

Attachment 4: Landscape Analysis



Gabites Block Private Plan Change

Landscape Report



March 2022

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INTRODUCTION

Hudson Associates Landscape Architects were engaged to provide landscape architectural input into the proposed private plan change of the Gabites Block (“**the Site**”), in Maymorn, Upper Hutt.

In the operative plan the site is zoned Rural (Valley Floor Sub-zone and Hill Sub-zone). Maymorn Developments Ltd (“**the Client**”) requests that these lots are rezoned to enable subdivision, given the land is suitable for rural residential development. To do so, the proposed private plan change must demonstrate how rural character and amenity values can be maintained or enhanced. The potential development is referred to as Gabites Block Private Plan Change (“**the Project**”).

This document is the background landscape analysis to contribute to the Gabites Block private plan change provisions. The plan change provisions are to be developed by the multi-disciplinary team outlining the intentions and guidelines for the development.

This document includes: statutory and non-statutory context analysis relevant to landscape matters, landscape character analysis, identification of landscape values, an estimation of the capacity of the landscape to absorb change, and the extent of potential development which may be achieved while maintaining the identified landscape and amenity values. Furthermore, it identifies opportunities to enrich the ecological, amenity, and recreational values, particularly on the steep hillsides and on the discernible ridgeline which is unsuitable for prominent development. Recommendations have been provided to ensure the intentions and outcomes of the plan change provisions align with the landscape values of the site.

