

Hāwea Urban Growth Boundary

Landscape Report

August 2019

Prepared for Queenstown Lakes District Council by

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1.0 Introduction

1.1 Bridget Gilbert Landscape Architecture Limited (**BGLA**) has been engaged by Queenstown Lakes District Council (**Council**) to provide landscape comment with respect to a potential change to the Urban Growth Boundary (**UGB**) at Hāwea.

1.2 In particular, Council have asked BGLA to comment on the following matters:

- a) The landscape merits of the existing UGB at Hāwea that was introduced by a decision on Stage 1 of the Proposed District Plan (PDP).
- b) The potential capability of the existing landscape on the southern side of Cemetery Road to absorb urban development (from a landscape perspective) and the location and 'form' of any new UGB edge if it is found that the land on the south side of Cemetery Road has the capability to absorb urban development.
- c) The influence of the proposed SHA on the UGB introduced by the PDP Stage 1 decision.
- d) The potential capability of the landscape on the southern side of Cemetery Road to absorb urban development (from a landscape perspective) assuming the development of the proposed SHA, and the location and 'form' of any new UGB edge if it is found that the land on the south side of Cemetery Road has the capability to absorb urban development.
- e) Appropriate zoning within any new urban area on the southern side of Cemetery Road.

1.3 The extent of the study area for this exercise is depicted in **Figure 1**. I confirm that I have visited the study area. I have also read the following documents:

- a) Report 16.2: Report and Recommendations of Independent Commissioners Regarding Upper Clutha Planning Maps, Urban Wanaka and Lake Hāwea and PDP Stage 1 Decisions Version District Plan mapping.
- b) The various reports prepared in support of the Special Housing Area (SHA) on the south side of Cemetery Road (**the SHA**).
- c) *Hāwea Community Plan*, dated June 2003 (**Hāwea Community Plan 2003**).
- d) Hāwea Community Association Stage 1 submission, 2015 (submission 771).
- e) Letter to Council from the *Hāwea Community Association*, dated 31 May 2019.
- f) The consented plans for the 36 lot rural residential development on the south side of Cemetery Road- legally described as Lot 1 DP304937 and referred to hereafter as the 'Streat Development'.

1.4 I have been advised of a number of 'layers of context' for this review, which are summarised as follows:

- The Hāwea UGB was introduced to the PDP as a result of decisions on the hearings for Stage 1 of the PDP. The UGB is the subject of an appeal before the Environment Court. In summary, the appellants seek to either remove the UGB or extend it southwards across Cemetery Road, and apply an urban zoning to the Rural Residential Zoned site on the south side of Cemetery Road (the

Streat Developments land). The parties did not reach agreement in mediation, however the parties agreed to request that the relief on the location of the UGB be put on hold until after notification of Stage 3 of the PDP. In the meantime, Council decided to seek a landscape assessment of the UGB.

- At the time of preparing this report, it is my understanding that the SHA application has been approved by the Minister of Housing. Development of the SHA cannot proceed until resource consent is granted, with applications due to be lodged by September 2019. I am advised that the SHA development does not currently form part of the 'existing environment', but that it would be unusual for a resource consent for an SHA not to be granted. My assessment does not assume any form of urban development within the SHA area, but I do make comment on how development of the SHA would affect my findings.
- The Townships zone of the Operative District Plan, which includes Hāwea, is currently under review. The review is considering the types of zoning and development controls that are appropriate for the Hāwea township. I understand that this report is intended to be attached to the section 32 evaluation report for the Townships Review and inform a planning assessment of alternatives.

2.0 Executive Summary

2.1 The western, northern and eastern UGB in the PDP Stage 1 Decisions Version mapping are supported from a landscape perspective.

2.2 The southern UGB boundary is assessed to comprise a relatively weak boundary as a consequence of:

- a) the reliance on a relatively minor, 'land use' type boundary (i.e. a collector road); and
- b) the patterning and character of the rural residential development that has been consented on the south side of Cemetery Road (i.e. the Streat Development) which is likely to read as an extension of the settlement (albeit characterised by a more spacious type of settlement).

2.3 However, there may be the potential to address the shortcomings of the current southern UGB via the establishment of a strong green corridor within the road reserve of Cemetery Road and along the Domain Road and eastern edges of the Rural Residential zoned land on the south side of Cemetery Road. The viability (and potential success) of these mitigation measures will be contingent on practical constraints in relation to infrastructure, the extent of land ownership and the like.

2.4 Generally speaking, there are no strong and obvious 'landscape' boundaries in the local area to guide the configuration of a new UGB along the south side of Hāwea.

- 2.5 On the basis of the existing, topography, vegetation and other features of the study area, including the existing Rural Residential Zoned land (although excluding consideration of the proposed SHA) and subject to the landscape buffer recommendations below, potential new UGB boundaries could be:
- Domain Road to the west;
 - the walkway/cycleway route along the eastern side of the Streat Developments land;
 - the water race that winds its way through the (roughly) triangular area to the south of Cemetery Road; and
 - The flood hazard area identified on the QLDC hazard register to the east.
- 2.6 Should Council choose to adopt any of these features for a new UGB, it is recommended that they are augmented by an appreciable landscape buffer to ensure that they form clearly legible and defensible urban edges that serve to limit sprawling and sporadic development.
- 2.7 If the proposed SHA is approved by resource consent, this will further weaken the southern UGB and increase the potential for new urban development to be successfully absorbed on the south side of Cemetery Road (from a landscape perspective).
- 2.8 In my opinion, there are three potential options for a new UGB to the south of Hāwea if the SHA proceeds (listed in terms of increasing size, with the first option comprising the smallest change to the extent of urban zoned land and the last option comprising the largest change):
- The integration of a legible and defensible urban boundary within the SHA 'footprint' as part of the SHA consenting process, together with the establishment of the Domain Road and Streat Development eastern boundary landscape buffer.
 - Expansion of the urban footprint southwards such that the new UGB in the area is defined by Domain Road, the southern portion of the Streat Development's eastern boundary, the water race and the flood hazard mapping, with clearly legible and robust landscape buffers used to augment each of these new boundaries.
 - Reliance on Domain Road and the flood hazard mapping to delineate the new UGBs, with each augmented by a landscape buffer.
- 2.9 With respect to potential new zonings within an expanded urban footprint, assuming the incorporation of generously proportioned landscape buffers to the 'new' edges, the use of 'transitional' zonings (such as rural living type zonings) are not considered necessary to assist the integration of urban development into the surrounding rural landscape setting.
- 2.10 From a landscape perspective, it would appear that the scarcity of flat land, on poorer soils that adjoins existing urban development and infrastructure within the wider area, suggests a preference for optimal development efficiency. Any new zoning or development controls on the south side of Cemetery Road should encourage a distinctly Hāwea development character and avoid this becoming yet another new development area that 'could be anywhere'.

- 2.11 It is also recommended that any landscape buffers required as part of a new UGB strategy at Hāwea are zoned Open Space (or similar) to safeguard them in the long term, and consider the provision of a linear park that provides walking and cycling connection to Hāwea Flat, such as the reserve at Domain Road.



Photograph 1: Aerial view of the existing Hāwea settlement (prior to recent urban development on the northern side of Cemetery Road)

Source: The Wānaka Sun - History of Lake Hāwea township, Photo: Lake Hāwea township by Trevor Chinn
<https://www.thewanakasun.co.nz/news/5074-history-of-lake-hawe-a-township.html>

Images Sourced from LINZ Topographic Maps. Crown Copyright Reserved.



