



7 LANDSCAPE CONTEXT

7.1 Biophysical Context

Landform

Broadly the site is located in the elevated hinterland 'behind' or east of the terminal moraine loop that enclose the south end of Lake Wanaka (see image p17 and Figure 4).

Lake Wanaka's level is set at 279masl on the 1:50 000 topo map; the site's elevation range is estimated to range from 310-325m asl.

The moraine and the terrain immediately east of the terminal moraine, which comprises kame and kettle terrain as described earlier, was deposited during the last major glacial (Hawea) advance which occurred in the last 15,000 years. Further east from the site is another terminal moraine remnant from the penultimate Mt Iron advance some 23,000 years ago, and outwash plains and recent river floodplain and terrace of the Cardrona River.

A large meltwater channel developed close to Mt Iron, taking water from the retreating glacial face in the vicinity of Anderson Road to the Cardrona River.

The site comprises a section of the meltwater channel and older outwash surface, a portion of the kame and kettle topography, and a very small part of the Lake Wanaka terminal moraine (see Figure 4).

The Wanaka moraine was at one stage a geopreservation site (Lucas Associates 1995).

Ecology

The site is located within the Pisa Ecological District although the choice of the Clutha River is an arbitrary boundary with the Lindis Ecological District to the north¹². Basin floor moraine and outwash forms are characteristic of these two districts, with short tussock and shrubland cover probably typical before European occupation. Kanuka woodland and coprosma-olearia-matagouri shrubland were widespread.

Dawn Palmer describes the more recent environmental classifications the site fits into, being the N.5.1.c Land Environment and the "Pre-Settlement Woody Vegetation Zones (Walker, Lee and Rogers 2003) indicate it is likely the vegetation immediately prior to European settlement consisted of a mosaic of short tussock grassland with Kanuka - Kowhai shrubland and possibly some silver beech and/or totara forest.¹³ It may also have been part of the Kanuka-kowhai-Halls Totara forest zone.

Species that made up the woody cover may have included:

Kunzea ericoides (Kanuka)
Leptospermum scoparium (manuka)
Sophora microphylla (Kowhai)
Aristotelia fruticosa (Wineberry)
Coprosma crassifolia
Coprosma propinqua
possibly other *Coprosma* species
Discaria toumatou (Matagouri)
Meliccytus alpinus (porcupine shrub)
Carmichaelia petriei (Native Broom)

¹² p17 Survey Report for the Protected Natural Areas Programme - Lindis/Pisa/Dunstan Ecological Districts Ward et al 1994.

¹³ Palmer D - Ecological Assessment for Three Parks October 2006 Contract Report: NS75/06



Olearia odorata and *O. lineata* (tree daisies)
Muehlenbeckia spp.
Pimelia aridula
Hebe pimelioides
Olearia avicenniaefolia
Hebe salicifolia (koromiko)
Podocarpus hallii (Halls Totara)
Nothofagus solandri var cliffortioides (Mountain beech)
Nothofagus menziesii (Silver Beech)
Cordyline australis (Cabbage Tree)
Prumnopitys taxifolia (Matai)
Fuchsia excorticata (Tree Fuchsia)
Hoheria spp (Ribbonwood)
Myrsine divaricata (Weeping Mapou)
Corokia cotoneaster
Griselinia littoralis (Broadleaf)
Halocarpus bidwillii (Bog Pine)
Phyllocladus alpinus (Celery Pine)

The Site is also situated within the Moraine and Fluvial Outwash Land Type identified by D Lucas 1995¹⁴, described as manuka-helichrysum-pukeko-raupo valley ecosystem.

This type is characterised by undulating to strongly rolling glacial and fluvio-glacial landforms of the basin floors including ice-scoured isolated hills, moraine, meltwater and outwash elements within a subhumid (560-900mm pa) upper-lowland environment. Remnant potential biota include matagouri-manuka/kanuka woodlands including kowhai, *Olearia lineata*, korokio, *Carmichaelia* spp, *coprosma* spp., *Myrsine divaricata*, *Pimelea pulvinaris*, tall tussocklands (snow plus red tussock), raupo wetlands, beech forest. *Coprosma intertexta* and *Pimelea pulvinaris* are less common species

Native birds would include waders such as pukeko and rail; waterfowl such as scaup; woodland birds such as fantail, bellbird, silvereye and shining cuckoo; banded dotterel and would use open areas along with paradise duck, oystercatcher and spur winged plover).

Koaro, eel and bullies (galaxids) would occupy water bodies. The rare cress *Ischnocarpus novaezealandiae* might occur too.

