



Request for Additional Information

Private Plan Change 46, Ballantyne Ridge

24 June 2013

INTRODUCTION

This document responds to the further information requested for Private Plan Change 46, Appendix F sent to Allison Devlin from Blair Devlin, dated 22 May 2013.

ADDITIONAL INFORMATION REQUESTED

Additional information is requested from the Baxter Design Group to supplement and clarify what is contained within the document titled '*Urban Design and Landscape Analysis, Ballantyne Ridge*' dated 15 April 2013. The information herein responds to the following requests:

- *Update the visual assessment contained within section B.2 to ensure that the assessment correlates with the locations indicated on the map in Attachment B*
- *Provide an assessment of visibility from Riverbank Road and Orchard Road*
- *Clarify the location referred to under heading B.2.1*
- *Update Attachment B to ensure that view point 1 is consistent with the text that refers to it*
- *Update Attachment B to ensure that view point 2 is in the correct reference location*
- *Update Attachment B to ensure that view point 4 is in the correct reference location*
- *Update Attachment B to show an aerial as a background map*
- *Update Attachment F to show a green (not yellow) dotted line called 'Reserve and Pedestrian linkage'*
- *Provide an urban design analysis that considers the following matters:*
 - a) *Zone boundaries, road alignments access points etc. and how they have been tested to ensure a good pattern of development*
 - b) *Consideration of a setback or buffer from existing rural residential development along Riverbank Road.*

ATTACHMENTS

- Attachment B, Figure 1 - Amended attachment including view point locations from Riverbank Road and Orchard Road.
- Attachment B, Figure 2 – Photographs of viewpoints.
- Attachment B, Figure 3 – Photographs of viewpoints continued.
- Attachment F, with colour change

The following is to supersede section B.2 as contained within 'Urban Design and Landscape Analysis, Ballantyne Ridge' dated 15 April 2013.

B.2 VISIBILITY

Part of the resource gathering involved assessment of the visibility of the study area when viewed from prominent public viewpoints. The visibility of the proposal from several locations is assessed below.

The principal viewpoints where the site would predominantly in view are determined to be (**refer Attachment B**):

- Riverbank Road
- Orchard Road
- Ballantyne Road

There is potential for the site and proposed development to be visible from locations including the Wanaka hinterlands and the summit of Mt Iron. It is considered that from these locations much of the broad and vast landscape that make up the Wanaka and Upper Clutha Basins is also visible and that the development would be well absorbed within the existing pattern of development. Similarly the proposed development would potentially be visible from portions of other roads within the vicinity of the subject site. It is considered that from these locations the site and proposed development would be viewed from a distance within the visual context of the vast landscape and would be well absorbed within the existing pattern of development.

The site is located within a series of topographic fluvial terraces that screen it from many prominent public view points. Existing conifer and poplar shelterbelts external to the site provide a level of screening as do existing residential and industrial buildings.

B.2.1 Riverbank Road (view points A, B, C, D, E, F and G)

Riverbank Road can be viewed as the 'backdoor' into Wanaka as it is a link between the Cardrona Valley Road, the Lake Hawea–Albert Town Road and the Wanaka-Luggate Highway.

Open pasture occupies the area between this portion of Riverbank Road and the subject site. From approximately 500m away (**view point A**) views of the site would be filtered through a row of existing poplar trees. A large portion of the subject site's southern boundary contains a row of mature douglas fir trees. These trees would completely screen the subject site as seen from **view point A**.

Farther north, the poplar trees are not present along the road boundary but the distant row of douglas firs will continue to provide a significant level of screening (**view point B**). A river terrace becomes more topographically prominent from the south to north along the subject sites south-eastern boundary. This topographic relief combined with the existing douglas fir belt provides a significant level of screening the subject site from **view point C**.

Farther north along Riverbank Road the screening effect of the existing belt of fir trees is lessened and the subject site would be partially visible from a distance of approximately 350m (**view point D**). This level of visibility will remain reasonably consistent for approximately 15m until near the junction of Ballantyne Road and Riverbank Road (**view point E**).

North of the Ballantyne Road – Riverbank Road intersection the subject site would be well screened by an existing, recently planted shelter belt along the road boundary. Existing industrial buildings on the west side of Ballantyne Road would also screen the subject site from view (**view point F and G**).

B.2.2 Orchard Road (view points H, I and J)

Orchard Road is a rural service road linking Riverbank Road with Cardrona Valley Road. It is approximately 1.1km long and approximately 550m from the subject site. Travelling eastwards along Orchard Road existing residential developments such as the lake Wanaka Villas screen views to the north until the vista opens to views across the open pasture towards the subject site (**view point H**).