Figure 2: Topographic Map

Source: <http://www.topomap.co.nz/print?sw=15891.5914&ne=15900.5927&z=14&t=91&s=A3&o=Portrait>



3.0 Study Area

- 3.1 The study area corresponds to Hāwea settlement and surrounds in the Upper Clutha basin. The Landscape and Urban Design Review, May 2018 (prepared by RA Skidmore urban design ltd) in support of the SHA application, provides a helpful description of the area which is reproduced below. (NB my clarification notes are added as: *[non-italicised text]*)

Like much of the District, the settlement of Hāwea is located within a spectacular mountain setting. It sits on the southern shores of Lake Hāwea, the northernmost of the Otago glacial lakes. Both Lake Wanaka and Lake Hāwea were created by advances of great glacial systems which extended down from the alps to fill the valley and carve out the valley floor. The southern foreshore of the lake, the location of the existing township, was created by moraine that mounded and dammed the lake. The Hāwea River drains from the southwestern corner of the lake and then joins the Clutha River which drains from Lake Wanaka.

The Hāwea dam construction began in 1955. The raising of the Lake level ended in around 1958. Following the influx of workers involved in the construction of the dam, the settlement gradually developed, primarily as a holiday destination.

Today, the main entrance to Hāwea is from the direction of Wanaka across the dam at the head of the Hāwea River. Dwellings in the northern area of the older part of the settlement enjoy an outlook

over Lake Hāwea extending to the north. The settlement has a somewhat circuitous network of streets that traverse the undulating moraine topography. While there has more recently been construction of larger houses within the established settlement, it retains an informal character with a predominance of modest houses of various styles. The settlement is well vegetated, and the streets have an informal character without formal kerb and channelling.

*More recently there has been considerable expansion of the settlement to the south A distinct terrace *[corresponding to the southern edge of the moraine]* at the southern edge of the older settlement creates a separation between the older and newer settlement pattern Two residential neighbourhoods to the south of the terrace, Tims Field and Sentinel Park, are currently being developed *[lot sizes approximately 800m²-1,280m²]*. Further to the east, more undulating land has been developed with larger lots.*

*Properties immediately to the north of the site are accessed internally, turning their back on Cemetery Road which runs east-west in this location. Cemetery Road currently forms the southern edge of the settlement. Immediately to the west of the Site *[i.e. the SHA land on the south side of Cemetery Road]*, subdivision consent has been granted for a neighbourhood containing lots of around 4,000m².*



Photograph 2: View from the southern edge of moraine/older settlement, southwards out over the recent development on the north side of Cemetery Road towards Hāwea Flat
Source: Proposed SHA at Hāwea: Landscape and Urban Design Review, R.A. Skidmore Urban Design Ltd, May 2018



Photograph 3: View from Cemetery Road looking north westwards. Moraine/terrace landform edge seen to the right of view. Land in foreground is zoned for urban residential use.
Source: Proposed SHA at Hāwea: Landscape and Urban Design Review, R.A. Skidmore Urban Design Ltd, May 2018



Photograph 4: ONL mountain backdrop framing the eastern side of Hāwea.
Source: Proposed SHA at Hāwea: Landscape and Urban Design Review, R.A. Skidmore Urban Design Ltd, May 2018



Photograph 5: ONL mountain backdrop framing the western side of Hāwea.
Source: Proposed SHA at Hāwea: Landscape and Urban Design Review, R.A. Skidmore Urban Design Ltd, May 2018

3.2 To this description I would add the following observations that I consider are of importance in understanding the landscape and visual amenity attributes and character of the study area:

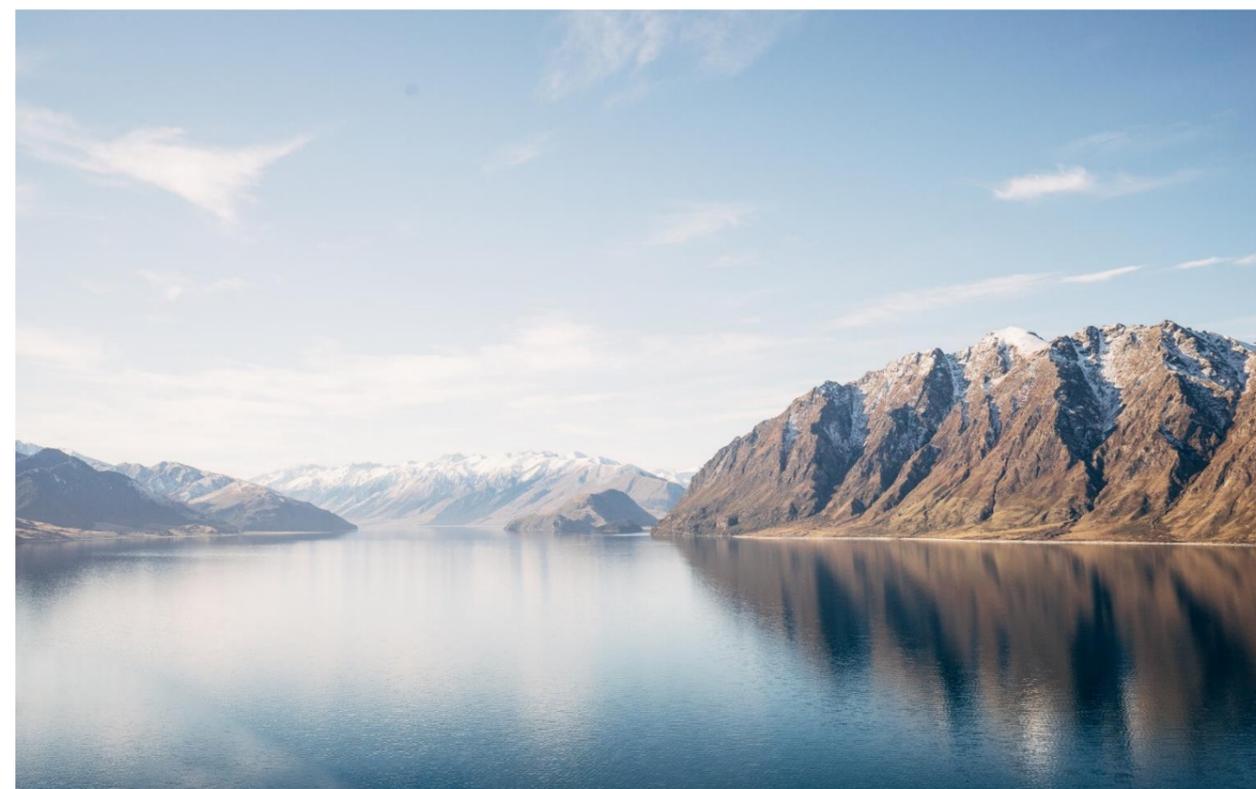
- a) Around 95% of the Queenstown Lakes District is identified as RMA s 6(b) Outstanding Natural Landscape (**ONL**), with virtually all of the non ONL rural zoned land classified as RMA s7(c) Amenity Landscape.
- b) The highly scenic, dramatic and in places, sublime, landscapes of the district lie at the heart of the identity of this part of Central Otago. Within the context of the study area, these very high value landscapes and features include:
 - i. The highly attractive and picturesque Lake Hāwea encircled by mountain ranges.
 - ii. The rugged and dramatic mountain ranges that flank the western and eastern sides of Hāwea settlement area and low lying and flat, rural hinterland setting further to the south.



