

23 July 2020

REF: Private Plan Change 14 to the Central Otago District Plan
TO: Brett Giddens – Town Planning Group
FROM: Tony Milne – Rough & Milne Landscape Architects
SUBJECT: Addendum to Landscape and Visual Assessment

ADDENDUM TO LANDSCAPE AND VISUAL AMENITY ASSESSMENT FOR PC14

Following the Commissioners Minute 5, I set out the following response in regard to landscape and visual amenity effects arising from the proposed, and possible internal roading network.

LANDSCAPE AND VISUAL AMENITY EFFECTS OF INTERNAL ROADING

The landscape and visual amenity (LVA) report, dated 20/05/2019, has covered landscape and visual effects as a result of the proposal on a whole, while not specifically stated, it is considered to encompass effects as a result of roading as well. The following text provides a more detailed description of anticipated effects resulting specifically from the proposed internal roading network as shown on the proposed Structure Plan, dated 14/07/2020 Rev A and a more general assessment of the effects of future roading as shown on the Indicative Master Plan dated 22/07/2020 Rev B.

Structure Plan Proposed Internal Roading Network

The proposed internal roading network as shown on the Structure Plan, and referred to as the 'loop road', is partly located within the gently sloping 'Farmland Basin' area of the site, with access from Ripponvale Road located approximately 60m to the west of the existing access drive. The north part of the 'loop road' sits within the 'Farmland Terraces' area at the core of the site, in which there is a more notable change in grade. It is understood that design and construction of the proposed internal roading network will be staged and will adhere to required CODC engineering standards and where possible, will follow the contour alignment of the site in order to avoid extensive earthworks.

Further, proposed roading is to be of a rural character consistent with roading within the Ripponvale area, incorporating grassed swales in place of kerb and channel and a separated footpath to one

side. As a result, adverse effects on the landscape character and values of the site and surrounds as a result of the proposed internal roading network are considered to be **low**.

Visual amenity effects of the proposed internal roading network have been assessed utilising the viewpoint simulations on Sheets 8 – 17 of the GS-E (Graphic Supplement submitted with Evidence, dated 13/05/2020). The coloured overlay within the viewpoint simulation includes the internal roading network alignment as per the Structure Plan. From viewpoints 6, 9, 11, 12, 14 and 15 it is anticipated that the proposed internal roading network will be visible. From all other viewpoint locations (1, 2, 3, 4, 5, 7, 8, 13 and 16) it is anticipated that visibility of the proposed internal roading network will be precluded by either landform or vegetation located between the viewer and the application site.

In the context of distant views from viewpoints 6 and 9, distance will significantly reduce the amount of detail seen, as a result, the proposed road network will not be readily apparent and will largely blend in with the context. In the context of views from viewpoints 14 and 15, it is considered that the proposed road network will be visible in some detail but as the development becomes established with trees and dwellings, it will not be readily apparent and will blend in with the context. From viewpoints 11 and 12, both of which are located along the site boundary with Ripponvale Road, the proposed roading network will be more visible across the flats and low slopes of the 'Farmland Terraces', however, as in views 14 and 15, on establishment of tree planting within the development and the RLA6 area with viticulture / productive uses, the roading will not be dominant within the context.

Given that works will be staged and only occur across a relatively small part of the site at any given time, temporary adverse effects on visual amenity as a result of the proposed roading network during construction will be at most **moderate** and on establishment of street trees and planting, adverse effects of roading on visual amenity will be at most **low**.

Indicative Master Plan Roading Network

An Indicative Master Plan has been provided as an example of a layout that could reasonably be achieved based on the Plan Change 14 application. This represents one of a number of ways in which the application site could be subdivided should PC14 be approved. Therefore, an assessment of the future roading network beyond what is shown on the Structure Plan, is generalised to account for possible alternative master plan layouts.