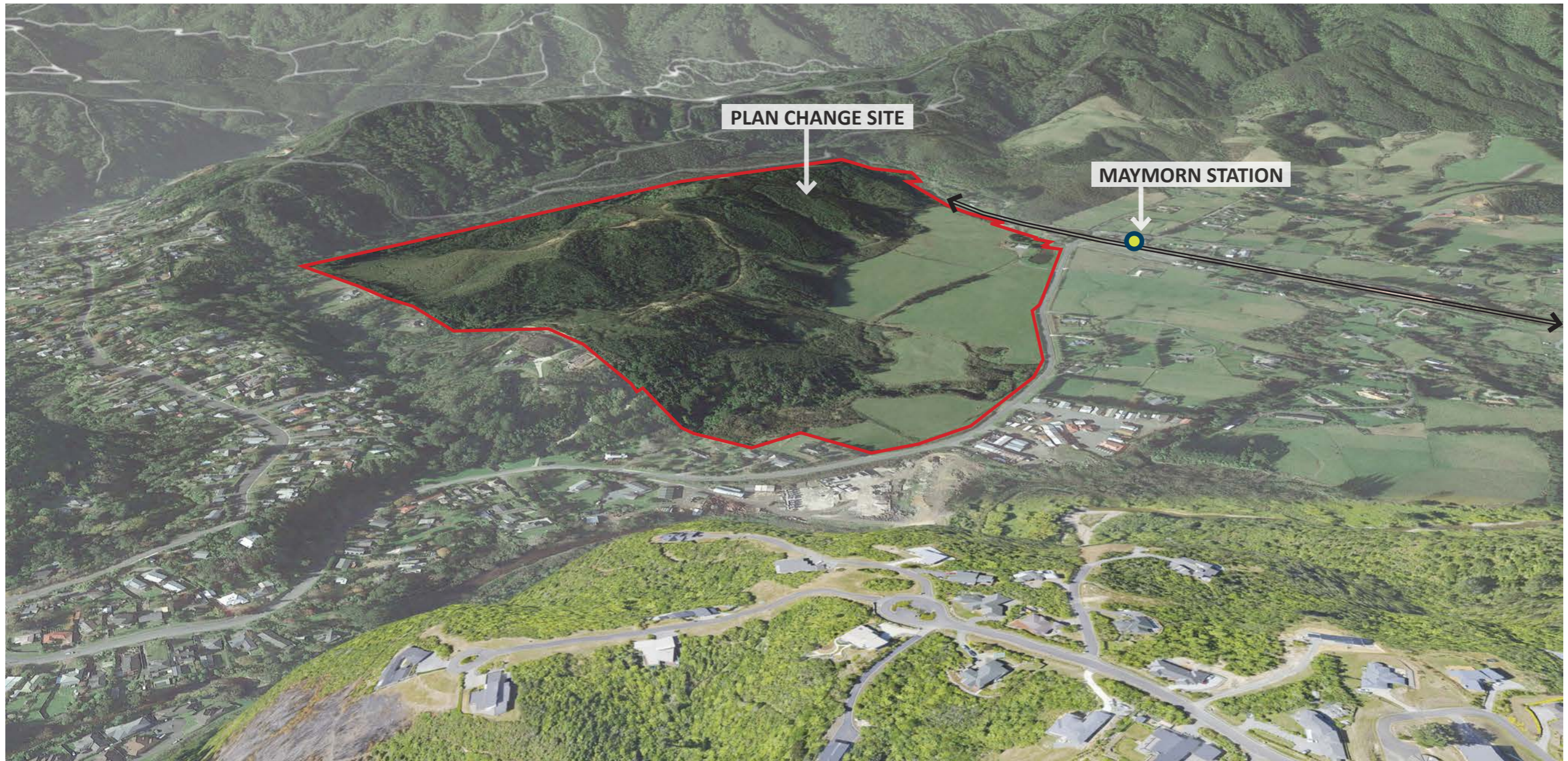


[IMAGE] Maymorn Station's railway heritage items.

LANDSCAPE REPORT CONTEXT

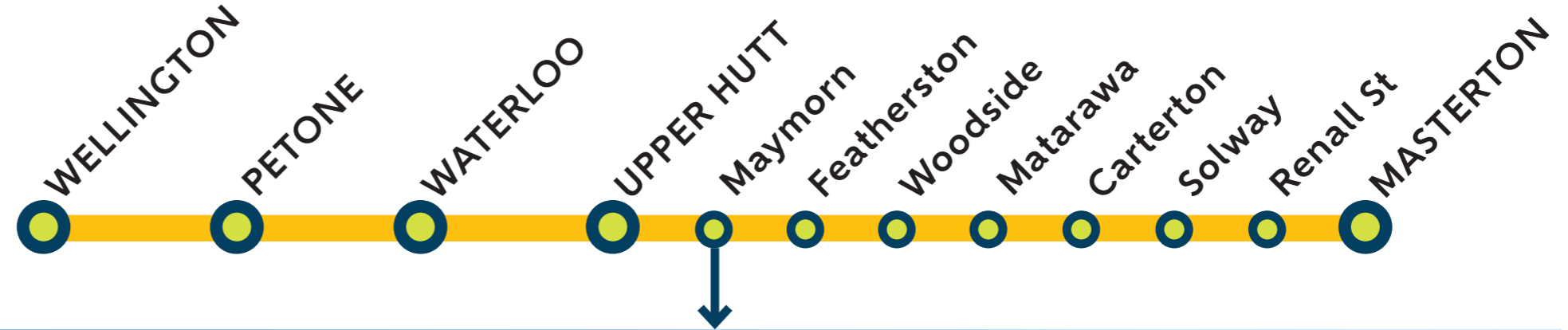
PROPOSAL

PRIVATE PLAN CHANGE



LOCATION MAYMORN

Maymorn is a rural area at the peri-urban edge of Upper Hutt city, in the Wellington region of New Zealand. The Maymorn station is on the Metlink Wairapapa Line. The journey is approximately 45 minutes from Wellington City centre, and 15 minutes from Upper Hutt City centre.



[IMAGE ABOVE] Maymorn Station.

STATUTORY CONTEXT

LANDSCAPE MATTERS

Resource Management Act 1991

Part 2, Section 6 of the RMA sets out “matters of national importance”, while Section 7 sets out “other matters”.

Section 6(a) requires the preservation of natural character. Section 6(b) requires the protection of outstanding natural features and landscapes. S 6(b) does not apply to this private plan change as there are no Outstanding Natural Feature Landscapes near the site. Section 6(c) of the RMA outlines that “areas of significant indigenous vegetation and significant habitats of indigenous fauna”, shall be recognised and protected as a matter of national importance. There are proposed significant natural areas on the site termed Gabites Block Natural Areas (“GBNA’s”).

