

**Appendix B – Amendments sought to Landscape Classification Unit 18**

**18: Morven Ferry 'Foothills'**

Landscape Character Units	18: Morven Ferry 'Foothills'
<b>Landform patterns</b>	Elevated moraine landform with plateaus, hummocky hills, swamps, <del>and</del> remnant kettle lakes, <u>with approximately half of the area flat alluvial terrace landform.</u>
<b>Vegetation patterns</b>	Exotic shelterbelts and hedgerows in places. The odd scattered woodlot and patches of scrub in gullies. Pond edge plantings. Exotic pasture grasses dominate.
<b>Hydrology</b>	Stream, amenity and farm ponds, <u>irrigation race</u> , and wetland features evident.
<b>Proximity to ONL/ONF</b>	Adjoins ONL (WB) on west and south sides and Arrow River ONF on eastern side.
<b>Character Unit boundaries</b>	North: Toe of the moraine landform. East: Arrow River ONF. South: ONL(WB)/study area boundary. West: ONL(WB)/study area boundary.
<b>Land use</b>	Predominantly rural lifestyle / hobby farming and more generously proportioned working rural lots with a limited amount of rural residential development evident.
<b>Settlement patterns</b>	Dwellings reasonably evenly dispersed along road, <del>or</del> stream <u>or pond</u> edges, and well integrated by plantings. A few consented but unbuilt platforms evident (5). Typical lot sizes <u>vary, with approximately a third of the lots between 25ha and 50ha, a third between 4-18ha, and a third less than 1ha. :-majority of unit &gt; 10ha with approximately half of the unit 50ha or greater.</u>

<b>Proximity to key route</b>	Not located near a key <a href="#">road network</a> route. Morven Ferry Road is a dead-end road.
<b>Heritage features</b>	Four heritage buildings/features identified in PDP.
<b>Recreation features</b>	Council walkway/cycleway passes through the area (forms part of Queenstown Trail 'Twin Rivers Ride' and 'Arrow River Bridges Ride').
<b>Infrastructure features</b>	No reticulated sewer, stormwater or water.
<b>Visibility/prominence</b>	<p>The somewhat sleepy backwater location (on a dead-end road), together with its (relatively) lower-lying topography means that the unit is not particularly prominent in terms of the wider basin landscape.</p> <p>The area is visible from the western edges of the Crown Terrace, the tracks throughout the ONL to the east (Mt Beetham environs) and the zigzag lookout. The diminishing influences of distance and relative elevation, in conjunction with the relative unimportance (visually) of the unit within the wider panorama reduces the unit's prominence.</p>
<b>Views</b>	Key views relate to the dramatic mountain, Morven Hill and Crown Terrace escarpment views available from the walkway / cycleway network, local roads, and dwellings.
<b>Enclosure/openness</b>	A variable sense of openness and enclosure as a consequence of the landform patterning (west of Morven Ferry Road) and vegetation patterning (east of Morven Ferry Road).
<b>Complexity</b>	A correspondingly variable degree of complexity as a result of the landform and vegetation patterns.
<b>Coherence</b>	<p>A low level of landscape coherence.</p> <p>Vegetation patterns generally do not reinforce landform features.</p>
<b>Naturalness</b>	Generally, a moderate perception of naturalness as a consequence of the limited visibility of buildings, the open hummocky pastoral character (particularly to the western side of Morven Ferry Road), and the close proximity and open views to the mountain setting and Crown Terrace escarpment.

<b>Sense of Place</b>	Generally, the area reads as a mixed rural and rural lifestyle / hobby farming area that functions as a transition between the mountain ONL and the lower-lying and more 'developed' river terrace to the north and east.
<b>Potential landscape issues and constraints associated with additional development</b>	The visibility of the unit from public roads and vantage points and from parts of the Queenstown Trail located on Crown land, <del>very close</del> proximity to ONLs and ONFs, together with the role of the area as a transition between the mountain ONL and the lower-lying and more 'developed' river terrace to the north and east, makes it sensitive to additional development, <u>in a general sense</u> .
<b>Potential landscape opportunities and benefits associated with additional development</b>	<p>Hummocky landform on western side of Morven Ferry Road, and vegetation patterns on eastern side of Morven Ferry Road, provides <del>some</del> potential to absorb additional development.</p> <p>Larger-scaled lots suggest the potential for subdivision.</p> <p>Riparian, pond, and wetland restoration potential.</p> <p>Dead-end road – limited 'profile'.</p>
<b>Environmental characteristics and visual amenity values to be maintained and enhanced</b>	<p>Landform patterning.</p> <p>Integration of buildings with landform and/or planting.</p>
<b>Capability to absorb additional development</b>	<u>Moderate</u> - Low