Photograph 6: Lake Hāwea typical character.
 Source: Paddle Wanaka - Wanaka Tourism
<https://www.lakewanaka.co.nz/things-to-do/adventure/kayak-sup-and-wakeboard/hawe-a-wave/paddle-wanaka/>



Photograph 7: Lake Hāwea typical character.
 Source: Lake Wanaka Photo Tour, Photo Point 16 - Lake Hāwea Lookout - Wanaka Tourism
<https://www.lakewanaka.co.nz/explore/photo-point-16-lake-hawe-a-lookout/>



Photograph 8: Lake Hāwea typical character.
 Source: Explore Lake Hāwea - Wanaka Tourism <https://www.lakewanaka.co.nz/plan-your-trip/regions/lake-hawe-a/>



Photograph 9: Lake Hāwea and its mountain setting.

Source: Things to see and do in Lake Hawea, New Zealand, 100% Pure New Zealand <https://www.newzealand.com/int/lake-hawea/>

- c) The winding course of the Hāwea River very roughly delineates the western edge of the existing settlement and low lying rural hinterland. An easy walking/cycling track provides access along the river margins between Hāwea to Wanaka via Albert Town. The track is generally located within the lower lying floodplain, below the rural flats. Whilst the river corridor is not identified as an ONL, it is considered to rate as a s7(c) Amenity Landscape as a consequence of its high aesthetic, perceived naturalness and recreational values.



Photograph 10: The popular Hāwea River walkway/cycleway

Source: Hawea River Track - Wanaka Tourism <https://www.lakewanaka.co.nz/explore/hawea-river-track/>



Photograph 11: Oblique aerial view of the Hāwea River.

Source: Hawea River Track - Wanaka Tourism <https://www.lakewanaka.co.nz/explore/hawea-river-track/>

- d) The local area is a popular holiday destination with the lake well used for swimming, fishing, canoeing, kayaking, waterskiing, windsurfing, and jet boating. The close proximity of the area to ski fields, mountain bike tracks, tramping tracks, and river jet boating operations add to this appeal.
- e) As Photograph 2 suggests, the majority of the recent development throughout the lower lying land to the south of the moraine/terrace landform (ie sandwiched between Cemetery Road and the older established part of Hāwea) is of a distinctly urban character (kerb and channel, street lighting, formed footpaths) and comprises predominantly single storey buildings. Generally, there is very little that sets the character of development that has occurred to date apart from other recently developed parts of the district that have a similar zoning.
- f) The centre of the older and established part of Hawea is loosely focussed around the shop, restaurant, pub, Community Centre, library, playground, and tennis courts on (or near) Capell Avenue.



Figure 3: Walking and tramping tracks near Hāwea
 Source: <https://www.doc.govt.nz/Documents/parks-and-recreation/tracks-and-walks/otago/wanaka-outdoor-pursuits-brochure.pdf> p7



Photograph 12: Fishing at Lake Hāwea.
 Source: Fly Fishing Lake Hāwea <https://www.aspiringflyfishing.co.nz/blog/2017/5/28/fly-fishing-lake-hawea>

- g) Hāwea is approximately 15 minutes’ drive north east of Wanaka on State Highway 6 (SH6). The latter provides access to Mt Aspiring National Park and beyond to the west coast via Haast Pass. The entrance to Hāwea from SH6 traverses the dam and reads as the main entrance into the settlement. Whilst the relatively grid like network of roads throughout the flats to the south and south east of the settlement provide an alternate entry point from Hāwea Flat and Luggate (via Kane Road), the SH6 route is the most frequented.
- h) A community plan was developed for the area in 2003, entitled the *Hāwea Community Plan*. That document articulated the community’s vision, goals and priorities for Hāwea for 10-20 years (based on a workshop held on 14 June 2003). Of particular relevance to this report is the clear intention to provide for future growth along the south side of the settlement that extends up to Cemetery Road and to form a strong boundary between rural and urban areas (refer **Figure 4**), with a green belt suggested on the south side of Cemetery Road. The report advises that if development is enabled on rural zoned land in the area, it should form clustered or ‘hamlet style satellite towns’ rather than ribbon development.
- i) The Hāwea Community Association submitted on Stage 1 of the Proposed District Plan. The 2015 submission¹ supported the general principles outlined in the 2003 Hāwea Community Plan,

¹ Submission 771

however sought an UGB, including the Rural Residential zoned land on the south side of Cemetery Road. The 2015 submission also recommended an Industrial zoning be applied to the land on the south side of Cemetery Road (within their preferred new UGB).

- j) More recently, a letter from the Hāwea Community Association to Council (dated 31 May 2019), as part of the UGB mediation process reinforces the community's desire for an UGB to apply as depicted in the PDP Stage 1 Decisions Version (consistent with the intentions of the *Hāwea Community Plan 2003* report).



Figure 4: Extract from Figure 2 Growth Management-Zone Changes
Source: Hāwea Community Plan 2020, June 2003

- k) Approximately 7.5km to the south of Hāwea (by road), is the informal rural settlement of Hāwea Flat. This comprises a cluster of rural living and (effectively), large-lot suburban-scaled lots (noting that the area is zoned Rural Residential and Rural Lifestyle) loosely grouped around the Hāwea Flat School on Camp Hill Road – the only primary school in the vicinity of the study area. Adjacent the school is a Community Centre, kindergarten, playgroup and St Ninians Church. A rectangular parcel of Open Space zoned land is located at the southern end of Domain Road some 2.5km north of Hāwea Flat by road. This site is designated as the Hāwea Domain and is a recreation reserve. It is linked to Hāwea to the north and Hāwea Flat to the south by a walking and cycling track.