Section 7(c) requires the maintenance and enhancement of amenity values and Section 7(f) requires the maintenance and enhancement of quality of the environment.

Wellington Region Policy Statement

The second generation RPS for the Wellington region was made operative on 24 April 2013. Chapter 3.7 covers landscape matters, such as ‘outstanding’ natural features and landscapes (“ONFL’s”), and special amenity landscapes (“SAL’s”). There are no ONFL’s or SAL’s near the plan change site.

The RPS recognises that other landscapes still contribute to the amenity and character of the region, but these are managed through the general amenity provisions in local authority plans. Impacts on these landscapes are not considered to be a regionally significant issue.

Upper Hutt Operative District Plan 2004

The District Plan (“DP”) was made operative in 2004. Chapter five, the Rural Zone, articulates the transition from traditional farming to a diverse range of rural and rural lifestyle activities. Loss of rural character, vegetation and habitat loss, and degradation of amenity values are identified as potential resource management issues (5.2.1).

Key characteristics of the rural environment are listed as:

- Open, expansive countryside.
- Low density of buildings with vegetation being dominant.
- Open space a key aspect of rural character.
- Building design, location and scale that complements the character of the surrounding area.

Amenity values are defined as “those natural and physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes”.

Activities such as rural lifestyle development can be considered acceptable if it does not impact on rural amenity or character (maintained and enhanced), and natural ecosystems are protected. Activities may be guided by a structure plan.

The DP included a structure plan for both Wallaceville and Mount Marua to guide future residential growth. For example, the Mount Marua structure plan aims to encourage a built form which is respectful of the site’s setting and character, the native vegetation, naturally undulating landscape, and its contribution as a visual backdrop for the urban area.

STATUTORY CONTEXT

DISTRICT PLAN

OBJECTIVES & POLICIES

5.3 OBJECTIVES

5.3.1 The maintenance and enhancement of the open spaces, natural features and ecological systems which comprise the rural character and amenity.

The Valley Floor Sub-zone is defined as the area largely used for productive agricultural purposes with a range of land holdings located primarily on the valley floor. It includes the Mangaroa [Valley]...The Subzone provides for rural-orientated uses appropriate to this particular environment.

The Hill Sub-zone is the largest area within the rural environment. The Sub-zone comprises the hill areas surrounding the valley floor and many open space areas which are largely undeveloped and valued for their recreation, scenic, heritage, habitat, ecological, landscape and scientific values. This includes the Tararua Forest Park, the Wellington Regional Council water catchment areas, plantation forests and the Kaitoke Regional Park. These areas are used for both passive and active recreation...

5.3.3 To maintain and enhance the amenity values of the rural area. The level of amenity values in the rural area is important to people living, working and visiting in the area. The rural environment is however that of a working area, and the level of amenity differs from that which would be found in residentially zoned land.

5.4 POLICIES

5.4.1 To manage the adverse environmental effects arising from the scale, density, number and location of earthworks, new building developments and activities so that they do not significantly compromise rural character and landscape values.

...seeks to maintain the natural elements which give the rural area its character...controlling the subdivision of rural land, limiting the intensity of residential and other activities, and by placing control on associated earthworks.

5.4.2 To ensure that subdivision, development and land use within the

Valley Floor and Hill Sub-zones minimise adverse effects on rural character, areas of significant indigenous flora or fauna, and amenity values.

...Retaining openness maintains a rural character which distinguishes the areas from the more densely settled urban environment.

5.4.4 To ensure that subdivision, development and land use within the Rural Hill Sub-zone minimise adverse effects on significant natural, ecological, scenic, visual, landscape, recreational and cultural values.

5.4.5 To ensure that activities which alter the contour of the land do not significantly affect rural character and amenity values, particularly where the land is visible from roads and public places.

