed – focused on the Rastus Burn and Owens Creek – while limiting the spread of development outside these areas. This measure is again designed to reinforce ‘compaction’ of the proposed development areas and ensure that they sit within the valley landscape and not ‘on top of it’.
- 8.7 In my opinion, the QPZ controls proposed by Mr Serjeant address most of these matters. They sensibly build on the matters identified in the Proposed Plan’s assessment criteria in Section 21.7.1 and would help maintain the essentially rural character of Queenstown Park Station, even with the development of urban, residential and rural-residential nodes within it. The combination of the QPZ provisions and the spatially defined development areas would also prevent any future development from ‘spilling out’ onto other parts of the farm that remain highly sensitive because of their visual association with The Remarkables, in particular.
- 8.8 Even though comparisons might ultimately be drawn between what is proposed within QPL’s RV3 area and, for example, the lake landing, traditional farmhouse and farm activities areas on Walter Peak Station (see overleaf), I suspect that development within and around the proposed village would be more comprehensive, perhaps akin to central Arrowtown, albeit with more of a pedestrian focus and ‘walkability’, and without quite the same historic, gold fields signature.



*Aerial view of Walter Peak Station*



*Central Arrowtown*

8.9 Indeed, I consider that care has to be taken to ensure that development within RV3, especially, has its own brand and sense of authenticity – without becoming a pastiche of ‘Ye Olde Central Otago’. I have attached and marked **Annexure “F”** images that illustrate a range of approaches to the clustering of village-like development in different NZ locations, together with some overseas examples.

Although these frequently adhere to more traditional urban design precepts in relation to built form, and its articulation / modulation, as well as the manner in which the public realm is addressed, these examples are not solely locked into an historical architectural idiom, as some of the later village examples suggest. Importantly, many of the examples shown portray buildings, infrastructure and activities that are firmly bedded into their landscape surrounds and the physical framework that it affords. In my opinion, this is important, as the urban and visitor / residential components of the proposed RV3 area, especially, need to remain subsumed by the rural and natural qualities of the site's river valley and alpine surrounds. In my view, this can be achieved because of the development sites' relatively low centre of gravity, mostly recessive locations and through the application of the proposed QPZ controls.

- 8.10 Similarly, **Annexure F** expands this comparative exercise to show lodges (both local and from overseas) and a range of housing typologies that share the ability to comfortably sit within their respective rural landscape settings, regardless of whether they have more of a traditional bias or are very modern. In my opinion, there is no reason why a similar level of 'fit' could not be achieved within Queenstown Park Station.
- 8.11 Having reviewed the QPSZ provisions, it is my opinion that they have, for the most part, addressed all of the matters that I have raised in paragraphs 8.3 and 8.4 above. This includes mechanisms for the protection of key environmental areas and future planting that have a distinctly ecological focus under Section 44.4.2 (Comprehensive Development Plan). While I still do not support residential development within RR7, for the reasons already outlined, and would prefer to see further adjustments to the boundaries of RR2 and RR3 – again, as explained above – I consider that the other provisions (objectives, policies and rules) proposed by QPL would achieve an attractive, comprehensive and environmentally responsive, tourism development outcome.
- 8.12 More specifically, the QPZ provisions do address the more fine-grained, integration of tourism and residential development with its Kawarau River valley setting and the lower Remarkables. However, the broader macro issue of the proposed developments' fit within its ONL setting cannot be resolved through amelioration and mitigation – including targeted design controls – alone. Consequently, as with the proposed gondola, I have also evaluated the relative visibility of the development nodes around the Rastus Burn and Owens Creek, before evaluating the effects that

such development would have on the landscape characteristics and values of the ONL.

### Visual Exposure

- 8.13 The development of RV3 is, from my point of view, the most potentially contentious aspect of this scheme. Development would occupy two terraces – one elevated above the other – and its would be exposed to a range of audiences:
- (a) The residents of, and visitors to Lake Hayes Estate;
  - (b) Recreational cyclists and pedestrians on the Arrowtown / Gibbston Valley Cycleway; and
  - (c) Tourists and visitors going on jet boat trips up and down the Kawarau River.
- 8.14 It is also possible that the edge of development within RR2 and some rooflines across the Rastus Burn may remain partly visible from elevated areas within Lake Hayes Estate, notwithstanding my proposals in relation to that area's western boundary. Over time, however, plant regrowth within the stream corridor and margins should effectively isolate that development from RV3.
- 8.15 In addition to RV3, I have looked at all of the proposed RR areas, together with RV4, in detail. The following is a summary of the receiving environments and catchments that each would be exposed to, in my assessment (see attached and marked **Annexures "G44"-“G50”**):
- (a) **RR2:** Parts of Lake Hayes Estate around Judge and Jury Close; the Kawarau River (jet boating); the Arrowtown / Gibbston Valley Cycle Trail; some farms on Morven Hill; and
  - (b) **RV4 / RR3 / RR4 / RR5 / RR6:** The Kawarau River (jet boating); the Arrowtown / Gibbston Valley Cycle Trail; some farms on Morven Hill.
- 8.16 This very brief précis highlights the extremely contained, introverted, nature of most of the river valley that would “house” the proposed development areas. Although I have identified jet boating as one of the activities that would contribute to expose of most of the development areas to the general public – visitors and locals alike – the

elevated river banks near RV 3, would actually see most of the development within its two terraces from the actual river.