As demonstrated by the discussion undertaken above regarding the proposed network on the Structure Plan, proposed roading on the lower elevations of the site, namely within the 'Farmland Basin', results in adverse effects on landscape and visual amenity of **low** in the long term, as a result, the following assessment of effects resulting from future roading focuses on roading within the higher elevations of the application site.

The Indicative Master Plan, as drawn, incorporates a road connection extending north-east from the 'loop road' across the farmland basin and continuing across the base of the SAL 'East Gully'. This

road is envisioned to provide access to lots within RLA3, 4 and 5 with possible minor roads branching off. From the north-west extent of the 'loop road', a minor road extends north along the east slope above the 'North Gully', providing access to lots within RLA5. The alignment of this road within the SAL follows an existing farm track. This roading layout is indicative only as further work needs to be done to ensure practicable access which complies with CODC engineering roading standards.

It is envisioned that roading within the SAL and 'North Gully' will seek to follow contour alignment and avoid extensive earthworks, however, given the varied topography and undulating terrain, future roading, access to lots and building platforms will involve cut and fill areas. These areas of the site are considered to have moderate naturalness and an open, spacious character. While there are existing farm tracks and water races present, the roading infrastructure required for subdivision and access to lots in RLA3, 4 and 5 will be both permanent in nature and of a greater scale which will result in a slight loss of naturalness within these areas of the site. However, on a whole, I consider that landscape effects can largely be mitigated through careful design of road alignments, siting of building platforms and re-establishment of vegetation as soon as practicable to minimise erosion and sedimentation. It is considered that in some locations a private right-of-way will be utilised for lot access in place of a legal road to reduce the minimum width required and minimise the required earthworks. In regard to landscape effects I consider that adverse effects resulting from future roading within the lower slopes of the SAL and 'North Gully' will be in the range of **moderate-low to low**.

Visual amenity effects resulting from roading within the SAL and across the upper slopes have been assessed utilising the viewpoint simulations previously referenced. Viewpoints in which roading on the slopes will be visible include: 2, 3, 5, 11, 12, 14, 15, and 16. In these views it is anticipated that roading traversing the low slopes of the 'Farmland Terraces' and along the base of the 'East Gully' SAL will be somewhat visible as well as the proposed minor road extending along the east slope of the 'North Gully'. In viewpoints 4, 6, 7 and 8, roading on the slopes will be visible, however, distance will significantly reduce the amount of detail seen.

In viewpoints 1, 9 and 13, it is anticipated that roading on the slopes will not be visible. In viewpoint 1 this will be as a result of existing vegetation and orchard netting which screens most of the site. In viewpoint 9 this is due to the angle of the view in which the SAL and 'North Gully' are precluded by landform. In viewpoint 13 it is anticipated that future cherry orchards with netting located in the horticulture block will largely preclude visibility of the site with the exception of the upper slopes and ridgelines of the SAL which is largely encompassed by the 'no build' area.

Given that works will be staged and only occur across a relatively small part of the site at any given time, I consider that temporary visual amenity effects associated with construction of roading on the slopes, including earthworks and visually exposed batter slopes, are likely to be **moderate-high**, however, on establishment of the rural 'roadscape' and planting of cut slopes, visual amenity effects will be at most **moderate-low**, as revegetation of cut batter slopes and road planting will integrate the roading infrastructure into the landscape.

Conclusion

I consider that landscape and visual amenity effects of the proposed roading network as per the Structure Plan and future roading and shown indicatively on the Indicative Master Plan can largely be mitigated through staging and design of roading consistent with the rural standards of the receiving environment and engineering standards and alignment of roading with the site contours thereby avoiding extensive cut batter slopes. Where batter slopes and earthworks are required, re-establishment of vegetation and road planting will help to integrate the roading into the site and reduce the length and significance of temporary adverse visual effects.

Yours sincerely,

ROUGH AND MILNE LANDSCAPE ARCHITECTS

A handwritten signature in black ink, appearing to read 'Tony Milne', with a horizontal line extending to the left.

Tony Milne

Director / Landscape Architect

Email: tony@roughandmilne.co.nz