5.4.9 To encourage new development of an urban nature to locate within the urban areas of the City.

... Urban expansion also leads to a radical

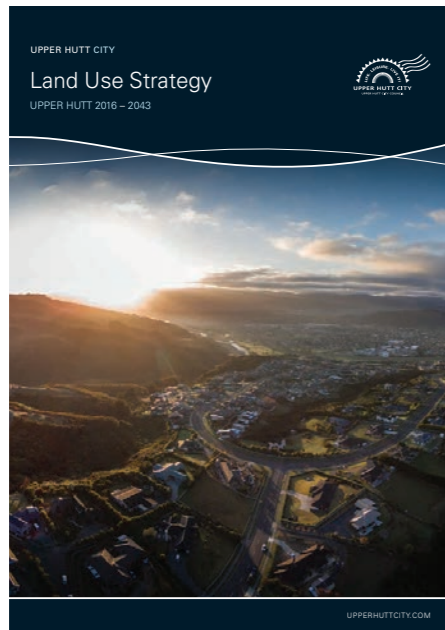
transformation in the appearance of former rural areas and nullifies any open, vegetation dominated aspects of rural character. New residential development needs to be provided for in a sustainable manner. Accordingly, the Plan provides for new urban development in appropriate locations.

5.4.11 To limit the potential adverse effects of rural and non-rural activities on each other and on rural amenity values.

5.4.12 To encourage building design, location and scale that complements the character of the surrounding area.

NON-STATUTORY CONTEXT

LAND USE STRATEGY



Upper Hutt Land Use Strategy (2016-2043)

Upper Hutt City is primarily low-density housing with sprawling suburbs overtaking rural areas as demand for development grows. The Upper Hutt Land Use Strategy (2016-2043) aimed to address this issue by delivering density within existing urban areas and concentrating growth around public transport nodes. Due to the proximity with Maymorn railway station, the site is identified as a potential growth area.

According to the Upper Hutt Urban Growth Strategy 2007, “Maymorn is regionally the most significant area of land within Upper Hutt for future urban development, possibly for the next 30 or more years”. The land to the east of Maymorn Road (referred to as the Gabites Block) was identified as having potential for further investigation of development options. This was to be considered as a focused part of a wider review of the rural zones (see PC50).