- 8.17 Development within the RR2 to RR6 and RV4 areas would be even more isolated from most of Queenstown's public realm, and even from the vast majority of local farms and other private properties between the Shotover River and the western end of Gibbston Valley, including Shotover Country, Lake Hayes Estate and SH6. At worst, a fleeting glimpse of RV3 and the western edge of RR2 might be obtained from an elevated Ladies Mile Highway as it passes Lake Hayes Estate and McDowell Drive.
- 8.18 While all of these areas would remain exposed to the cycle trail past Morven Hill, it is the RV3 village development and tourism accommodation, anchored by the gondola's village station that would be the most visible and overtly public component of the QPL proposals. This key development node is also, therefore, the fulcrum around which the issue of effects on The Remarkables ONL largely turns. Its presence and engagement with Lake Hayes Estate would also be amplified by the erection of a connecting footbridge over the Kawarau River and by the greater intensity of both built development and activities within the tourism village 'precinct.'
- 8.19 On the other hand as the gondola photo simulations from Lake Hayes Estate clearly demonstrate, the low slope angles of the RV3 terraces opposite, combined with a shallow viewing angle from the northern side of the river, means that it would mainly be the near edge of village / residential development that is most visible. Development behind this edge would largely be 'lost' behind a layer of more peripheral buildings – facing and overlooking the Kawarau River – and vegetation cover, both existing and within the development node. This would reduce the visual profile of the village and its attendant residential sector.
- 8.20 In summary, I therefore consider that:
- (a) The RV3 village and surrounding development – both tourism related and residential – would have a moderate level of visibility;
  - (b) The RR2 to RR6 development areas would have a low level of visibility; and
  - (c) The RV4 development areas would have a very low level of visibility.

## Qualitative Change & Effects

8.21 To assist with my analysis of the more qualitative effects of development within RV3, especially, my office has prepared a number of indicative “Sketch Up” montages that show an entirely conceptual village and residential development (complying with then proposed QPZ rules) viewed from the edge of Lake Hayes Estate and vantage points closer to the Kawarau River. Those images are attached and marked **Annexures “H51”-“H54”**. They demonstrate the following:

- (a) Firstly that the sheer scale of The Remarkables dominates the outlook across the Kawarau River: their peaks, tussock covered slopes and even the Rastus Burn valley totally dominate views across the river. By comparison, those parts of the village that are visible appear quite diminutive;
- (b) The layering of village buildings and more peripheral development has a low ‘centre of gravity’ sitting down at the foot of the mountain range and well and truly within the confines of the river valley and its terraced apron;
- (c) The village and associated development would be ‘segmented’ by both the escarpment between both terraces and the trees that clamour around the edge of the Kawarau River. This sequence of riverside vegetation adds dimensionality and depth to views across the river, making the village areas seem more recessive than would otherwise be the case;
- (d) In most views from close to the river, including around the cycle trail through to Arrowtown and the Gibbston Valley, the poplars, willows and pines enclosing the river screen both terraces to an even more significant degree. They are glimpsed via a series of viewshafts between and under the tree canopy, while at the river edge itself, this buffering is exacerbated by the river and terrace banks both on the south side of the Kawarau River and between the two terraces within RV3; and
- (e) Views from the edge of Lake Hayes Estate are contextualised by the presence of housing and the emerging garden allotments (including their sheds) in the immediate foreground, and also by the power lines and recreational paraphernalia that mar views from the Estate’s central open space – either side of Onslow Road. As Build Media’s simulation from Viewpoint 10 shows, for example, development across all of the RV3 terraces



would be proportionally much smaller than the patina of roofs, walls and other structural elements within the immediate confines of Lake Hayes Estate.

- 8.22 Looking at the proposed village and residential development more holistically, it is clear that the proposed QPZ would establish some urban and peri-urban type development on the south side of the Kawarau River. However the QPL land, as a whole, would still retain a pronounced rural to rural-residential aesthetic, while the proposed development activities would primarily affect land that is already hallmarked by agricultural uses. In other words the landscape change anticipated would remain within that part of the Kawarau River valley landscape that is already very markedly characterised by cultural elements and patterns – even if its wider setting is predominantly natural to highly natural.
- 8.23 In a somewhat different vein, the visual contrast of the village with the towering profile of The Remarkables would create a powerful juxtaposition of cultural and natural elements. Most New Zealand settlements and alpine villages tend to be viewed largely disconnected, or at least separated from, the mountains and snowfields that are so central to this country's alpine landscape settings and 'exceptions' to this 'rule' are quite rare: The Hermitage below the Sealey Range and in the shadow of Aoraki / Mt Cook, the Chateau set against Mt Ruapehu, and Queenstown itself nestled into Ben Lomond. The contrast of the RV3 village with the northern face of The Remarkables would ultimately be both dramatic and iconic: it would eventually create the sort of natural / cultural interplay that is often captured in picture-postcard images of the European Alps or even the South American Andes.
- 8.24 I think it unlikely that this positive engagement would be achieved 'over night'. It would require both new buildings and activities to bed into their setting, assisted by the growth of trees and other vegetation in and around the RV3 development. However, I believe it would occur subject to appropriate environmental and development management.
- 8.25 Of note, the images prepared in my office also indicate that residential and rural-residential development within the RR2 area – on the far side of the Rastus Burn – would be very much peripheral to the village development. Development within RR2 would remain rather distant and low key, especially when viewed from around Lake Hayes Estate and the Kawarau River margins. On the other hand, it would be more apparent, together with development within RR3 to RR6 and RV4, when viewed from an increasingly elevated cycle trail as it sidles up Morven Hill.

- 8.26 Viewed from this quarter, it is clear that the proposed pockets of housing would result in appreciable change to the valley landscape. This is an unavoidable reality. Yet in most views from the cycle trail, those using it tend to look straight across to the majestic sequence of mountain slopes and crags that dominate the southern side of the Kawarau River. The pockets of land within which mostly rural residential development is proposed sit generally below the main line of sight to The Remarkables. As a result, the greater bulk of proposed development would avoid intruding into the profile of the main range. It would also occupy land that is already cropped, used as pasture and for silage, and that is – near Owens Creek – partly enclosed by shelterbelts, pine woodlots, poplars and willows. Farm buildings and dwellings, yards, tracks and power lines add a more subtle, cultural layer to this valley landscape.
- 8.27 One other major point of difference is also apparent between its two ‘halves’: The Remarkables’ more elevated, main slopes and peaks convey a sense of openness and expansiveness, of being projected out into their surrounds, whereas the landscape of terraces and broken terrain closer to the river is more intimate and introverted – inwardly focused on the river and its increasingly dramatic sequence of cliffs extending through to the ‘Judge and Jury’ promontory, and therefore also more enclosed. Consequently, the proposed development nodes would nestle into this landscape and, in hugging the lower reaches and terraces around the valley floor, would remain relatively discrete.