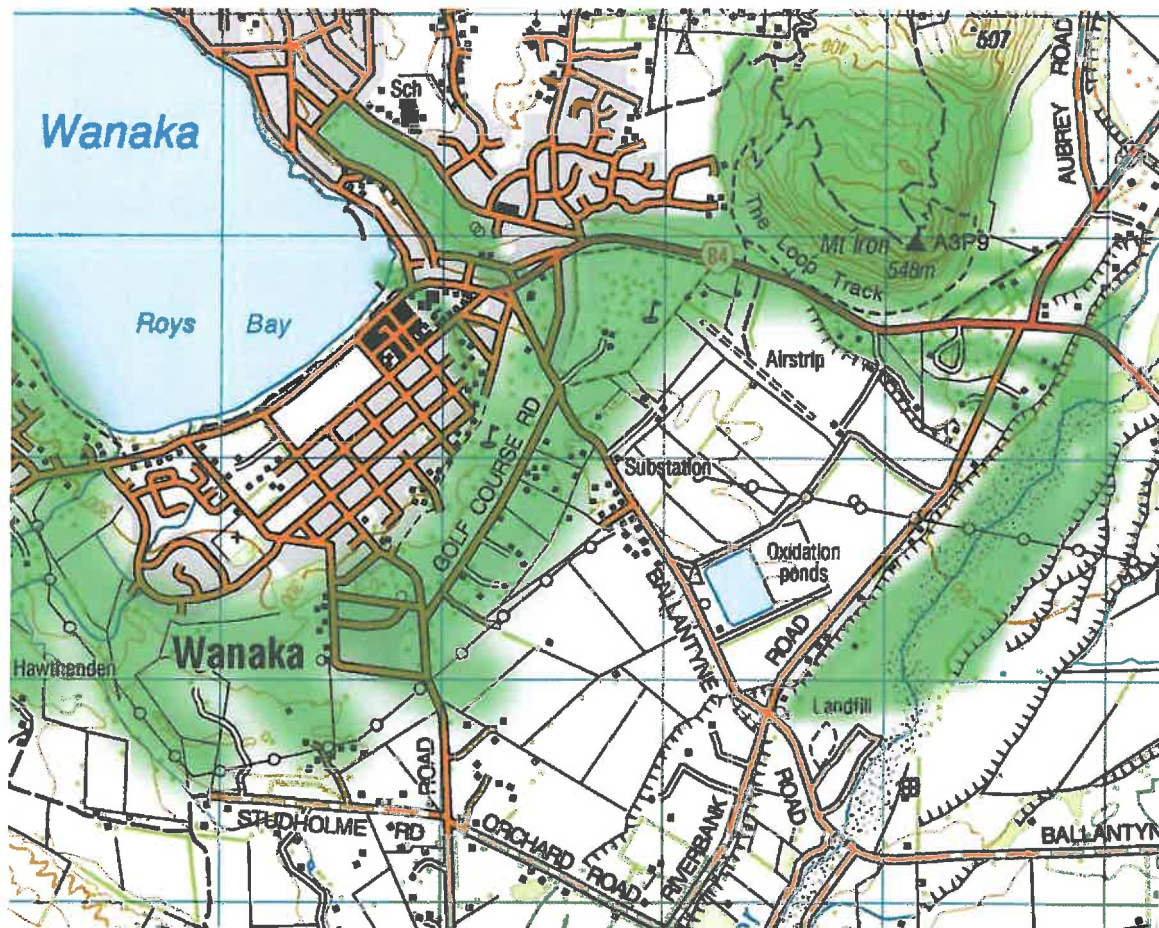
The Land Type is characterised by extensive modification and degradation through development for farming primarily. Opportunities lie in riparian and wetland restoration and woodland re-establishment.

In terms of broader linkages, the Golf Course and Rural Residential area provide a broad green swathe across the basin between Stone Street and Mt Iron with a network of connections west into the town via garden, street and reserve plantings. In terms of green corridor value, the planting is fragmented with numerous open spaces, and the layout of the spaces and the species present have not been selected with wildlife in mind.

Mt Iron itself has a large area of regenerating kanuka and mixed grey shrubland (matagouri, *coprosma*, *corokia*) and links through to the Clutha River corridor and Hawea River conservation areas.

There are no linkages to east or south.

¹⁴ Indigenous Ecosystems – An Ecological Plan Structure for the Lakes District -, A Report to The Queenstown Lakes District Council, Lucas Associates 1995



Broad ecological linkages across Wanaka via existing green and open spaces

7.2 Cultural Context (refer Figure 10)

Relationship with Golf Course

The site is situated on the periphery of the Wanaka urban area but is separated from it by the Wanaka Golf Course along its entire western boundary and across the southwest corner (refer Figure 10). The golf course - which leases the land from QLDC - is effectively a substantial semi-public 'green' buffer between the existing urban area and the site and eastern hinterland generally. The golf course is also zoned Rural General.

There is virtually no visual or physical connection between the site and the golf course, due to the Douglas Fir shelterbelt which runs the length of the shared boundary. At the junction of Ballantyne Road and Golf Course Road, there is inter-visibility between parts of the Spencer-Bower property and the golf course, somewhat limited by trees at present.

Road Boundaries and Existing Pedestrian/Cycle Routes

SH84 runs along the northern boundary, although there is a wide road reserve, with a well-used footpath running through it linking the town to Puzzling World, Mt Iron reserve and through to Albert Town (for foot and cycle traffic).



SH84 is the main entry into Wanaka from the west coast, Hawea or from Tarras (and thus northern regions) and Cromwell (and thus eastern regions). It is a broad 'green' corridor of trees planted in wide grass verges, with private pasture land adjoining on the northern side being the wall of the meltwater channel.

One of the three carparks and track heads for the Mt Iron walkway is directly opposite the Gordon-Moseby entrance.

An informal foot track enters the northeast end of the golf course next to the entrance to the Robertson dwelling. No foot track was observed in the golf course but it is understood people walk through the golf course as an alternative route between the town and SH84, Mt Iron and Albert Town.

Southwest of the site, a foot and cycle track has been constructed along the west side of Golf Course Road. The formed track comes to a dead end at the junction with Ballantyne Road. There is no foot or cycle track along Ballantyne Road at present, or any continuation of a track through the golf course to SH84 and Mt Iron.

Ballantyne Road forms the south boundary of the site, and is one of the secondary entrances to Wanaka, particularly for residents living in the Mt Barker area. The road also links the urban area with the industrial zone, and the landfill-greenwaste-recycling centre in the Cardrona Riverbed.

From Ballantyne Road, the site forms a pleasant open pastoral foreground with layers of trees to views of Mt Iron (*refer Photo p. 15*).