The area of land between Orchard Road and the subject site is currently flat open pasture with intermittent shelter trees. This area of land offers views across it to Mount Iron in the distance. As the observer continues to the east along Orchard the views to the north towards the subject site remain consistent (**view point I**) until **view point J** when the road drops a bit onto the terrace that contains the Orchard Road Vineyard. East of view point J, the subject site is well screened by topography and existing vegetation for the remainder of Orchard Road. Overall the subject site is visible for approximately 435m along Orchard Road.

From Orchard Road the views south are exceptionally open and the dense built form associated with Wanaka urban activities is a considerable distance away. The proposal would introduce a dense urban environment with closer to this view. The edge of this built environment would remain a considerable distance from Orchard Road and the effects of the visibility can be mitigated through appropriate planting and design controls.

B.2.3 Ballantyne Road (view points 1, 2 and 3)

Ballantyne Road is a large rural service road linking the Wanaka – Luggate Highway with Riverbank Road and Wanaka town. The subject site's main access would be located off Ballantyne Road. Approaching the junction of Ballantyne Road and Riverbank Road the traveler ascends out of the Cardrona Riverbed onto the river terraces that typify the subject site. The site will not be visible from **view point 1** as the terraced topography will screen it.

Once across Riverbank Road the observer is in an industrial zone, typical of an urban environment. The subject site will be visible between the existing industrial buildings but well absorbed with the existing pattern of development (**view point 2**).

At the junction of Enterprise Road and Ballantyne Road views of the subject site will be available through the existing and future built form (**view point 3**). Enterprise Road incorporates a newly constructed road and footpath which services the recently consented industrial zone. Established industrial buildings are visible on the right in the mid and background. Open grassland and pines and some industrial activity is visible in the mid and background in the centre and left of **view point 3**, the Pisa Range in the distance. The site is located in the centre-left in the background of this image.

Views of the proposed development would be viewed in the context of the existing industrial area. Views into the proposed residential area will be determined by the scale of future industrial buildings and the management of the open green space proposed between the future industrial development and a future residential development.

Both the proposed extended industrial development and the proposed open green space and trees will provide visual cohesion to the existing landscape. The proposed residential development will be screened by natural landform and by the proposed open green space and trees. This open space is further described later on in this report.

B.2.4 Visibility summary

In summary, the site is largely screened by topography, existing buildings and vegetation.

The site is visible from the south, from a section of approximately 435m of Orchard Road at a distance of approximately 550m. Suggested mitigation is a boundary treatment along the southern site boundary, comprising post and wire and mitigation planting. This will partially screen views from Orchard Road.

The southeast corner of the site is visible from a section of approximately 150m of Riverbank Road, at a distance of approximately 300m. This corner of the site is part of the proposed green space and will be planted in trees. Views will be of proposed trees.

From Ballantyne Road the site is visible, although the future level visibility is yet to be determined as it is subject to the development of the consented industrial zone. This zone, if built to capacity will provide a significant level of screening and aid in the proposed development being absorbed within the urban context as viewed from Ballantyne Road.

Location	Visibility of Site	Visual Impact
Ballantyne Road	<ul style="list-style-type: none"> • Site highly visible 	Low to very low.
Riverbank Road	<ul style="list-style-type: none"> • Southeast corner of site visible from a distance of approx 350m. • Proposed mitigation trees will screen the proposed built form as viewed from Riverbank Road. • Site not highly visible from most portions of Riverbank Road. • 	Moderate to low
Orchard Road	<ul style="list-style-type: none"> • Visible from a 435m section of road. • Proposed mitigation planting will lessen the adverse effects. 	Moderate

The following is to be included in the 'Urban Design and Landscape Analysis, Ballantyne Ridge' dated 15 April 2013 document and should follow Section C: Structure Plan.

D URBAN DESIGN

D.1 Introduction

Analysis of the site and surrounding landscape was undertaken in designing the proposed Structure Plan. Particular consideration of the following aspects was taken:

- Direction of sun and winter winds.
- Existing patterns of planting, roading and development in surrounding landscape.
- Access to open space and existing infrastructure.

The aspects above specifically influenced the design of the following Structure Plan components, and are discussed below:

- Structure Plan boundaries.
- Zone boundaries within the proposed Structure Plan.
- Road alignment and width.

D.2 Proposed site layout

Natural patterns

The historic river terrace and Fir trees on the south-east of the site were utilised in screening the Structure Plan area. The proposed south-east boundary follows these features and is screened by them. The patterns of existing shelterbelts are repeated in the design of the Structure Plan, via the direction of the open green space strip, and the direction of internal access roads, which will be treed.