## **9. KEY FINDINGS**

- 9.1 Compared with the proposed gondola, QPL’s proposals for a tourism village, other visitor activities and rural residential development represent a more substantial change to the character of the local landscape, but would be located within parts of the Kawarau River valley that are both more cultural /modified and less expressive of the core natural values associated with The Remarkables range and its ONL. The proposed development areas would also be more visually discrete and contained. Thus, with the possible exception of Lake Hayes Estate, the developments proposed would have a quite limited impact on the public domain enjoyed by visitors to Queenstown and locals alike.
- 9.2 Even in relation to Lake Hayes Estate, such effects would be tempered by the urban context of most views towards the river and its far terraces, while the extensive tree

cover around the existing river course and even the river banks flanking the lower RV3 terrace would restrict views to the main village and its peripheral accommodation areas from closer to the river itself and much of the adjoining cycle trail. I accept, therefore, that the proposed 'leap' of such development across the river is quite fundamental, but also consider that such development would sit quite comfortably in its valley setting. Indeed, there is the very real prospect of the village creating a feeling of dramatic and provide counterpoint with both its river valley surrounds and, more particularly, its dramatic alpine / montane backdrop.

9.3 The other development areas stretching towards Chard Farm would remain much more isolated from the public realm and most local private properties. They would be bedded into the lower reaches of an increasingly incised and (both physically and visually) enclosed river corridor that becomes increasingly inward focused as it progresses towards Gibbston Valley. Consequently, I see this as one of relatively few areas around Queenstown which offers the potential to integrate new development into a dramatic ONL setting without having a significant effect on public perception and appreciation of that setting.

9.4 Having said this, it also remains my view that Council must retain sufficient control to effectively manage the more fine-grained 'bedding in' of such development – making the most of the natural advantages offered by the QPL site, which I have just described. In my opinion, the proposed QPZ provisions offer those 'levers'. As such, I find myself in the unusual position of supporting semi-urban tourism and residential development within a rural zone and highly important ONL. However, having considered the QPL proposals at length, it is my opinion that the combination of the site characteristics and planning provisions proposed offer a rare opportunity to alter some of the characteristics and character of already modified, parts of The Remarkables ONL without eroding or appreciably degrading its core values.

## **10. THE COMBINED GONDOLA & DEVELOPMENT AREA PROPOSALS**

10.1 As indicated above, the gondola would conceivably affect a wider array of catchments and receiving environments, while the tourism village, visitor accommodation and rural residential development proposed by QPL would leave a more substantive mark on the Kawarau River landscape, but their effects would be much more confined. Over time, it is my opinion that both developments would meld into their valley and alpine settings: I have already stated that I consider the gondola would have much less effect than the current road up to The Remarkables Ski Field,

while the proposed village and development areas would exacerbate the cultural nature of parts of the existing Kawarau River valley landscape, but would so in a way that adds to the present modification, rather than instigating it.