Other Adjoining Land Use

Land lying to the southwest is Rural Residential. Considerable tree and native planting has been undertaken on the land along Ballantyne Road which has been subdivided small lifestyle blocks. Their outlook is west and north, to surrounding mountains and Mt Iron.

To the southeast on Ballantyne Road is the industrial area. There is a direct visual link between this area and the southern part of the site although in summer the poplar belt would filter views. There is very little in the way of amenity provision along the industrial zone road frontage.



View to industrial zone from south end of site.

East of the Site is open farmland proposed for the Three Parks Special Zone. This is discussed separately.



North of the Site, across SH84 is Mt Iron, characterised by open space and a natural character. The eastern half of the rocky roche moutonnee hump which reaches 548m in altitude is a scenic reserve. The Mt Iron walkway is extremely popular, with many people walking it most days. Panoramic views of the Upper Clutha basin are enjoyed from the summit, including views down on to the site and its surrounds.

Wanaka Structure Plan Review 2007¹⁵ and Wanaka Structure Plan 2007¹⁶

The site along with the proposed Three Parks Special Zone is within one of the areas identified on the Wanaka Proposed Zoning or Wanaka "Structure Plan" for zone changes to accommodate future growth of Wanaka within the next 20 years. Figure 7 is a copy of the Wanaka Structure Plan and shows the envisaged zoning for the site.

With respect to the site, all of it has been proposed for future built development. No open or green space is proposed, not even along the SH84 frontage. A band of visitor accommodation is identified all along the western margin with the golf course, from Ballantyne Road to SH84. Medium to high density residential zoning is depicted as the future zone through the western half of the site, from SH84 to Ballantyne Road, intermingled with the visitor accommodation. The eastern half of the BIL land is earmarked for Low Density residential, excluding a triangle of land in the southeast corner which would be part of a mixed business zone.

There is no extension of the proposed commercial or retail cores west into the site from Three Parks in this plan.

The review of the Structure Plan made a number of key findings about the existing town character which are of relevance to the site including:

- A strong relationship of the town with its natural context dominated by mountains and the lake
- Mt Iron is a locally dominant feature
- Glacial terraces are a distinctive feature
- Street layout has been modified to reflect topography
- The town is well served by major open spaces which contribute to the character of the town

In terms of future growth needs discussed in the review document, the following is noted:

- There is no provision for any more rural residential land
- Some rural residential land may be "upzoned" to accommodate denser development (such as the land southwest of the site)
- Around 60% of future visitor accommodation is expected to be located in larger scale dedicated areas (hotels, motels, units) which are convenient to the town centre and public transport and activity hubs
- Medium density housing should be located within 200m of a retail centre and within 200m of high amenity areas such as reserves and open space
- There is a need for more playing fields, local reserves and neighbourhood centres as well as pedestrian/cycle routes

¹⁵ 2007 Wanaka Structure Plan Review – QLDC. Source: www.qldc.govt.nz/home/planning-and-growth/strategic-growth-management/

¹⁶ 2007 Wanaka Structure Plan 2007 – QLDC. Source: www.qldc.govt.nz/home/planning-and-growth/strategic-growth-management/



- Ballantyne Road and SH84 are suggested as possible locations for a new or re-located petrol stations(s)

The review made the following recommendations which are considered particularly relevant to this site (my underlining of key points):

14. A high amenity network of open space and recreation spaces should be provided to ensure that the settlement retains a strong connection to the adjacent landscape.

15. Maintain existing view corridors that offer high amenity landscape interpretation opportunities.

16. Limit development in areas identified as having landscape sensitivity and encourage development in the most logical, convenient and less sensitive areas of the town.

Retaining the Character of the Settlement

19. Ensure that the layout of new development areas responds to the site context, site characteristics, setting, landmarks and views.

20. Ensure that the layout of new development areas creates a strong sense of place that reflects the character of the existing settlement. In particular local streets should reflect a sense of 'informality' with a less regimented arrangement of planting, a lack of kerbing and channelling and casually connecting pedestrian ways where practicable. The use of drainage swales should also be considered where possible. Design covenants could be used in new subdivisions to assist in achieving a specific character.

Protecting and Enhancing Entrances to the Town

26. The rural character of the key entrances to the town should be retained and protected through appropriate zoning and provision for landscaping.

27. Opportunity for additional landscaping to be undertaken to further define the major entrances to the town.

28. All new development areas should:
→ Facilitate and encourage walking and cycling.

31. Provide for safe pedestrian crossing facilities to reduce the time people, especially the elderly and children, are required to wait to cross the road. [eg Ballantyne Road, SH84]

Providing for High Quality Green (open space) and Blue (water) Networks

33. Provide for an integrated series of open spaces at regular intervals and with direct linear visual connections, providing a high degree of appeal, amenity and use-ability. In new areas these areas should be identified through the rezoning process.

34. Develop an open space network that provides for a full range of active and passive recreational opportunities. This includes adequate provision of recreation facilities such as indoor and outdoor active recreation facilities. It is noted that the Council is currently preparing a Recreation Strategy in regards to this.

36. Ensure the provision of adequate local/neighbourhood parks and reserves which provide for local active and passive recreational needs (such as playgrounds) while also contributing to local neighbourhood character and amenity. These areas can incorporate a range of types of spaces including both traditional 'green' or soft spaces in residential areas and harder paved squares in town centre or commercial environments. These areas should be identified and provided for through the rezoning and resource consent processes.

38. Manage storm water in low impact ways that respect water quality and the quality of the receiving environment.

39. Coherently incorporate the design of storm water infrastructure into development so that it reinforces rather than detracts from amenity.

Visitor Accommodation



58. Ensure that any development of visitor accommodation/medium density housing on land south of the golf course consider appropriate interface treatments as part of the Plan Change process.