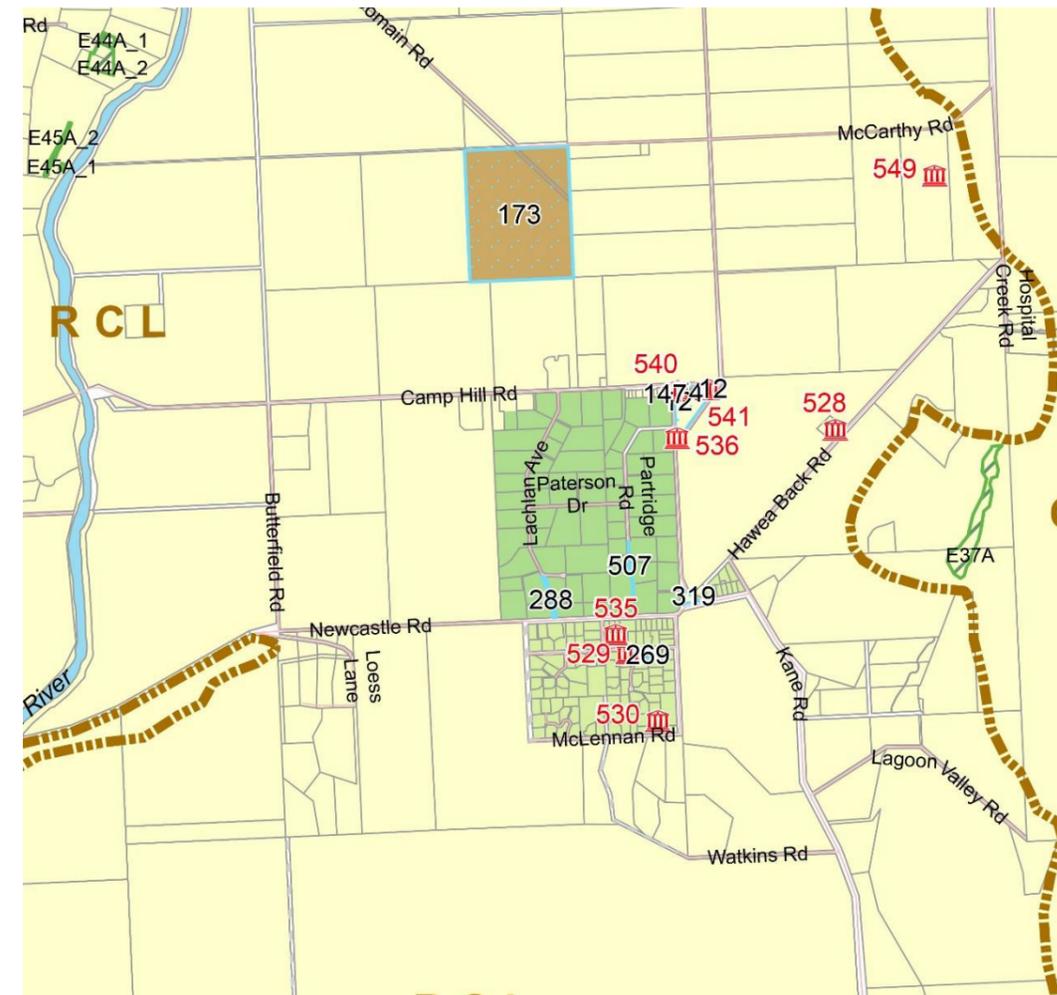
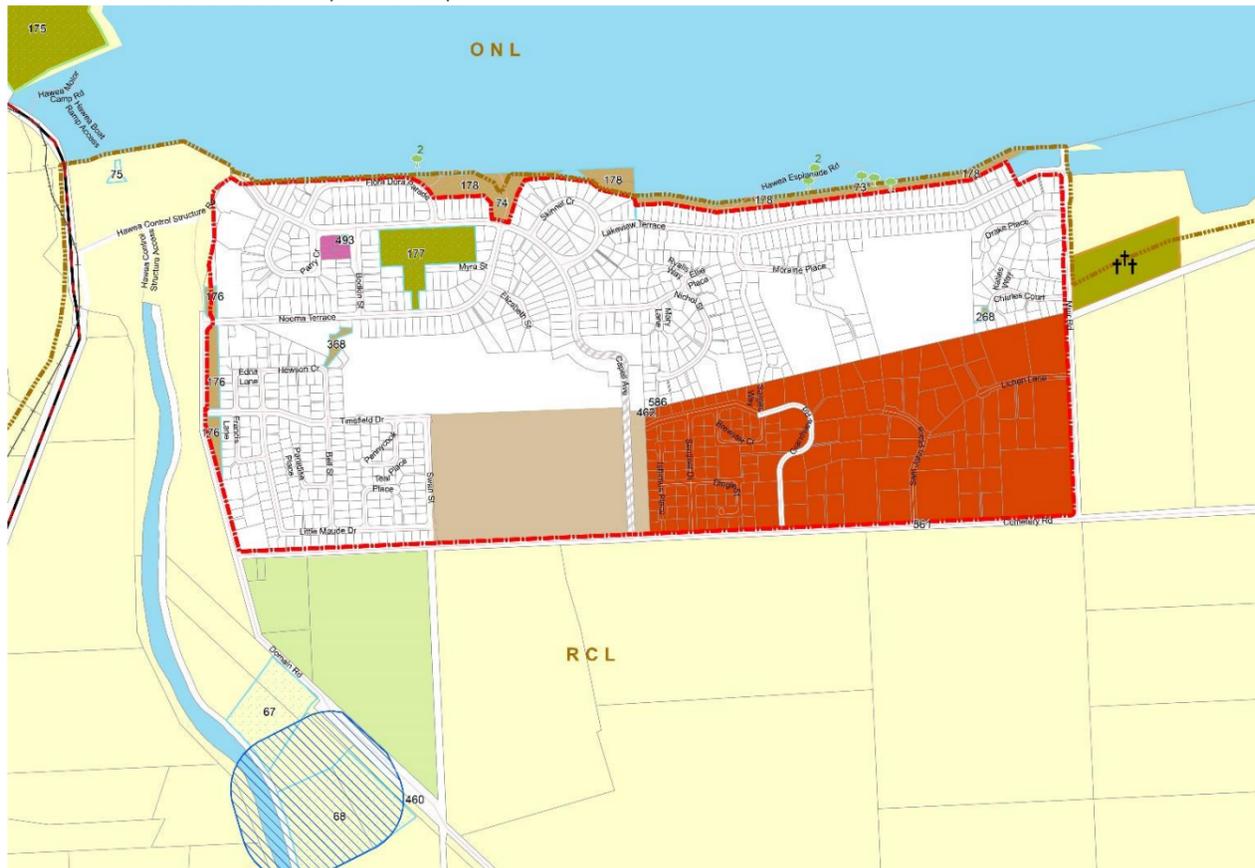


Figure 5: PDP Decisions Version District Plan mapping for the Hāwea Flat area. Yellow (Rural zone with Rural Character Landscape classification); Light green (Rural Residential zone - minimum lot size 4,000m²); Darker green (Rural Lifestyle zone minimum lot size 1 ha, average lot size 2h or greater); Brown (Informal Recreation); Brown dashed line (ONL).
Source: PDP-Decisions-Version-Map-18-Wanaka-Rural-Hāwea-Flat.pdf

- l) The current impression of the 'settlement area' at Hāwea broadly corresponds to the roughly rectilinear block defined by: Lake Hāwea along its north side, Muir Road along its eastern edge, Cemetery Road along its south side and Domain Road along its western edge. This roughly corresponds to the extent of the UGB in the PDP Decisions Version mapping in **Figure 6**. Whilst some of land along the Cemetery Road edge is currently undeveloped, the extensive urban residential development under construction in the immediate vicinity together with the fragmented patterning of these 'vacant' parcels confers the perception of them reading as a part of the broader 'urban footprint'.

Figure 6: PDP Decisions Version District Plan mapping for the Hāwea area. Yellow (Rural zone with Rural Character Landscape classification); Light brown (Lower Density Suburban Residential zone – minimum lot size 450m²); Red (Large Lot Residential A zone – minimum lot size 2,000m²); Red dashed line (UGB); Brown dashed line (ONL).
 Source: PDP-Decisions-Version-Map-17-Haweia.pdf



m) The majority of the balance of the low lying and flat hinterland sitting ‘behind’ Hāwea (i.e. to the south of Cemetery Road) is mapped as a Rural Character Landscape in the PDP. With the exception of Hāwea Flat (described above) and the immediate area on the south side of Cemetery Road, described shortly, this comprises a relatively sparsely inhabited, more ‘working’ rural landscape typology. Soil qualities vary across the rural flats with the patterning of central pivot irrigators (supporting intensive dairying) and the patchwork of cropped fields in **Figure 7** below, roughly signalling the patterning of productive soils. Vegetation patterns within this area are generally limited to shelterbelts, hedgerows, the odd grouping of amenity plantings around rural dwellings and exotic pasture/crop cover. Lower quality soils coincide with the broadly triangular area to the south of Cemetery Road where woodlot and wilding pines are evident in degraded pastureland conferring a somewhat ‘wasteland’ type impression.