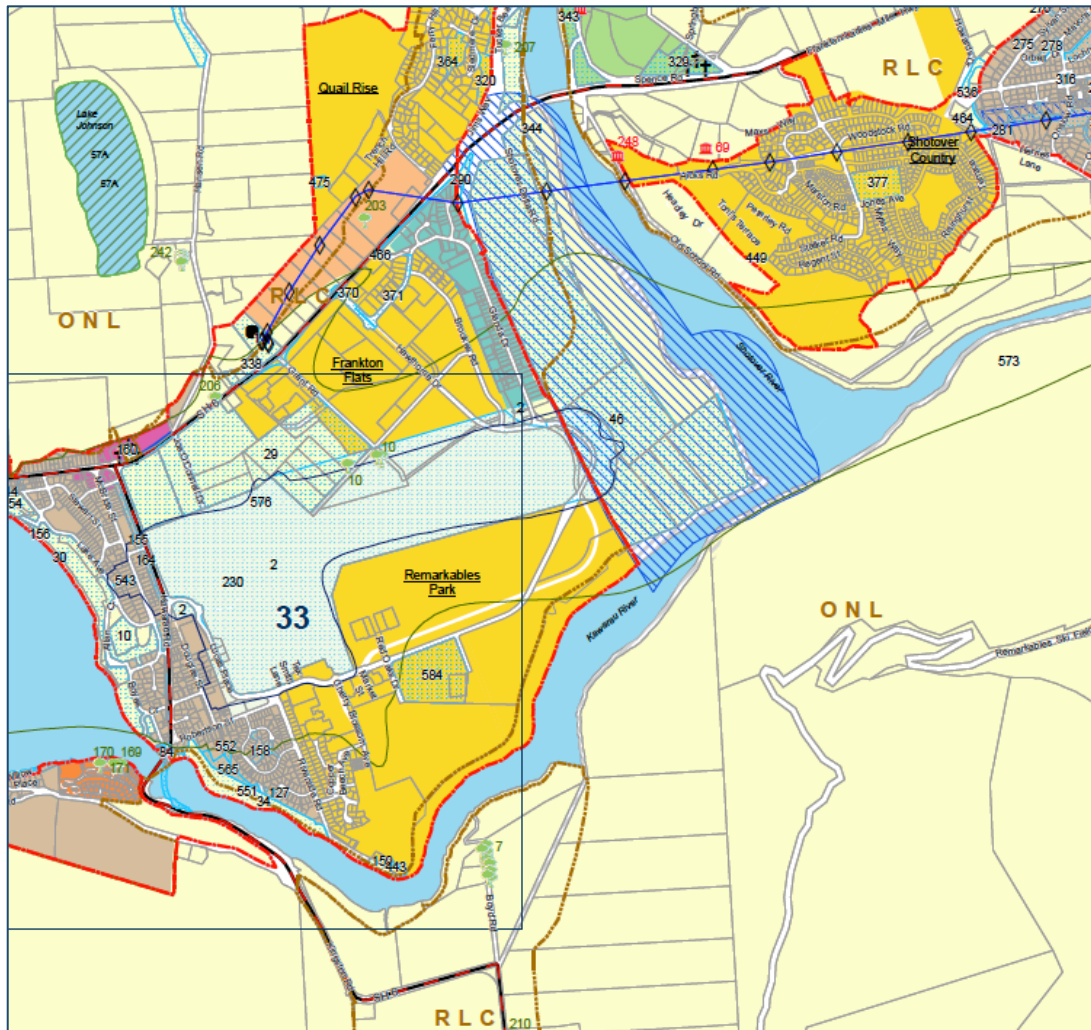
- 10.2 Effects generated by both the gondola and village / residential development would be contextualised by the existing development now found down the northern bank of the Kawarau River, as well as around a range of significant vantage points stretching from the RESA and Queenstown Airport margins through the Ladies Mile corridor to Morven Hill and SH6 near Chard Farm. Viewed from nearly all of these locations, those looking towards The Remarkables would largely see either the gondola or one or more of the proposed development areas. Only parts of Lake Hayes Estate near its elevated river terrace edge and key vantage points on the cycle trail through to Arrowtown and Gibbston Valley would offer relatively clear views of both.
- 10.3 In such views, it is my opinion that the village and associated development would predominate. The lightweight, even ephemeral, profile of the gondola system would be much more difficult to clearly see and would often be lost against the broad expanse and immense scale of The Remarkables. The muted mid grey colouring proposed for the gondola towers and carriages would offer further ‘help’ in this regard. By contrast, the much more substantial profile of a new village would have more presence. In some views, it would command attention, with the gondola emerging as a lightweight appendage to, or off-shoot of, the settlement.
- 10.4 In terms of adverse effects, I therefore consider that the gondola and village / development areas would be rather synergistic, within the Kawarau River valley, the proposed tourism facilities and residential development would be more influential whereas the gondola would be more significant outside the valley corridor, but would have a very limited effect once beyond Lake Hayes Estate and Morven Hill. Consequently, I don’t consider that the accumulative effects of these two quite different types of development – interrelated as they are – would be significant.
- 10.5 To this point, I have also largely avoided the issue of more positive landscape effects, as my focus has primarily been on any degradation of The Remarkable ONL, if only because the range is so iconic and, in many respects, untouchable. However, I do at this juncture want to briefly address some of the more beneficial aspects of the twin proposals. Key among these would be exposure of The Remarkables to visitors and locals alike in a way that offers very real appreciation of its grandeur as a mountain landscape and feature – via the proposed gondola. It would offer a quite

different range of perspectives of the mountain range from vehicle based, trips up and down the ski field road. It would also offer such experiences to a wide range of users, not just skiers, all year round. As such, it would also offer views of the changing textures, ecosystems and climatic moods that permeate The Remarkables from near bottom to top.

- 10.6 The village would supplement this experience, by providing a hub for various recreational activities – such as tramping, day walks, canoeing, rafting, ‘glamping’ and camping – which offer exposure to the mountain range and interaction with in other, quite different, ways. In a related vein, the opportunity to live or stay in accommodation almost literally in The Remarkables shadow, would help to remove The Remarkables from ‘splendid isolation’ on the scenic mantelpiece by promoting a diverse array of recreational uses that enhance appreciation of it as a more complete landscape and feature.
- 10.7 Naturally, both the gondola and associated development would also enhance appreciation of the Kawarau River valley and activities within it. The current cycle trail is already heavily used, and the proposed developments on the south side of the river would greatly expand on this ‘first step’.

## **11. AREA OF BUILDING CONSTRAINT**

- 11.1 As indicated at the beginning of this statement I have also been asked to briefly address the issue of the proposed Area of Building Restriction (**ABR**) that stretches across the Kawarau River and onto the QPL land opposite the airport. I understand that this was originally designed to provide a buffer around a previous sewage treatment scheme proposed for the west bank of the Shotover River. Even if the purpose of this area has changed so as to protect the steeply sloping banks above the Shotover River and around the RESA, it makes little sense from a landscape perspective (see part of Map 31A overleaf).



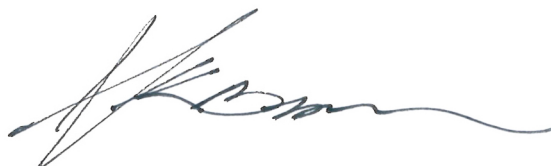
- 11.2 The ABR extends across the crest of the RESA onto Queenstown Airport's runway and curtilage, but more importantly launches out across the Kawarau River and captures part of the south-eastern bank opposite the Shotover River. At this point, the proposed ABR goes beyond protecting the Shotover's gravel flats its steep banks near Glenda Drive and the airport, by embracing both the river and QPL riverfront without any obvious landscape (or other) rationale.
- 11.3 The river and QPL land are both subject to the ONL that I have discussed in the remained for my statement, focused on The Remarkables, and I consider it appropriate for both areas to be included within that overlay. Consequently, I am unclear what additional protection is achieved by extending the ABR out over the Kawarau River.

- 11.4 As a result, it is my opinion that the ABR should be amended so that it excludes both river corridors and the strip of land across the Kawarau River within Queenstown Park Station.