Wanaka Transportation and Parking Strategy (WTPS) 2008¹⁷

The WTPS was adopted by the QLDC in March 2008. It aims to improve the urban environment of Wanaka and provide a transport framework to cater for future growth whilst maintaining the character of Wanaka and encouraging sustainable modes. It aims specifically to improve public transport, walking and cycling options aligned with the Upper Clutha Walking and Cycling Strategy 2006 (see below).

The WTPS shows new tertiary (collector) road routes passing through the site, identified going straight along the eastern boundary from the scarp to Ballantyne Road; west-east along the top of the scarp; and a third straight north-south route through the middle of the BIL land. These routes are shown in Figure 8.

The routes will link to the new secondary (minor arterial) route running north-south through the Three Parks Zone. Ultimately this road will connect through to the Cardrona Road. The route is shown as broadly curving through the Zone to meet SH84 where it enters into the meltwater channel - somewhat east of where the Three Parks Zone Structure Plan shows it. The report states that the siting (and presumably design) of this intersection will need careful consideration.

Ballantyne Road and Golf Course Road are to be promoted as secondary (minor arterial) routes - which are key cross town routes - and SH84 as a primary (major arterial) route. The Ballantyne Road-Hedditch Street - Lismore Street secondary route has been called the North-eastern Link.

Public transport routes are envisaged along Ballantyne Road and SH84.

Roading development is envisaged in the medium to long term (post 2012).

Upper Clutha Walking and Cycling Strategy (UCWCS) 2006¹⁸

The UCWCS was adopted by the QLDC in 2006. This strategy aims to promote walking and cycling and, in order to do so, to provide convenient, safe, attractive routes. These will fill gaps in, improve and complement the existing network including roads. It is being implemented under the Upper Clutha Tracks Trust.

The goals and policies of the strategy are contained in Appendix 1. Figure 9 shows the walking and cycling strategy plan for the Wanaka area at a broad scale.

Policies that are considered of most relevance to this site include:

1.1 To continue to expand the network of walking and cycling infrastructure in the Upper Clutha area using this Strategy as guidance, but also responding to emerging needs and opportunities.

1 1.4 Provide convenient connections, particularly within residential areas.

1.10 Ensure there are adequate road crossing points and traffic calming measures at key locations within urban areas where walkers and cyclists traverse roads.

3.3 Ensure new subdivisions allow for pedestrian and cycle links that are easy to use and safe.

¹⁷ Wanaka Transportation and Parking Strategy – QLDC March 2008. Source:

www.qldc.govt.nz/home/council-services/transport-and-parking/transport-strategies/

¹⁸ Upper Clutha Walking and Cycling Strategy- Upper Clutha Tracks Trust 2006. Source:

www.qldc.govt.nz/home/things-to-do/walking-tracks/upper-clutha-tracks-trust/



Relative to the site, Ballantyne Road is proposed for roading improvements (being a 1.5m sealed shoulder); a new walk-cycle gravel track is proposed along the back of the McPherson Street houses, on the far side of the golf course; new walk/cycle track is envisaged through the Three Parks Zone linking Ballantyne Road with SH84; and roading improvement is proposed for SH84 from the Albert Town intersection. The existing road verge track is acknowledged.

It is noted that no future route is proposed through the eastern side of the golf course or the site linking Golf Course Road-Ballantyne Road junction more directly with SH84.

Parks Strategy (QLDC)¹⁹

The Parks Strategy provides policy for future management of reserves, including the following policy on walkways:

- Develop a walkway/cycleway strategy, which will investigate linking existing reserves, communities, natural features and amenity areas through green corridors.

Recreation Strategy and Green Network Plan (QLDC)

The QLDC Recreation Strategy and the "Green Network Plan" referred to in the Wanaka Structure Plan Review 2008 have not yet been sighted by the author but may be of relevance in preparing a structure plan for the site.

Proposed Three Parks Special Zone - Plan Change 16

In a broader sense the site is sandwiched between the proposed Three Parks Special Zone and the existing urban area. It thus has a strategic role in the development of urban infrastructure, the open space network including pedestrian/cycle ways and the way land use zoning is set out.

The two areas need to be planned in a comprehensive manner. As Three Parks is more advanced in its planning, having a proposed Structure Plan that has been approved by the Council (albeit under Appeal), Three Parks North will need to complement it within the broad bounds of the Wanaka Structure Plan.

Figure 10 shows the proposed subzones of the proposed Three Parks Special Zone. Business use is located along Ballantyne Road, then Low Density and Medium Density Residential is proposed immediately east of the site over the kame-kettle topography. A core of commercial zoning is proposed for the outwash and meltwater channel areas, straddling the scarp. A Tourism and Community Facilities zone spans the meltwater channel closer to SH84, and a second small Business (Main Street) area is proposed on the SH84 frontage adjacent to the northeast corner of the site (where a petrol station is envisaged). The TCF zone is proposed to have a good proportion of open green space and high amenity to soften the transition between SH84 and the built up areas. A 'green' buffer 75-100m wide approximately is proposed along the SH84 boundary.

Indicative road connections are shown coming into the site through the MDR zone with a second road proposed coming in from the northeast boundary by the airstrip and running southwest. The main (arterial) road is proposed running between SH84 and Ballantyne Road through the middle of the Three Parks Special Zone. The proposed connection with SH84 is hard against the northeast corner of the site.

¹⁹ extracted from the Upper Clutha Trails Trust Strategy – Background Information. QLDC website June 26 2010. The full Parks Strategy has not yet been viewed by the author.



At present pine shelterbelts on the Three Parks land limit visual and physical connection with the site. A large open gap exists across the outwash surface, where the airstrip is as it extends through the Three Parks Zone as well.