Figure 7: Aerial photograph of Hāwea and its context. Areas of poorer soils throughout the rural flats correspond to the roughly triangular area to the south of the settlement where pine woodlots and shelterbelts are evident.
Source: Google Earth

- n) The QLDC hazards register identifies a flood hazard area on the western and eastern side of Hāwea from damburst should the Lake Hāwea Control Structure, or the gate at the Gladstone Gap (eastern side of settlement), fail. The western flood hazard area aligns with the Hāwea River corridor. The eastern flood hazard area coincides with a slightly lower lying portion of the flats extending south westwards from the lake edge, across Cemetery Road towards Domain Road—refer **Figure 8** below.

- p) The consented 36 lot Streat Development on the south side of Cemetery Road comprises a development layout that is largely driven by the Rural Residential zone provisions – refer **Figure 9**. The approved development anticipates relatively uniform lot sizes (approximately 4,000m²) accessed from a single road entrance off Cemetery Road and internally via two cul-de-sacs. A walkway/cycleway track is provided along the boundary, with a cross-site link to Domain Road approximately mid-way along the eastern boundary. The flat topography of the area, absence of noteworthy existing landscape features, absence of a landscape plan, and absence of location-specific building development controls suggests that there will be little about this development that will firmly place it in its specific setting of Hāwea (as described earlier). Further, it is reasonable to expect that this development will read as ‘large-lot’ or ‘spacious’ suburban development rather than distinctly rural living development and will promote the perception of the settlement sprawling southwards beyond Cemetery Road.

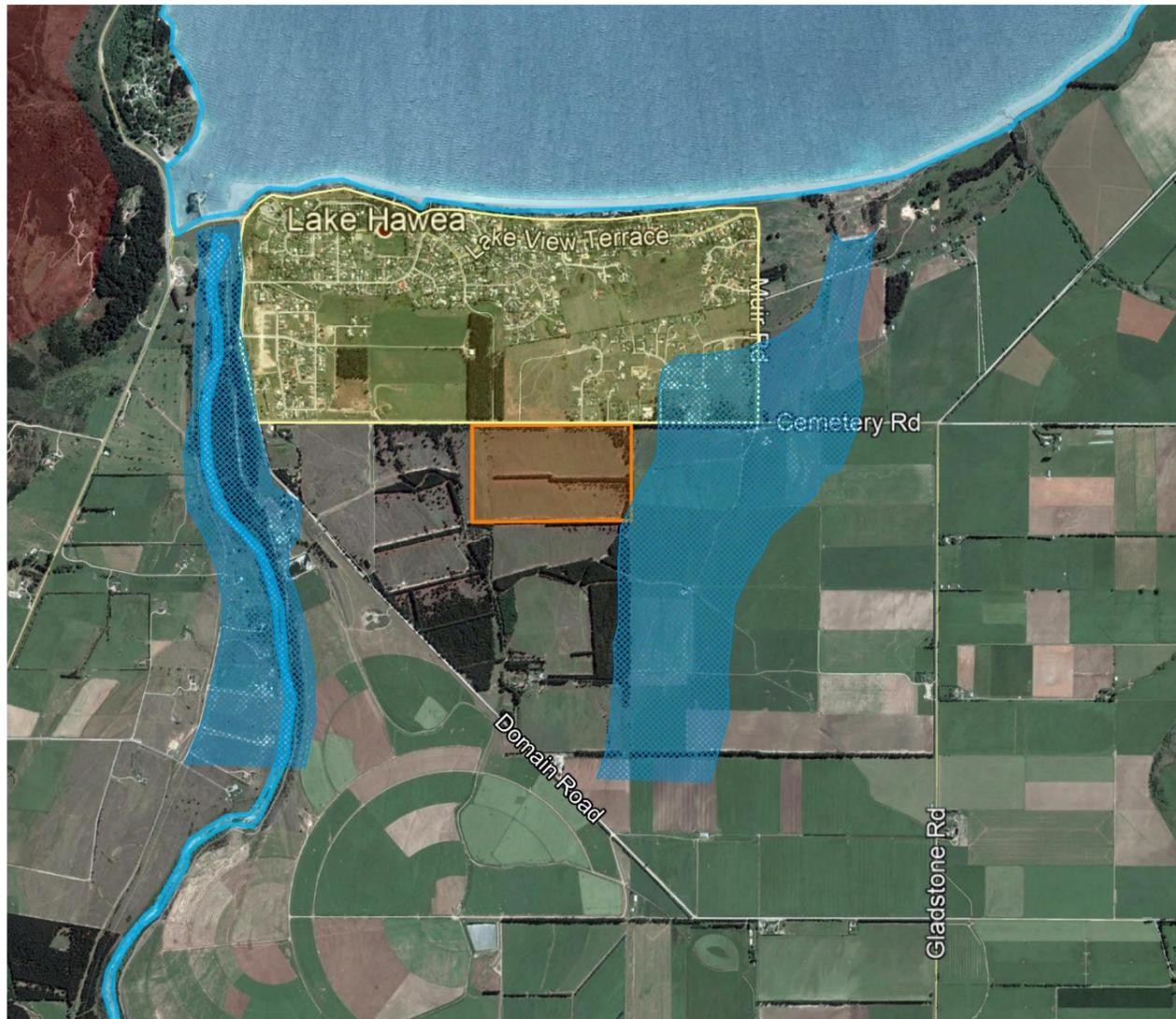


Figure 8: QLDC hazard register flood hazard area corresponds to blue hatching. Orange line defines the proposed SHA on the south side of Cemetery Road.

Source: Proposed SHA at Hāwea: Landscape and Urban Design Review, R.A. Skidmore Urban Design Ltd, May 2018

- o) A shallow water race extends throughout the flats behind Hāwea (refer **Figure 1** Study Area). Unlike in the more productive soils of the basin where such races have been realigned to optimise the productive use of the land resulting in a straight line patterning, the race throughout the poorer soils immediately south of Cemetery Road remains as a meandering route.