## **12. CONCLUSIONS**

- 12.1 In the final analysis, I do not believe that either the gondola proposal or village and related tourism / residential development can occur without appreciable modification of parts of The Remarkables ONL. For me, the question has always been just how significant such change would be, where would it affect, who would it affect and overall – would it adversely affect the ONL’s core values?
- 12.2 I consider that both the gondola would ‘tread’ surprisingly lightly on its spectacular mountain setting, and would have a very low level of effect in relation to the key qualities associated with the range. In particular, the gondola would have no effect on public appreciation of the Range’s truly iconic western face.
- 12.3 By contrast, the other QPL proposals would generate a higher level of effect, but these would be concentrated where they would have little impact on public perception of The Remarkables and a quite limited impact on the more tightly enclosed, intimate, landscape of the Kawarau River valley. The gondola village and mixture of other tourism / residential development areas would, for the most part, remain visually quite discreet – other than in relation to parts of Lake Hayes Estate, the Arrowtown / Gibbston cycle trail and the Kawarau River itself. Just as important, the proposed QPZ provisions would offer Council the means to ensure that the very integration I have talked about can be achieved.
- 12.4 Finally, I consider that a number of positive landscape outcomes would arise from the combination of both developments. These outcomes relate to the new ways of experiencing The Remarkables that would be offered by the gondola to the general public at large, as well as a greatly expanded range of recreational opportunities that would ‘open up’ appreciation of the range as a landscape resource.

12.5 Taking all of these factors into account, it is my opinion that the proposed gondola and related QPL proposals are acceptable from a landscape standpoint, notwithstanding the immense value and sensitivity associated with The Remarkables in particular, both within Central Otago and nationally.

A handwritten signature in black ink, appearing to read 'S. Brown', with a long horizontal flourish extending to the right.

Stephen Brown

9 June 2017



## ANNEXURE 1: CV

## Stephen Brown CV

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<b>Qualifications:</b>	Bachelor of Town Planning 1978 (Auckland University) Diploma of Landscape Architecture 1981 (Lincoln University)
<b>Professional Qualifications:</b> (2012-14)	Fellow & Past President of the NZ Institute of Landscape Architects Affiliate Of The NZ Planning Institute
<b>Professional Experience:</b>	Auckland Regional Authority 1982 - 84 Travers Morgan Planning (London) 1984 - 86 Brown Woodhouse Landscape Architects (owner) 1987 - 88 LA4 (part owner & director) 1988 - 98 Brown NZ Ltd 1999 onwards

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## AWARDS:

**Landscape Value Mapping of Hong Kong (2001 – 5):** development of the methodology and assessment criteria for the 'landscape values and sensitivity mapping' of Hong Kong undertaken by Urbis Ltd for the Hong Kong Government – awarded the Strategic Planning Award by the (UK) Landscape Institute in 2006.

**Auckland Geomorphic / Geological Features Assessment (2011):** analysis of past case law, the RMA and current policy, together with field evaluation of 207 features to determine if they qualify as ONFs – for Auckland Council: NZILA Distinction (Landscape Planning & Environmental Studies Category) 2014

## STRATEGIC ASSESSMENTS:

**Volcanic Cone Sightlines & Blanket Height Control Review (2015/16):** re-appraisal of 87 sightlines within Auckland City to Mt Victoria, Mt Albert, Mt Roskill, Mt Eden, Mt Hobson, Mt Wellington, One Tree Hill, Mangere Mountain, Browns Island and Rangitoto, together with a complete review of the Blanket Height Control Areas that flank all of the major cones across and near the Auckland Isthmus: analysis of the sensitivity of each cone and the key threats to their visual integrity followed by the mapping of areas that should be subject to a new regime of building height controls under the Proposed Auckland Unitary Plan - for Auckland Council.

**West Coast Region & Buller / Grey / Westland Districts Landscape Study & Natural Character Assessment (2001-14):** assessment of the Buller, Grey and Westland Districts to identify the combined Districts' / Region's Outstanding Natural Landscapes and those part of the Region's coasts and lake / river / wetland margins that display High and Outstanding levels of Natural Character – for the West Coast Regional Council & District Councils

**Thames Coromandel Landscape Review & Assessment (2007 - 14):** peer review of the Thames Coromandel landscape assessment leading to a complete re-assessment of the Peninsula, identification of its Outstanding and Amenity Landscapes, as well as coastal environments displaying high to outstanding natural character values – for Thames Coromandel District Council.

**West Coast Rural Policy Area (2011):** evaluation of the coastal environment, areas of coastal influence and assessment of amenity values to determine the extent of the proposed West Coast Rural Policy Area overlay – for Auckland Council

**Buller District Landscape & Natural Character Assessment (2011):** assessment of the Buller Districts Outstanding Natural Features and Landscapes, together with identification of its coastal environment, lake / river / wetland margins and identification of those areas displaying high Natural Character – for Meridian Energy Ltd & the Environment Court (in relation to the Mokihinui hydro-electric project appeals)

**Waikato Regional Policy Statement Chapter 12 – Landscape Review (2011/12):** review of proposed ONLs and areas of high natural character across the Waikato Region, taking into account public submissions and the 2010 NZ Coastal Policy Statement – for the Waikato regional Council

**Auckland Geomorphic / Geological Features Assessment (2011):** analysis of past case law, the RMA and current policy, together with field evaluation of 207 features to determine if they qualify as ONFs – for Auckland Council