Proposed open space areas include the SH84 buffer; a storm water corridor through the north side of the meltwater channel; and a corridor under the existing transmission lines with a node about a low hillock which understood to be a remnant of older terminal moraine. The TCF zone is also intended to provide a significant level of open space and amenity. A separate Open Space Plan is proposed to accompany the Three Parks Structure Plan under Proposed Plan Change 16.

It is noted that one of the grounds of appeal by Willowridge²⁰ (the owners of the Three Parks land) is the deletion of the transmission line corridor (as the lines will be undergrounded) and the stormwater corridor (no reason given) from the open space plan. Willowridge seeks that:

4.6 (b) The open space overlay be amended to provide more useable open space and recognise other possible recreation and leisure opportunities



View northeast from site over northern part (meltwater channel) of Three Parks land, with Grandview and Dunstan Ranges in the background

²⁰ Notice of Appeal to the Environment Court 23 March 2010, Willowridge Developments Ltd.
Source: www.qldc.govt.nz/home/planning-and-growth/district-plan-changes/plan-change-16-three-parks/#Appeal



8 OPPORTUNITIES AND CONSTRAINTS FOR FUTURE DEVELOPMENT

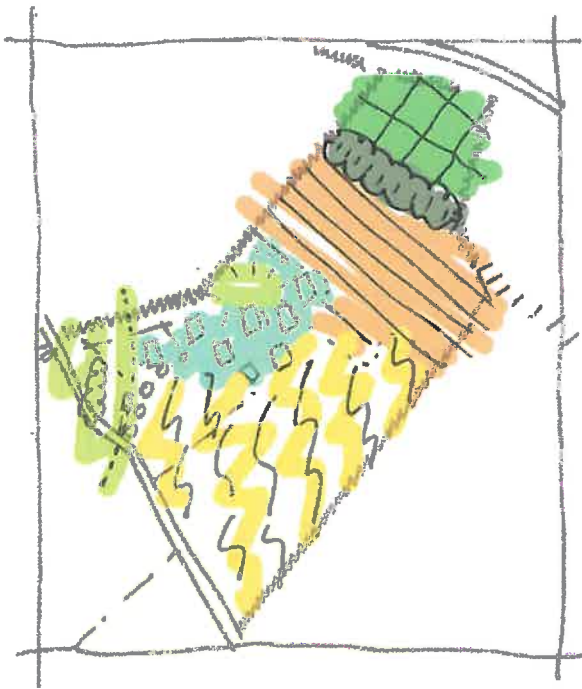
Having examined the Site from a range of perspectives, opportunities and constraints for the future urban development of this site (being only Low and Medium Density Residential and Visitor Accommodation) can be identified.

The site is analysed under the broad headings used in the description. The various factors discussed are illustrated in *Figure 11*.

8.1 Biophysical

Landform

The landforms are the most distinctive and strongest natural characteristic of the site.



scarp; and the somewhat chaotic organic pattern of landform (micro-topography) over the kame-kettle terrain.

Humps can be emphasized by the flattening of ground around them (which is inevitable in urban development). High points should be left as open space, or surmounted by a feature or land use that emphasizes their presence. Linear infrastructural elements such as lot boundaries, roads and footpaths should flow around them further emphasizing their form, rather than completely obliterating or bisecting them.

Retention of character and identity as well as broad-scale visual cohesion and legibility could be achieved through retaining or even emphasizing the main landform features and the overall physical structure of the site. This is with respect to views from Mt Iron as well as being perceived from within or adjacent to the site. Contrasts in land use and land uses that reflect the underlying form (including infrastructural uses), and planting patterns are the three main ways to express the landform structure.

The key elements that should be retained are the most prominent humps and areas of steeper slopes adjunct to flatter floors; the more exaggerated moraine terrain in the southwest corner; the well-defined hollows and channels; and the rolling





The organic form could be emphasized by adapting grid or geometric layout to flow over the terrain in a way that broadly reflects the underlying natural pattern. This will depend on lot sizes or the 'grain' of future development. A finer grain facilitates such a pattern.

The moraine area could be demarcated by a contrasting land use. Because of the exaggerated terrain, open space is the best land use (as public open space and/or a larger residential section characteristic of adjacent areas of moraine across Ballantyne Road).

The rolling scarp could be highlighted by contrasting land use. Open space with native planting would be an appropriate use. Alternatively, a distinct pattern of built form could be superimposed clearly reflecting the land form.

Hollows as well as natural channels provide natural surface drainage collection and subsurface dispersal areas within the built fabric.



Flatter areas provide the most practical areas for built development and recreational areas such as sport fields. The edges should broadly follow the natural organic edges. The floor of the meltwater channel, the older outwash surface, and the central flatter area constitute these areas.

The two or three surface boulders should be retained as natural features indicative of the glacial origin of the landscape.



Geology and Soils

The highly permeable geology readily supports natural stormwater disposal in swales and shallow depressions. Treatment of runoff through cleansing wetlands may be necessary to avoid any contamination of aquifers.

Soils are generally sandy and free draining and of moderate fertility. Addition of organic matter would improve soil structure and fertility in areas of future planting. Deeper siltier soils occupy the hollows. These are generally the better sites for planting.