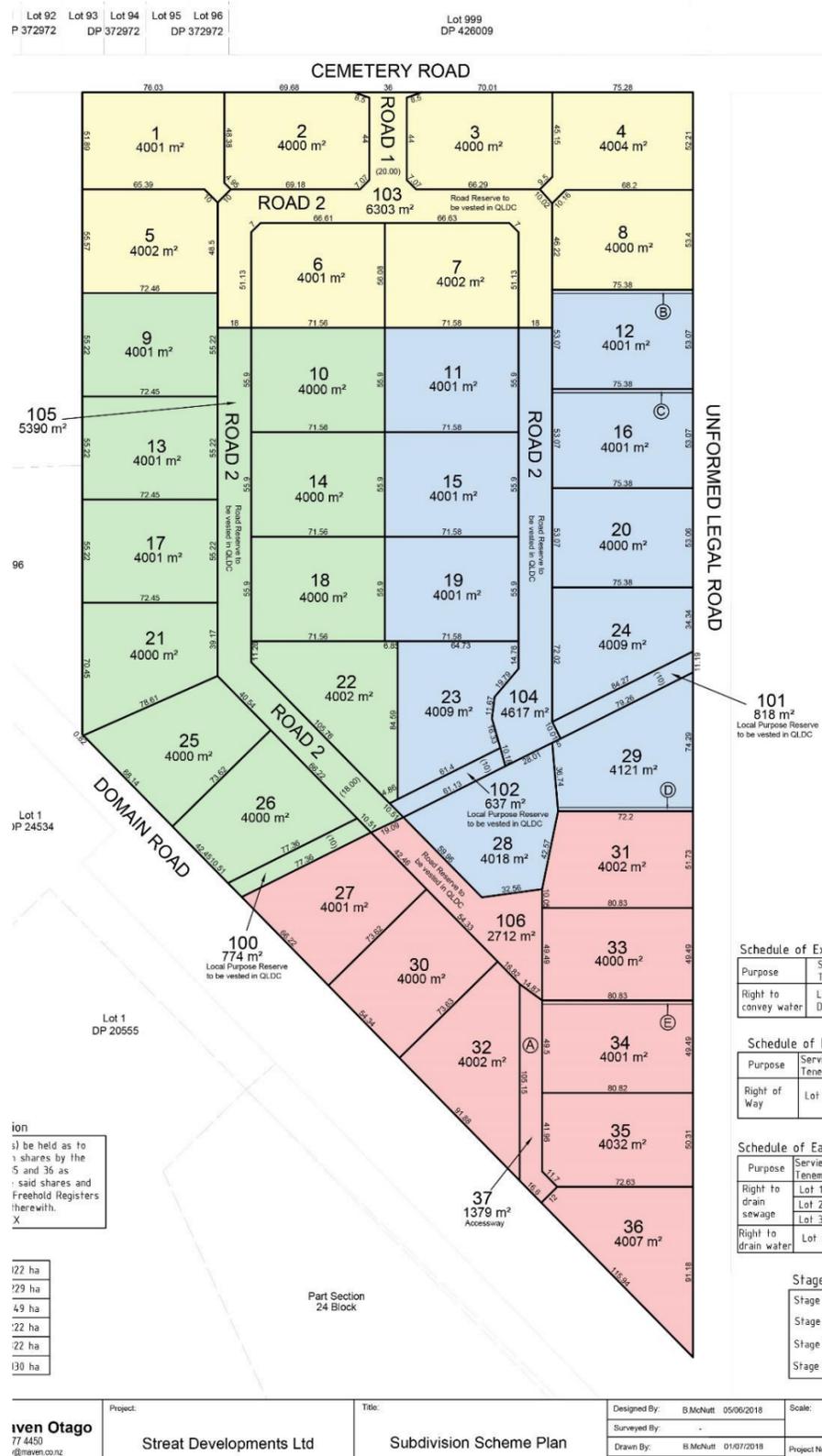
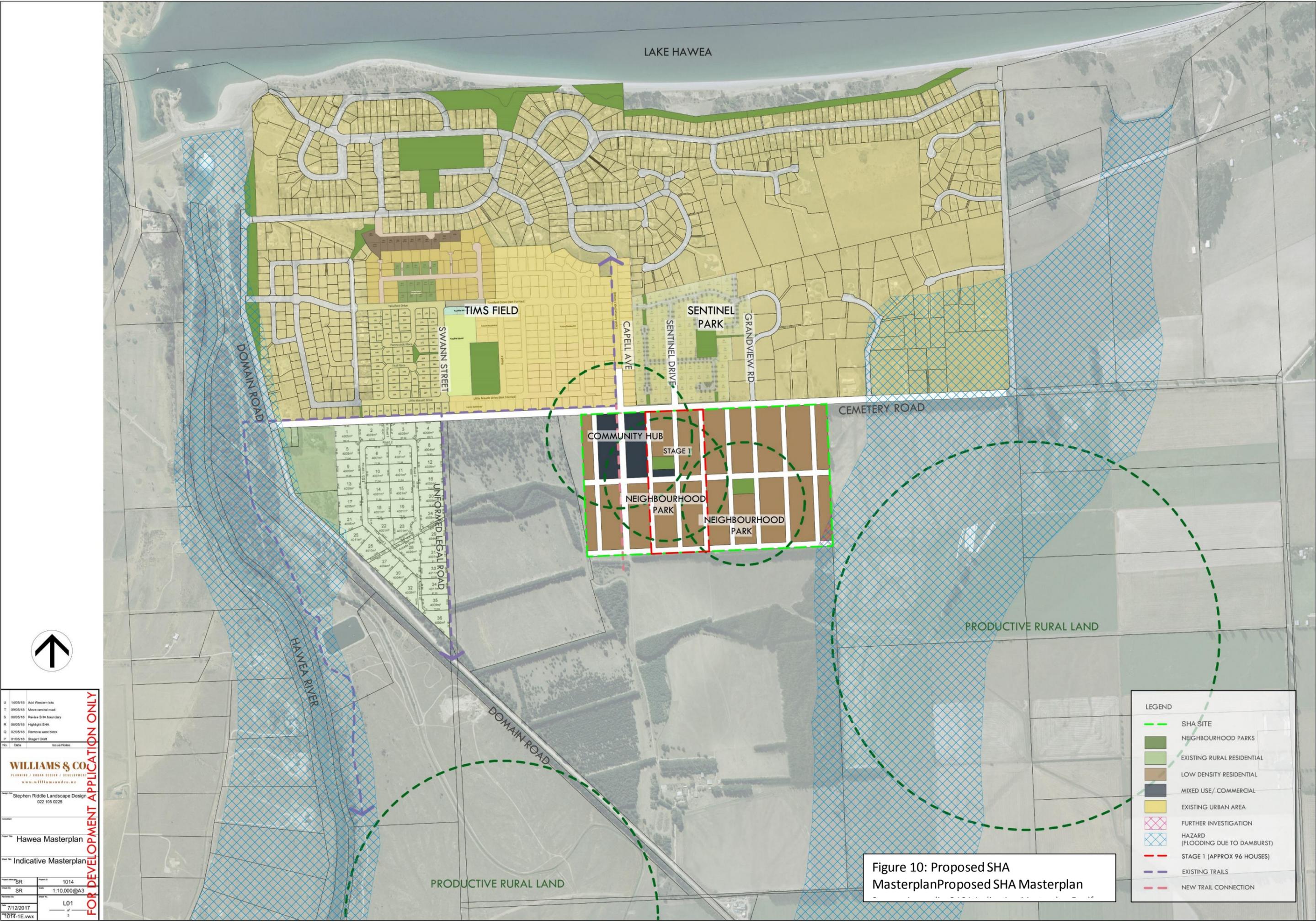