- Auckland Region: Outstanding Natural Features Study (2011):** assessment of over 220 geomorphic and ecological features (mainly volcanic remnants such as the Wiri Lava Cave, Orakei Basin / crater) to determine which of those should be classified as an Outstanding Natural Feature under section 6(b) of the RMA – for Auckland Council
- Auckland Region: Amenity Areas Study (2011):** description and mapping of those areas within the Region that qualify as Amenity Landscapes within the Auckland – in terms of their aesthetic and natural characteristics, recreational appeal, etc – with reference to section 7(c) of the RMA – for Auckland Council
- Auckland Region: Natural Character Assessment (2012/13):** delineation of the coastal environment for the Auckland Region and identification of areas of high natural character employing key environmental indicators / parameters – for the Auckland Regional Council.
- Manawatu / Tararua / Lower Rangitikei District Landscape Assessment (2009):** identification of the Outstanding Natural Landscapes and Amenity Landscapes distributed within all three districts within 150km of the Turitea Wind Farm site in the northern Tararua Range – for Mighty River Power.
- Otorohanga District Landscape Assessment (2009 - 11):** identification of Outstanding Natural Features and Landscapes, Amenity Landscapes and parts of the District's coastline – together with lake and river / stream margins – that display high Natural Character values – for Otorohanga District Council.
- Kawhia Aotea West Coast Assessment (2006):** assessment of the landscape and natural character values of the catchments around Kawhia and Aotea Harbours, including the identification of the area's outstanding landscapes, visual amenity landscapes and parts of the coastline displaying high natural character – for Environment Waikato and the Waikato, Waipa and Otorohanga District Councils.
- Whangarei District Landscape review / Assessment (2005):** assessment of landscape values across Whangarei District to identify its Outstanding Landscape and Visual Amenity Landscapes, involving use of past public preference research, public consultation, identification of natural character values, landscape heritage values - in conjunction with Beca Carter Hollings & Ferner Ltd for Whangarei District Council.
- Assessment of the Auckland Region's Landscape (2001-4):** responsible for a review of landscape assessment methodologies appropriate for re-assessment of the Auckland Region's landscape, including literature search and organisation of workshops to review theoretical options - designed to address identification of Auckland's outstanding / iconic landscapes; followed by Q-Sort testing of public attitudes to landscape, and mapping of the Auckland Region's Outstanding Landscapes - for the Auckland Regional Council.
- Hauraki Gulf Islands District Plan - Plan Change Reviews (2003):** detailed reviews of Plan Changes 23 (Subdivision), 24 (Earthworks), 25 (Indigenous Vegetation Clearance) & 26 (Lot Coverage) involving detailed assessment of the Waiheke and Great Barrier Island landscapes in respect of their capacity to accommodate changes to the relevant thresholds for permitted and discretionary activities and assessment criteria leading to recommendations in relation to each Plan Change - for Auckland City.
- Auckland Urban Coastline Assessment:**  
**Waiheke Island Coastal Landscape Assessment:**  
**Great Barrier Island Coastal Landscape Assessment:**  
 (1993-5): Assessment of the VALUE, VULNERABILITY and overall SENSITIVITY of each of these coastal areas - involving their breakdown into landscape units, description and discussion of landscape character types and preparation of preliminary policies for landscape management - for the Auckland Regional Council.
- East Manukau Assessment:**  
 (1994-6): responsible for managing / overseeing assessment of the landscape values in each of these strategic landscape studies - involving their breakdown into landscape units, description and discussion of landscape character types and preparation of preliminary policies for landscape management - for the Hawkes Bay Regional Council & Manukau City Council.
- Mahia Peninsula / Wairoa Coastal Strategy (2003):** assessment of the landscape and natural character values of the Mahia Peninsula and nearby coastal areas, including Mahanga and Opoutama, to provide input on both conservation and strategic development strategies for the Wairoa District Coastal Strategy Study - for Beca Carter Hollings & Ferner and Wairoa District Council.
- North Shore City Significant Landscape Features Assessment (1998-2001):** identification, analysis and description of all significant landscape features within the Albany, Greenhithe, Paremoremo and Long Bay / Okura parts of North Shore City - for North Shore City Council.
- East Tamaki Catchment Management Study (2001):** analysis of landscape and open space values in the East Tamaki catchment leading to recommendations in relation to future open space provision and park acquisition - for Beca Carter & Manukau City Council.
- Whangarei District Coastal Management Study (2003):** assessment of the landscape values and 'carrying capacity' of settlement areas down the eastern Whangarei coastline leading to recommendations about future development and conservation strategies - in relation to: Oakura, Moureeses Bay, Woolleys Bay, Matapouri, Pataua South & North, Ocean Beach, Urquharts Bay, Taurikura, Reotahi and McLeods Bay - for Beca Carter & Whangarei District Council.
- Waitakere City Northern Strategic Growth Area Study (2000 - 2001 & 2003):** Analysis of existing landscape features, character areas and resources within the Whenuapai / Hobsonville / Brighams Creek catchment as the basis for evaluation of future growth options. This work includes the identification of key landscape sensitivities within the catchment, the identification of development constraints and opportunities in relation to the local landscape and the preliminary assessment of effects associated with shifting Auckland's MUL in the subject area - for URS New Zealand Ltd and Waitakere City Council (Eco Water). In 2003 this work was extended to cover Herald Island and the Red Hills area - for Landcare Research.
- Franklin District Rural Plan Change Study (2002/3):** responsible for re-evaluation of most of Franklin District - in relation to landscape values, sensitivities and residential development potential / appeal - to determine areas that present

opportunities for residential growth, rural areas that should be specifically excluded from rural-residential development and generic features that should be conserved throughout the District - for Franklin District Council.

**Assessment of the Auckland Region's Landscape (1983-4):** region-wide appraisal of both the aesthetic quality and the visual absorption capability of different parts of Auckland's extra-urban landscape (covering 425,000 has). This study involved breaking the Region down into 633 landscape units and incorporated a public preference study with over 1100 public participants. It has enabled planners to come to terms with both public perceptions of landscape value and the relative vulnerability of different parts of the Region to development - for the ARC.

**Whangarei District North-eastern Coastal Settlements Assessment (1996):** assessment of key landscape features and elements that should be conserved to help define the margins of urban growth around Whangarei District's north-eastern coastline - from Ocean Beach in the south to Oakura and Whangaruru - for Whangarei District Council.

**Volcanic Cone Sightlines Review (1997 - 2003):** appraisal of current sightlines to Auckland's volcanic cones leading to suggestions about the addition, deletion and location of sightlines, and the specification of controls in relation to each - for the ARC and Auckland City Council.