Vegetation

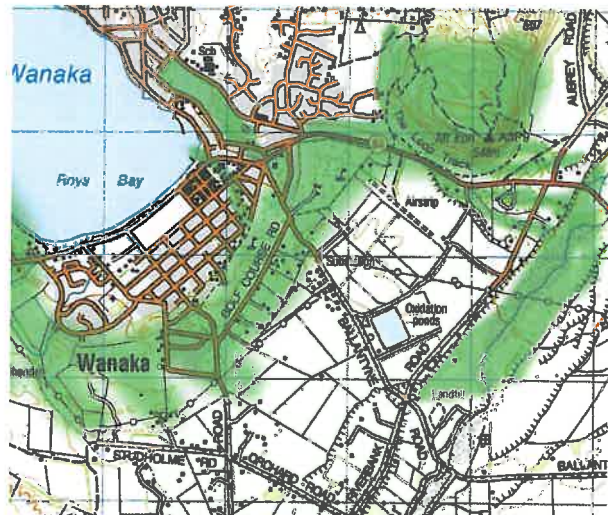
There is virtually no indigenous cover left on the site. Protection of the two or three boulders would also protect the only remaining native shrubs on the site (porcupine shrubs).

There is opportunity to re-introduce the natural associations of trees and shrubs local to the glacial moraine/outwash ecosystems. These would include kowhai-kanuka woodlands (eg on the scarp) and 'grey' shrublands generally (dominated by matagouri, coprosma, olearia, wineberry, corokia and native broom). Damper areas and drainage features could support tussock wetlands (red tussocks, sedges, rushes).

Patterns of planting could be used to enhance and highlight the landform pattern, building a distinctive character to the area and the wider 'place' of Wanaka.

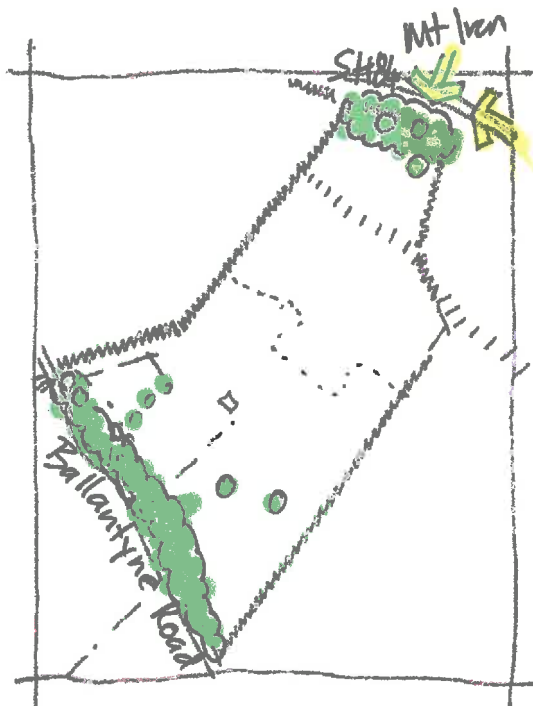


An opportunity exists for an enhanced network of green spaces supporting biodiversity (flora and fauna including insects) broadly linking through the site between the golf course, rural residential area and Mt Iron/SH84 corridor would reinforce the existing 'green' linkages. The scarp and drainage features could be a side-ways linkage, depending on what is happening in Three Parks.





There are a number of mature singleton gum trees and a few other species such as oaks and poplar which should be considered for protection and incorporation into future development as specimen trees. This would carry over the pastoral heritage and character of the site as well as providing some immediate amenity.



The SH84 frontage is well-treed adding much to the amenity of the road corridor both for users of the footpath as well as road users. Oaks, eucalypts and birches are the main amenity species. These trees form a visually appealing backdrop for walkers coming down off the Mt Iron track opposite the Gordon-Moseby entrance.

Trees are also a notable road corridor element on the Spencer-Bower property adding to amenity although there are also some trees present which are less appealing as described below.

The trees screening the substation (mainly cypress and eucalypt) should also be retained and augmented with deciduous and/or native species to improve amenity.

The conifer planting (mainly pines and Douglas Fir) running east-west along SH84 and the scarp is mature. Its large scale and "visual coarseness" may be difficult to incorporate in future development. Heavy shading with permanent frost during cold periods on the south side is also a negative factor. Being dense, wind sheltering effects are not optimum²¹, with turbulence likely to be occurring on the leeward side.

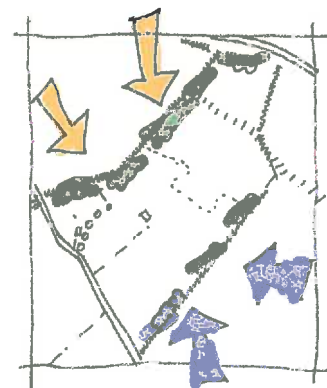
For similar reasons the belt of larch and Douglas Fir running north-south along the Gordon-Moseby and Robertson boundary may be inappropriate.

Other trees considered to be of little long term value are the topped poplars and the rather scrappy looking cypresses along Ballantyne Road (although they are off-site), and the topped Douglas Fir on the Gordon-Moseby property, under the power line. Removal of the large pines at the corner of Golf Course Road would also be beneficial, opening up a view from the southwest.

It is expected that the two pine shelterbelts along the east boundary would be removed as Three Parks is developed. This will result in a loss of southerly shelter but will open up wide views to the Criffel Range and more distant Grandview and Dunstan mountains.

If any part of them is retained, deciduous or broadleaf tree planting along the west side would improve appearance.

The western belt of Douglas Fir along the golf course boundary is likely to remain for some time yet. Heavy shade and turbulence would be occurring on the leeward side, making open space and/or non-residential activity the



²¹ Optimum wind shelter is achieved with a 60% density of foliage, which avoids leeward turbulence



best use closer to the belt. A replacement tree planting programme needs to be designed in a collaborative way, as a degree of separation between the two sites will be desired as well as shelter roles from the dominant northwest wind (and southerlies from the golf course perspective).

The pest broom on the site needs to be eradicated.

8.2 Cultural

Cultural Elements

There are no particular cultural elements deserving of protection for heritage or visual appeal reasons, although the origins of a stack of rocks on the BIL should be confirmed prior to any disturbance.