Existing development patterns

The proposed industrial extension is located such that it hooks around the existing industrial land. This arrangement will result in a more comprehensive block of industrial zoned land. The proposed industrial land will utilise the same infrastructure as existing industrial development. Views of the proposed industrial extension from Ballantyne Road will be screened by existing industrial development.

Patterns of gravel access roads associated with residential dwellings on Riverbank Road and Golf Course Road are repeated in the grid formation of the proposed residential component of Structure Plan.

The proposed south-west boundary runs parallel with, and is visible from a short section of Orchard Road. It is proposed that boundary treatment on this side will comprise post and wire fencing only (as opposed to other fencing), to encourage planting for southern protection. The resulting amenity would by default create a green edge, mitigating visual impact of potential future dwellings from Orchard Road and emulating patterns of planting in the surrounding landscape.

Road alignment and width

Proposed access roads would run almost north-south in order to maximise solar gain for future potential residential lots. This road alignment repeats the patterns of existing residential access roading in the surrounding landscape. This repetition of alignment is consistent with the existing residential development on Riverbank Road.

Proposed road widths are designed for the inclusion of amenity planting. The Principal Access is proposed at 30m width to allow for a 'boulevard' street with a central treed median strip for the inclusion of appropriate exotic trees with autumn colour. The proposed pedestrian link allows walkability within the site and an opportunity for tree planting to break the continuous visible urban form. The grid form will produce several lines of avenue tree planting which repeats the existing patterns of straight line shelterbelt planting in the wider surrounding landscape.

Access to open space

Open green space is proposed to wrap around the existing and extended industrial land, culminating 3.3 hectares. This will contain natural open areas, woodland or parkland areas, and shrubbed areas with plants of various size and scale. The southeast green open space between the site boundary and the access road screens the access road. The alignment of this strip of planting follows patterns of shelterbelts in the surrounding landscape. This space is easily accessible via proposed links through from the residential and the industrial areas.

Opportunities to provide green space have been taken via amenity streetscape planting. Tree planting is proposed along all of the internal access routes through the proposed residential area, and a 'green reserve' is proposed as the pedestrian link. The principle access through the residential area will have central boulevard style tree planting.

Buffer to existing development

The southeastern boundary of the proposed Structure Plan is adjacent to rural residential development along Riverbank Road. A buffer is provided between these two activities by means of the historic river terrace and existing Fir planting southeast of the proposed Structure Plan boundary. A buffer is also provided by the proposed Open Green Space.

The proposed Open Green Space creates a buffer between the following activities:

- Between existing rural residential development on Riverbank Road and the following proposed components:
 - residential area.
 - access road.
 - industrial extension.
 - existing industrial development.

- Between proposed industrial extension and proposed residential area.

Treatment of the southern boundary of the proposed Structure Plan, as previously described, will mitigate the visual effects from existing Orchard Road rural residential development.

D.3 Urban Design Protocol

The following Key Urban Design Qualities identified in the New Zealand Urban Design Protocol are applicable to the proposed Structure Plan.

Context

The proposed Structure Plan recognises and responds to the context and character of the surrounding landscape. Existing patterns in the surrounding landscape are repeated in the proposed Structure Plan layout.

Character

The site location and proposed site layout is locally appropriate, the proposed density of development and proposed open green reflects the local rural residential landscape character.

Choice

The proposed Structure Plan includes extensions to industrial land and residential land, and an open green space is proposed as a buffer between these two activities. This proposed layout encourages the green open public space to be used by everybody. The pedestrian links through the proposed residential area and open green space encourage the use of sustainable modes of transport.

Connections

The proposed grid form layout and internal access routes create links between the existing and proposed industrial land and the proposed residential land. Green networks are promoted on a local scale through the proposed layout. Proposed internal access routes, particularly the 30m wide 'principle route' is treated as positive spaces with adequate room for tree and other streetscape planting. The wider access route will allow for central boulevard style tree planting. These spaces provide environments that encourage people to become more physically active by walking or cycling.

Custodianship

The surrounding landscape character is not compromised by the proposed Structure Plan. Natural patterns in the surrounding landscape are repeated through the grid form layout and proposed green links in the proposed Structure Plan. The proposed site layout is such that land is managed carefully, open green space is situated so that it is accessible from and connected to existing and proposed industrial land and proposed residential land. Solar gain for potential future residential lots is maximised, through the proposed grid form of streets running in an almost north south direction.