## PROJECT ASSESSMENTS:

**Westhaven Stage 1 Extension (2015/16):** development of the concepts for the Stage 1 Extension of Westhaven's northern reclamation including: the closure of the western marina entry, replacement of pile moorings by two new berthage piers and reconfiguration of the existing A Pier, provision of 110 new car parks, development of a series of public open spaces culminating in a 'forest' of pouwhenua and an elevated 'waka headland' promontory projecting out over the Waitemata Harbour (developed in conjunction with the Panuku Development Auckland Mana Whenua Collective). Accompanied by a detailed assessment of the proposal's landscape, natural character and amenity effects – for Panuku Auckland.

**Klondyke Water Storage Facility (2015/16):** assessment of the effects of the development and operation of a 53Mm<sup>3</sup> water storage dam near the Rangitata River in South Canterbury, together with related modifications to the existing Rangitata Diversion Race canal system – for RDR Management Ltd.

**MV Rena Shipwreck Assessment (2015):** evaluation of the natural character and landscape implications of various options pertaining to wreck removal and remediation – for Beca Limited.

**Highland Park Apartments (2015):** assessment of the visual and amenity effects associated with the development of a 6 storey apartment complex within the Highland Park Commercial Centre in Pakuranga, Auckland – for Canvas Investments Ltd.

**Hagley Park Cricket Oval Application (2013):** review of the landscape and amenity effects of a proposed cricket oval – including embankments, spectator pavilions and seating, light towers, security fencing and parking – within Hagley Park South for events up to the international level – for Christchurch City Council.

**Seafarers Site Redevelopment – Quay St (2012):** review of the visual and urban design implications of a proposed plan change by Cooper & Co to accommodate 55m high hotel / commercial development on Auckland's waterfront, at the edge of the Britomart Jreitage Precinct – for Auckland Council

**Puketoi Wind Farm Project (2011 / 12):** assessment of the landscape, amenity and natural character effects of a 54 turbine wind farm to be located on the Puketoi Range in the Tararua District together with a 220 kV transmission corridor to the Turitea substation on the northern Tararua Range – for Mighty River Power Ltd

**Waterview Connection Project / SH16 (2009):** assessment of landscape, amenity and natural character effects associated with redevelopment of the Te Atatu – Waterview section of Auckland's North-western Motorway and the Te Atatu interchange – for the NZ Transport Agency

**Waterview Connection Project / SH20 (2009):** evaluation of the landscape and amenity effects associated with development of SH20 from Stoddard Rd to Waterview in Auckland – for the NZ Transport Agency

**Eden Park Rugby World Cup 2011 (2006 - 10):** detailed evaluation of the amenity and landscape effects of the proposed redevelopment of the Eden Park stadium and grounds for the Rugby World Cup 2011, addressing both 'legacy' and temporary stand alternatives – for the Eden Park Redevelopment Board

**Project Mill Creek (2010):** assessment of the landscape, natural character and amenity effects of a proposed 31 turbine wind farm proposed in close proximity to Makara and Ohariu Valley, near Wellington – for Wellington City Council

**Project Central Wind (2009):** evaluation of the landscape, natural character and amenity effects of a proposed 51 turbine wind farm proposed for the southern margins of the North Island's Volcanic Plateau near Taihape and SH1, including a sub-regional assessment of alternative locations – for Meridian Energy Ltd

**Project West Wind (2006):** assessment of the strategic, regional implications, of the Project West Wind wind farm relative to the Wellington region and the southern halves of the Wairarapa and Manawatu coastlines – for the NZ Wind Energy Association

**Turitea Wind Farm (2006 - 10):** preliminary assessment of the landscape and amenity effects of a proposed 80 turbine wind farm on the Tararua Ranges near Palmerston North – for Mighty River Power Ltd

**Moorabool Wind Farm (2009/10):** assessment of the landscape and amenity implications of a proposed 110 turbine wind farm east of Ballarat in the Moorabool Shire of Victoria – for WestWind Pty Ltd.

**Allandale Wind Farm (2008):** evaluation of the landscape and amenity effects of a proposed 50 turbine wind farm near Mt Gambier and Port MacDonnell in South Australia – for Acciona Ltd

**Sidonia Hills Wind Farm (2008):** assessment of the landscape and amenity implications of a proposed 52 turbine wind farm in the Macedon Hills Shire of Victoria – for Hydro Tasmania Consulting & Roaring 40s.