The four dwellings and curtilage may be incorporated into the future development as existing housing stock but there does not appear to be any other reason to retain them apart from perhaps perpetuation of existing elements into future built development, as 'heritage' in the future.

It is assumed power lines will be put underground.

It is noted the tangata whenua recommendations for the site included restoration of wetlands, planting of native species, and the recognition of the area (in a generic sense) as a meeting of well known trails (ara tawhito).

Visual Values

The pastoral character currently provides a pleasant outlook from road users and Mt Iron. Almost complete loss of this character is inevitable however with the envisaged urban development. As discussed previously there is opportunity to continue some aspects of the character forward into future development - the landform structure, key vegetation. Matters of legibility and coherence have already been discussed. Planting in particular can be used to enhance legibility by following landform patterns.

Some more prominent landforms and a number of mature trees on the site are notable visual elements that could be retained. There are no parts of the site than have any particular visual appeal, although the Spencer-Bower property has a more striking character with its exaggerated landforms.

The visual value of existing tree planting in the SH84 corridor and as the backdrop to the Mt Iron track head has been identified. From Ballantyne Road east of the Spencer-Bower property, there are long views across open pasture to Mt Iron, a locally distinct feature (and also a geopreservation site). It would be desirable to enable this view to continue to be enjoyed by keeping built development set back from the road to enable some open green space as foreground. Tree planting too would need to be carefully placed to perpetuate these views.

Removal of the pines at the corner of Golf Course Road has also been identified as a possible enhancement allowing deeper views east. Other detracting vegetative elements have already been identified.



The two road corridor landscapes would be the most commonly experienced parts of the site from public viewpoints.

With respect to noise and perceptions of peacefulness, SH84 is intrusive along the northern property margin, probably to at least the nearest rise of land (about 200m), suggesting open space or non-residential activities are the best uses along this margin. A similar situation exists along Ballantyne Road.

Relationship with Surrounding Land uses:

Golf Course

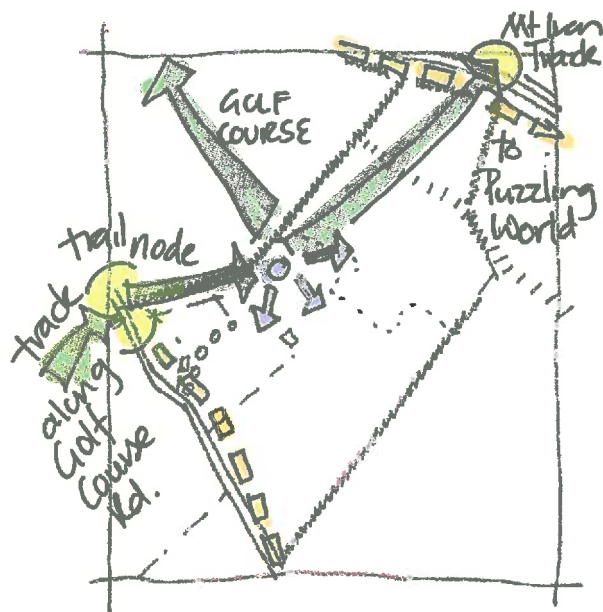
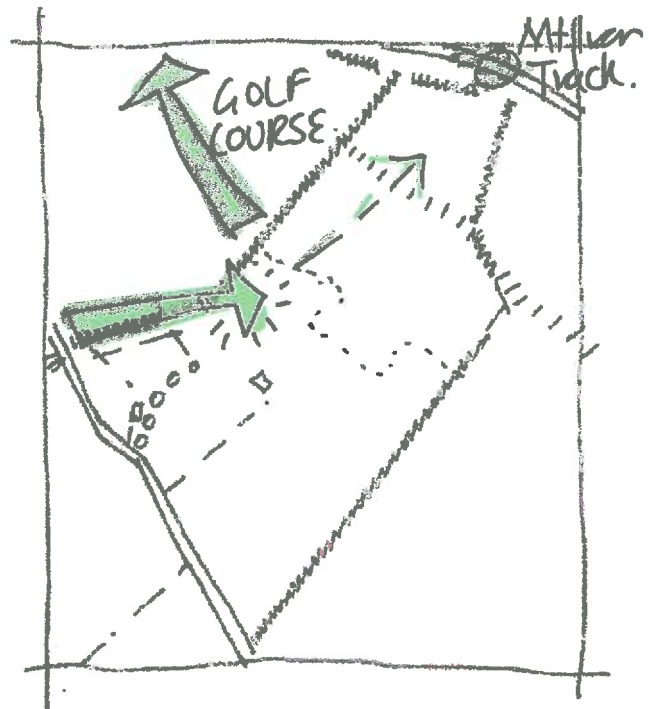
A degree of separation is likely to be mutually desired, with a buffer between residential development and golfing activity. This is best achieved by open space and/or non-residential uses. The need for long term planning of the tree planting has been identified.

The golf course itself provides both a buffer of green space between on-site development and the existing town but is also a barrier, with no visual or physical linkages through it at present. Ways of getting through the golf course between future residential areas and the SH84-Anderson Road junction should be explored.

Some inter-visibility should also be encouraged, so the amenity of the golf course (which is council land) can be more widely enjoyed. A 'softer' more permeable boundary is considered more appropriate than the existing solid continuous one. Such a boundary could also serve ecological values being a major corridor connecting town and rural residential areas to Mt Iron reserve.

Pedestrian/Cycle Routes

A gap in the existing network exists between the Golf Course Road-Ballantyne Road junction and SH84. A link for walking and cycling could be provided, along the margin with the golf course, where the more distinctive landform could be enjoyed with vantage points for views out. There is opportunity for a trail 'node' to be developed at the junction of Golf Course Road and Ballantyne Road.