Figure 9: Approved Streat Development layout on the south side of Cemetery Road

- q) A gravel surfaced path extends southwards from Cemetery Road, through the (recently consented) Rural Lifestyle subdivision linking to Domain Road via a paper road. A walkway/cycleway track extends southwards beyond Domain Road to McCarthy Road linking between Hāwea township and Hāwea Flat School.
- r) The very flat topography of the area means that the viewing audiences 'exposed' to the study area are limited to the following:
 - i. Residents along the top of the southern edge of the moraine/terrace landform that defines the extent of the older settled part of Hāwea.
 - ii. Residents throughout the recently developed lower lying urban zoned land along the north side of Cemetery Road
 - iii. Users of the local road network, including Cemetery Road, Domain Road, Muir Road, Hāwea Back Road and Gladstone Road.
 - iv. Users of the elevated sections of the tramping tracks throughout the mountains to the east that overlook the Hāwea catchment (Lagoon Creek, Grandview Creek Track, Johns Creek track, Te Araroa).
 - v. Future users of the walkway/cycleway between Cemetery Road and Domain Road along the eastern edge of the consented Rural Lifestyle subdivision.
- s) Of these audiences, the residents along the top of the southern edge of the moraine/terrace landform that defines the extent of the older settled part of Hāwea are considered to be the most sensitive to urban development change.
- t) It is also noted that the study areas has a relatively limited 'visual profile' for the majority of visitors to the Hāwea, given its separation from SH6.
- u) Key views 'from' the study area relate to the dramatic and highly scenic views across the relatively open rural flats to the surrounding mountain context. Immediately south of Cemetery Road, the patterning of woodlot and wilding pines serves to limit the longer range rural/mountain views although it is possible that portions of this vegetation could be removed in the future.
- v) Views of the lake are generally limited to the older part of Hāwea settlement, a small cluster of houses at John's Creek/Gladstone to the east of Hāwea, SH6 north of Hāwea and elevated locations within the surrounding mountain context.
- w) The older and established portion of the settlement (extending from the lake edge back to the southern edge of the moraine/terrace landform) displays a relatively low key, modest and 'old school' charm, and comprises a mix of permanent and holiday properties with a wide range of architectural styles evident.
- x) The proliferation of suburban development (including the more 'spacious' Streat Development) throughout the low lying land to the south of the established settlement is seeing a change to a dominance of permanent residential properties, of a style that is reasonably typical of new suburban development elsewhere in the district. By this it is meant that there is nothing distinctly 'Hāwea' evident in the more recent development to date.

- y) This distinction of 'old' and 'new' Hāwea is reinforced by the spatial arrangement (ie the old settlement on the more elevated and undulating moraine terrace to the north), and the 'uniformity' associated with the architectural typologies throughout the more recent development.
- z) However it is acknowledged, that the new development is still under construction and therefore displays a certain 'rawness'. It is expected that in time, street tree and garden plantings could assist in integrating the new development into the setting and may go some way to blurring the boundary between the 'old' and 'new' portions of Hāwea.
- aa) As mentioned earlier, an SHA is proposed on the south side of Cemetery Road opposite the Sentinel Park and Grandview Drive residential subdivisions – refer **Figure 10**. The SHA site comprises approximately 32ha and some 400 homes are proposed, targeted at the affordable housing market. It is intended that the development will be guided by a masterplan that includes a community hub/commercial area and reserves/playgrounds. A well-connected, grid-like street network (supported by cycle and walkways) is proposed linking to Cemetery Road, with the heart of the new development focussed in the vicinity of Capell Avenue, thereby providing a strong connection through to the existing settlement and lakefront. An 8m (two-storey) building height limit and a range of lot sizes (including smaller sized sections of 240-400m²) are anticipated. It is also intended that built development will be in accordance with Design Guidelines that seek to manage aspects such as garaging, fencing, dwelling entrances, and planting strategies in the interests of providing optimal neighbourhood and streetscape amenity. The western and eastern boundaries of the proposed SHA comprise urban lots and the southern boundary is defined by a local road. As a consequence, it would appear that no defensible edges are contemplated as part of the proposed SHA (although the eastern boundary is in close proximity and partially breaches the flood hazard area on the east side of Hāwea).
- bb) It is reasonable to expect that the urban development anticipated in the proposed SHA on the south side of Cemetery Road would reinforce this change to the 'feel' and identity of Hāwea, which is seeing a transformation from Hāwea as a modest and small scale lake-side mixed permanent and holiday settlement to a more 'satellite' type township.



LAKE HAWEA

TIMS FIELD

SENTINEL PARK

COMMUNITY HUB

STAGE 1

NEIGHBOURHOOD PARK

NEIGHBOURHOOD PARK

PRODUCTIVE RURAL LAND

PRODUCTIVE RURAL LAND

LEGEND	
	SHA SITE
	NEIGHBOURHOOD PARKS
	EXISTING RURAL RESIDENTIAL
	LOW DENSITY RESIDENTIAL
	MIXED USE/ COMMERCIAL
	EXISTING URBAN AREA
	FURTHER INVESTIGATION
	HAZARD (FLOODING DUE TO DAMBURST)
	STAGE 1 (APPROX 96 HOUSES)
	EXISTING TRAILS
	NEW TRAIL CONNECTION

Figure 10: Proposed SHA Masterplan Proposed SHA Masterplan

FOR DEVELOPMENT APPLICATION ONLY

U 14/05/18 Add Western lots
 T 09/05/18 Move central road
 S 08/05/18 Revise SHA boundary
 R 06/05/18 Highlight SHA
 Q 02/05/18 Remove west block
 P 01/05/18 Stage 1 Draft

No.	Date	Issue Notes

WILLIAMS & CO
 PLANNING / URBAN DESIGN / DEVELOPMENT
 www.williamsandco.co.nz

Stephen Riddle Landscape Design
 022 105 0225

Hawea Masterplan
 Indicative Masterplan

Project No	SR	1014
Scale	SR	1:10,000@A3
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4.0 Existing UGB

- 4.1 As outlined earlier, the existing UGB as confirmed by the Stage 1 PDP Decisions is shown in **Figure 6** above and corresponds to a rectilinear area roughly defined by: Lake Hāwea along its north side, Muir Road along its eastern edge, Cemetery Road along its south side and Domain Road along its western edge.
- 4.2 From a landscape perspective, typically defensible urban growth boundaries favour strong 'natural' landscape boundaries that are clearly legible and serve to limit 'development creep'. Such boundaries typically comprise ridgelines, escarpments, river corridors, large wetland features, substantial areas of mature bush and the like.
- 4.3 In some instances, strong natural boundaries are not available to delineate urban areas and other devices such as natural hazard constraints and landuse based patterning must be relied on.
- 4.4 Whilst the former are often not especially legible, they tend to be relatively defensible due to the significant practical limitations they place on development.
- 4.5 UGBs based on landuse patterns tend to rank the lowest in terms of defensibility, although there is some variance evident. For example, a motorway corridor can form a legible and defensible urban edge while a local road tends to be a weak boundary.
- 4.6 Defensible 'landuse' based UGBs are often augmented by substantial landscape buffers. The scale and character of such buffers will vary according to the location specific circumstances. For example, in some circumstances, the requirement for open space zonings as part of an appropriate urban development strategy, sees these uses configured to double as a buffer between the more intensive developed area and its more spacious, rural context. Elsewhere, the landscape buffer may take the form of a stormwater management area or large scale landscape restoration feature (e.g. bush, wetland).
- 4.7 The northern lake edge of the UGB forms a (somewhat obvious) strong and defensible edge. The western boundary, coinciding with Domain Road is less robust although the very close proximity of the Hāwea River corridor to this boundary, significantly limits the potential for development creep along this side of the settlement area. The QLDC flood hazard mapping serves to reinforce this edge.
- 4.8 The eastern and southern edges coincide with local roads (i.e. Muir Road and Cemetery Road). For the eastern edge, the QLDC flood hazard mapping serves to augment the relatively weak local road boundary and should limit development creep eastwards beyond Muir Road.
- 4.9 However, the south edge of the UGB is problematic from a landscape perspective.
- 4.10 The southern edge of the moraine landform that coincides with the southern margins of the older established settlement area of Hāwea comprises a strong natural landform boundary consistent with UGB best practice. The extensive urban scaled development throughout the lower lying flats sandwiched between the moraine edge and Cemetery Road has effectively 'breached' the landform boundary.
- 4.11 The relatively small scale and local road character of Cemetery Road itself means that it forms a relatively weak UGB. This condition is exacerbated by the approved 36 lot Streat Development on the south side of Cemetery Road which is likely to read as a 'large lot' or 'spacious' suburban patterning, thus encouraging the perception of the settlement sprawling south of Cemetery Road.