- Awhitu Wind Farm (2005):** evaluation of the strategic landscape and natural character effects of a 21 turbine wind farm proposed by Genesis Energy for the coastal margins of the Tasman Sea and Awhitu Peninsula near Waiuku, south of Auckland – for the Auckland Regional Council
- Matiatia Village (2003-4):** evaluation of the landscape, natural character and amenity effects associated with a comprehensive commercial village development (18,000m<sup>2</sup>), together with car parking and transport interchange at the 'gateway' to Waiheke Island - for Waitemata Infrastructure Ltd.
- Waitemata Harbour Crossing Options Assessment (2002/3):** Evaluation of the visual and amenity effects of 9 harbour crossing options, including bridges, tunnels, submerged tubes, reclamations, ventilation and service structures, trenches and motorway interchanges - for Opus International and Transit NZ
- Coca Cola Amatil Plant Expansion (2005):** assessment of the amenity effects associated with an \$80 million expansion of Coca Cola Amatil's plant at Mt Wellington, abutting two arterial roads and a large residential community - for Coca Cola Amatil.
- Weiti River Crossing Review (2015 & 2000):** review of the effects of a proposed bridge over the Weiti Estuary and the coastal environment - for the Auckland Council & Auckland Regional Council.
- ALPURT B2 Waiwera River Crossing Review (1999):** review of the effects of a proposed bridge and related roading developments on the Waiwera and Puhoi Estuary coastal environs - for the Auckland Regional Council.
- Sylvia Park Commercial Centre Assessment (1999):** detailed assessment of the implications of a plan change to accommodate 150,000 sq metres of retail, office, and residential development at Mt Wellington, including community facilities, a railway station and new access road - for Kiwi Property Management Ltd.
- Marsden Point Port Impact Assessment (1997 & 2002):** responsible for assessment of the visual and amenity implications of a major new port facility covering some 37 ha.s and associated infrastructure development - including preparation of proposals for amelioration & enhancement around Blacksmith's Creek, followed by assessment of the effects of additional berths in 2002 - for the Northland Port Corporation / Northport.
- Southdown Power Station Assessment (1995):** detailed assessment of the likely visual and amenity implications of a co-generation power station within the industrial/coastal environment of Southdown – for Mercury Energy / Transalta.
- Dominion Rd Transport Designation Assessment (2000):** detailed analysis of the amenity and visual implications of proposed transport corridor designations, including road widening and LRT corridor deviations off Dominion Rd - for Auckland City.
- Glenfield Rd Designations Review (2004):** review of the effects of implementation of three Outline Plans Of Work and resource consent applications related to the widening of Glenfield Rd, an arterial route within North Shore City, including evaluation of impacts in respect of amenity, streetscape and open space values - for North Shore City .
- Lake Rd Designations Assessment (2002):** detailed analysis of the effects associated with widening of Lake Rd, including impacts upon residential amenity, streetscape and open space values; and appraisal of mitigation measures - for North Shore City .
- Omokoroa Roading Options Study (2001):** evaluation of route options and effects as part of an Assessment of Environmental Effects (in association with Beca Carter Tauranga) - for Western bay of Plenty D. C.
- Tauranga Northern Arterial Review & Arbitration (2000):** evaluation of the proposed northern arterial's implications utilising assessments prepared by LA4 and Priest Mansergh, followed by site visits, and provision of recommendations to Transit NZ, the Bay of Plenty Regional Council and Western Bay of Plenty District Council about the landscape mitigation measures that should be employed in conjunction with development of the arterial corridor - for Transit NZ, the BOP Regional Council and WBOP District Council.
- Eastcliffe On Orakei (Bastion Point) Housing Project Assessment (current):** analysis of the visual and amenity implication of an 86 unit housing development next to Takaparawha reserve at Bastion Point & development of landscape concepts / detailing as part of the overall development proposal – for Protac Investments & Ngati Whatua.
- Eden Park Floodlighting & North Stand Assessment (1996/7):** evaluation of a proposal for floodlighting of the No.1 ground and a new north stand; and design of landscape treatment in front of the north stand - for the Eden Park Trust Board.
- Spencer On Byron Hotel (1998):** assessment of the visual effects of a 22 storey hotel proposal for Byron Ave in Takapuna – for Manawanui Trust.
- St Josephs Convent Redevelopment Assessment (1995/6; 2001):** analysis of the visual implications of replacing an existing convent with a combined retirement home / convent / chapel in St Marys Bay, including development of landscape concept for the main grounds and courtyards - for Little Sisters of the Poor.
- Brightside Hospital Assessment (1995/6):** analysis of the visual and amenity implications of replacing an existing hospital with a new hospital facility in central Epsom, including development of landscape proposals for the historic grounds - for Southern Cross.
- South-western Interceptor Assessments (1992; 1996-7):** detailed assessment of the proposed route for the South-western Interceptor AEE - covering a route from Homai Stream to Puhinui Rd (the eastern airport Access road) via the Matukutururu Stonefields, Puhinui Inlet and Puhinui Reserve - for the AEE. Followed up in late 1996 with development of an amelioration strategy - for WaterCare Services Ltd
- North Harbour Gas Pipeline (1995-6):** three stages of involvement in the planning process covering: evaluation of broad 'corridor' options for routing of the pipeline and identification of three preferred routes; detailed assessment of the landscape and amenity implications of the preferred route option; and preparation and presentation of evidence about the proposal and its effects for the North Shore City Council hearing - for Enerco.

**Auckland International Airport Eastern Accessway Impact Assessment (1989 / 1991):** appraisal of a new entry route and bridge options across Pukaki Inlet for Mangere International Airport and development of broad guidelines for the design of the entry road and its immediate surrounds - for the Auckland International Airport Company Ltd.

**A.R.C. Reservoir / Bulk Water Supply Options Study (1988):** responsible for detailed evaluation of eight different dam and/or river extraction options for supplying Auckland with water into the 21st century - for the Water Dept of the Auckland Regional Authority.

**Sky Tower Assessment (1991):** assessment of the Sky Tower proposal for upper Symonds St, Grafton, and presentation of evidence at the Planning Tribunal in relation to its effects - for Auckland City Council & the Auckland Regional Council.

**Mt Ruahine Mast assessment (1999):** evaluation of the effects of a proposed 24 metre mast and shed on top of Mt Ruahine at the southern end of Great Barrier Island - for the Maritime Safety Authority.

**Light Rail transport Evaluation (1990):** evaluation of the visual and aesthetic implications of a light rail system running into and through central Auckland and providing recommendations for its integration into Queen St - for NZ Railways.

**Bayswater Marina ,Okahu Bay Marina & Goldsworthy Bay Marina and Tourism Development Studies (1987-90):** evaluation of all 3 marina proposals and presentation of design recommendations for each - for Wilkins & Davies Ltd, Beca Carter Hollings & Ferner Ltd and L. Sutherland.

**Pine Harbour Marina Extension Assessment (1990):** visual impact appraisal of a 250 berth extension at Pine Harbour - for the Department of Conservation.

**Site Selection Studies for P.W.R. Stations at Trawsfynydd and Wylfa - North Wales (1984-6):** evaluation of a wide range of different siting options for two power stations proposed for North Wales based on landscape/visual impact criteria - for the (U.K.) Central Electricity Generating

**Channel Tunnel Railway Connections Study (1986):** evaluation of route options and landscape impacts associated with provision of railway connections to the Channel Tunnel immediately north-west of Folkestone - for the United Kingdom Department of Transport.