A dedicated cycle path could be accommodated within the recommended green margin along Ballantyne Road.

Within the site logical routes are along the top of the scarp and linking to the Mt Iron track.

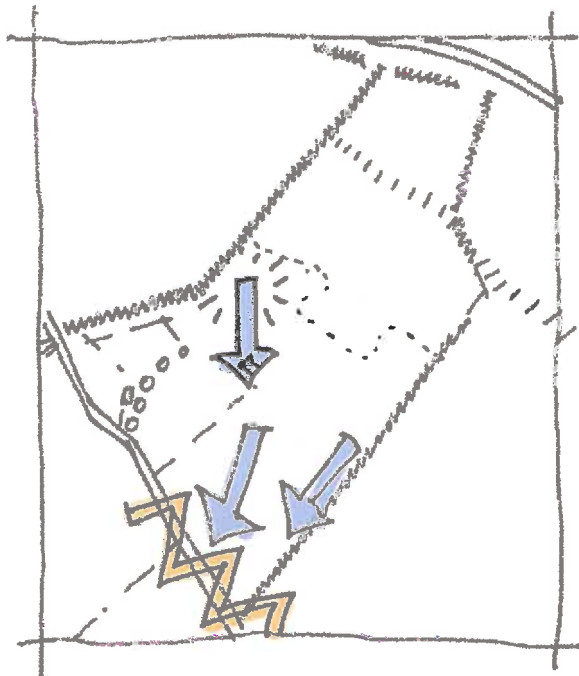
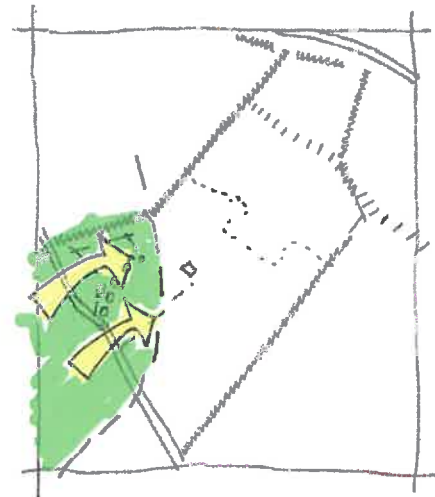
Road Boundaries

These have already been discussed.

Rural Residential Zone

The southwest corner of the site is part of the outlook from properties close to the junction of Golf Course and Ballantyne Road, providing a pleasant more natural foreground to views of Mt Iron. Retention of this part of the site in open green space would protect this view.

Rural Residential use (or golf course) characterises the terminal moraine. It would maintain landscape coherence if open space and/or residential use of similar character were maintained here.



Industrial Zone

Filtering of the visual connection between the future residential and open space areas of the site and the industrial area opposite is desirable.

Mt Iron Reserve and Walking Track

Protection of the amenity of the SH84 corridor - through retaining and augmenting tree planting mainly - is desirable to maintain the landscape quality of the Mt Iron reserve and walkway through private open farmland (which is not identified for future urban use in the structure plan).



Implications of the 2007 Structure Plan Review

Several key findings and recommendations of the review have direct relevance to the way this site is developed.

There is opportunity to maintain a strong visual and physical relationship with Mt Iron, a locally dominant natural feature. Major open spaces can be incorporated on this site, based on the more distinctive topography and golf course margin. These would provide high amenity areas within 200m of future medium density housing, and consolidate an open space network with strong connections to local natural features.

Incorporating vantage points in an open space network and protecting the outlook from Ballantyne Road would maintain existing view corridors offering high amenity landscape interpretation.

There is also plenty of opportunity to provide a range of types of open spaces for different purposes, within the future urban fabric.

The topography can be reflected through open space and street layout.

Larger flat areas of the site can provide space for playing fields.

Elements of the existing character and sense of place can be expressed through new development (existing trees, landforms, drainage details).

The rural character of the main town entrance can be maintained.

Stormwater can be managed on this site in a more natural low impact way.

There is ability to manage the interface of planned visitor accommodation with the golf course in a mutually acceptable way.

WTPS 2008 and UCWCS 2006

New roading shown conceptually in this strategy as part of the envisaged urban development is straight, bearing no relationship to existing landform. Earlier it was recommended that linear elements of the development such as roads should follow landform rather than bisecting it.

Ballantyne Road is being promoted as a secondary route. Retaining and improving the amenity of this corridor would be achieved by retaining an open space margin on the site as suggested.

Opportunities for improving walking and cycling trails have been discussed.

Implications of the Wanaka Structure Plan 2007 and Proposed Three Parks Special Zone

The demarcations between different zones and land uses on the Structure Plan are crude and unrelated to landform. This needs to be adjusted in the ways recommended earlier.

The boundaries artificially imposed by the Wanaka Structure Plan also do not blend well with the proposed structure plan for Three Parks in places. Attention will need to be paid to rationalizing the two plans in the course of preparing a Structure Plan for the site, so they read as one cohesively designed area.



The continuation of a green buffer across the SH84 frontage for example seems logical and appropriate, with perhaps a visitor accommodation overlay given a certain degree of open space and landscape development is expected as part of this zoning.

Indicative roading also shows no sensitivity to the existing landform.

Figures 11 and 12 show an analysis of the site, with the proposed zoning overlay from the Wanaka Structure Plan.

The information contained in this report and in Figures 11 and 12 will significantly assist the next stage of planning for this area of land, being a North Three Parks Structure Plan as part of Proposed Plan Change 4 - Re-Zoning of North Three Parks.

Report prepared by

Anne Steven
Registered Landscape Architect
Wanaka

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