- 4.12 For these reasons, I support the western, northern and eastern UGB in the Stage 1 PDP Decisions Version mapping, but do not support the southern UGB that aligns with Cemetery Road.
- 4.13 In my opinion, there is, however, some potential for the Cemetery Road UGB to be augmented by careful landscape treatment. The extensive use of specimen tree and groundcover planting to create a distinctive 'green street' could result in the establishment of a distinctive streetscape that reads as quite different to any of the other 'urban' streets in Hāwea and forms a legible (and memorable) landscape element in its own right. It is, however, acknowledged that infrastructure and landownership/spatial constraints may significantly undermine such a strategy.
- 4.14 Further, given the 'large-lot' or 'spacious' suburban development character associated with the Streat Development, for this UGB strategy to be successful, it would need to be complemented by a similar treatment along the Domain Road and (eastern) walkway/cycleway boundaries of the Rural Residential zoned land to the south of Cemetery Road.

5.0 Capability to absorb urban development south of Cemetery Road and potential new UGB (existing situation)

- 5.1 In my opinion, the uniform, 'large-lot' or 'spacious' suburban character of the consented Streat Development on the south side of Cemetery Road, suggests the capability to absorb some additional urban development as:
- the consented development in this area signals a fundamental change to the landscape character i.e. 'the horse has already bolted' southwards beyond Cemetery Road; and
 - such development (including the upzoning of the Streat Development land) could integrate defensible edges (which are currently lacking), consistent with urban design best practice.
- 5.2 The very flat topography of the area and absence of vegetation features, means that 'potential' boundaries are limited to:
- Domain Road to the west;
 - the walkway/cycleway route along the eastern side of the Streat Developments land;
 - the water race that winds its way through the (roughly) triangular area to the south of Cemetery Road; and
 - The flood hazard area identified on the QLDC hazard register to the east.
- 5.3 It is considered that for any of these 'boundaries' to be effective as a new UGB they would need to be augmented by landscape buffers to ensure that they read and function as legible and defensible urban edges.

- 5.4 In the case of the water race, walkway/cycleway and Domain Road boundary options (which effectively would serve to define the southern limit of a new UGB), an appropriate landscape buffer is required to limit visibility of urban development from the immediately neighbouring low lying land to the south and to form a significant a clearly legible ‘edge’ to the urban footprint. Such a buffer is likely to take the form of a generously proportioned, planted linear park type feature that integrates a walkway/cycleway network and, potentially, stormwater management. The landscape buffer needs to comfortably accommodate large scale canopy tree species, suggesting a minimum width of 25m is likely to be appropriate. Importantly, the landscape buffer needs to be designed (and scaled) to ensure that in time, it reads a legible ‘landscape’ boundary.
- 5.5 For the flood hazard area to function as an appropriate UGB (from a landscape perspective), it is recommended that a landscape buffer is integrated along the eastern edge of any new urban area to filter and screen views from the low lying flat land further to the east. Again the treatment of such an area as a linear park would be beneficial as it would enable the incorporation of a walkway/cycleway network effectively around the perimeter of the new urban zoned area. It is also possible that sportsfields and stormwater management could be located within the flood hazard area itself which could complement the landscape buffer (or be located within the buffer). The use of building setback controls from the flood hazard edge and more restrictive building height controls along the outer edge of the urban footprint may also assist in reinforcing the UGB.
- 5.6 I note that reliance on Domain Road and the flood hazard patterning appear to provide a logical ‘starting point’ for the establishment of a new UGB, and confines urban development to the demonstrably poorer soils in this part of the rural flats (i.e. the roughly triangular area to the south of Cemetery Road where woodlot and wilding pines are evident in degraded pastureland).
- 5.7 It is however acknowledged that increasing the extent of the urban footprint to fill the triangular area defined by Domain Road to the west and the flood hazard area to the east would advance the impression of Hāwea as a satellite town and move it further away from its identity as a somewhat sleepy, relatively small scale and ‘old school’ New Zealand rural lake side settlement.
- 5.8 I expect that decisions with respect to the appropriate extent of any new urban footprint ultimately rest with the community and Council and will need to factor in a wide variety of matters that extend beyond the scope of landscape considerations.

6.0 Influence of the proposed SHA

- 6.1 In my opinion, the proposed SHA and related resource consent and subsequent development would further weaken the southern UGB that aligns with Cemetery Road.
- 6.2 The lack of significant natural landform boundaries to the SHA area (for example, the area displays a flat topography and is devoid of significant vegetation features), in combination with the distinctly urban character of development anticipated and absence of ‘designed’ boundaries within the SHA itself will significantly undermine what is already a weak UGB along the south side of Hāwea.

7.0 Capability to absorb urban development south of Cemetery Road and potential new UGB (assuming proposed SHA is consented)

- 7.1 Assuming the proposed SHA is consented, I consider that from a landscape perspective, the potential for urban development to be successfully absorbed on the south side of Cemetery Road is increased.
- 7.2 In my opinion, there are three potential options for a new UGB to the south of Hāwea if the SHA proceeds (listed in terms of increasing size, with the first option comprising the smallest change and the last option comprising the largest change to the extent of urban zoned land):
- The integration of a legible and defensible urban boundary within the SHA ‘footprint’ as part of the SHA consenting process, together with the establishment of the Domain Road and Street Development eastern boundary buffer described earlier.
 - Expansion of the urban footprint southwards such that the new UGB in the area is defined by Domain Road, the southern portion of the Street Development’s eastern boundary, the water race and the flood hazard mapping, with landscape buffers used to augment each of these new boundaries as described earlier.
 - Reliance on Domain Road and the flood hazard mapping to delineate the new UGBs, with each augmented by a landscape buffer as described earlier.

8.0 Potential new urban zonings

- 8.1 With respect to potential new zonings within an expanded urban footprint, assuming the incorporation of generously proportioned landscape buffers to the ‘new’ edges, the use of ‘transitional’ zonings (such as rural living type zonings) are not considered necessary to assist the integration of urban development into the surrounding rural landscape setting.
- 8.2 From a landscape perspective, it would appear that the scarcity of flat land, on poorer soils that adjoins existing urban development and infrastructure within the wider area, suggests a preference for optimal development efficiency. Any new zoning or development controls on the south side of Cemetery Road should encourage a distinctly Hāwea development character and avoid this becoming yet another new development area that ‘could be anywhere’.
- 8.3 As discussed above, it is recommended that any landscape buffers required as part of a new UGB strategy at Hāwea are zoned Open Space (or similar) to safeguard them in the long term.

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