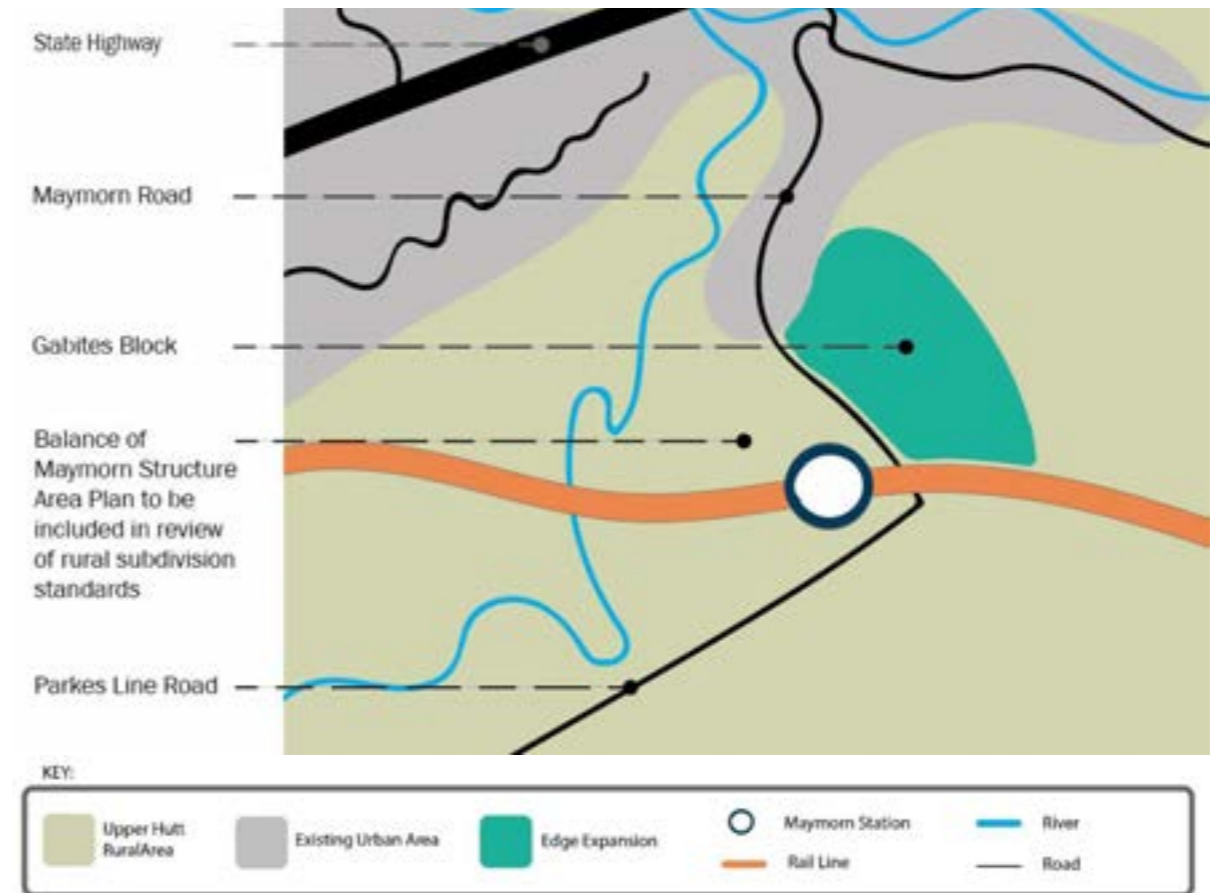


Figure 4.17 from the Upper Hutt Land Use Strategy (2016-2043) demonstrating potential investigations in Maymorn. Note: the Gabites Block is drawn as an edge expansion to the existing urban area of Te Mārua.

NON-STATUTORY CONTEXT

DRAFT PC50 CONSULTATION

Upper Hutt City Council Plan Change 50 - Rural / Residential 2020

Plan Change 50 aims to be publicly notified in 2022 and sets the future direction for rural development.

Upper Hutt City Council expects a shortfall of up to 2,100 homes by 2047 under the operative district plan. The plan change aims to address this to achieve better outcomes for future generations, while growing in a sensible and sustainable way.

Phase 1 Reporting

(potential landscape matters):

- *Landscape Report: Rural Land Use Assessment 2019*
- *Review of Rural and Residential Resource Consent Applications*

Phase 2 Reporting

(potential landscape matters):

- *Preliminary Medium Density Urban Design Guide*

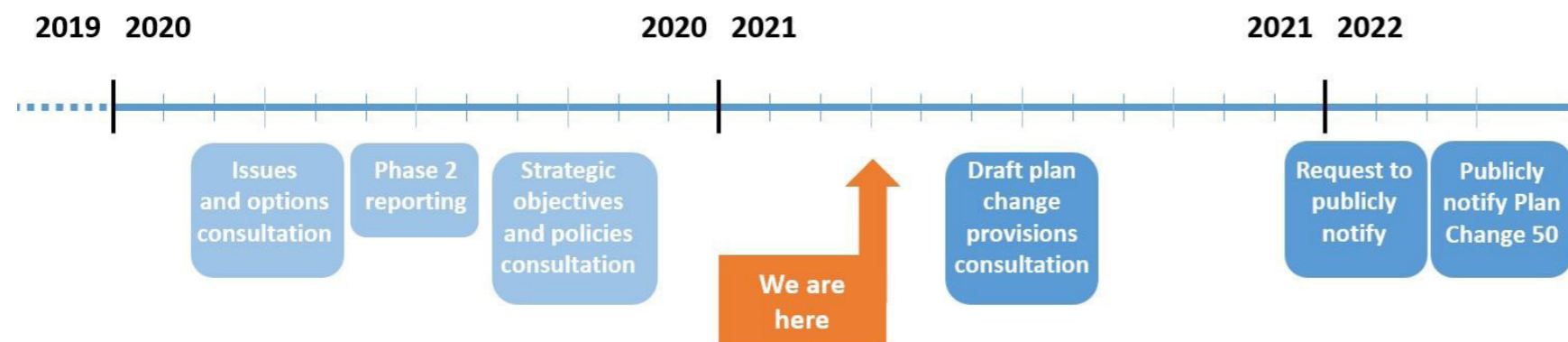
Strategic Objectives and Policies:

Opened from 16 March to 8 May 2020

- *Rural PC50 Issues and Opportunities*
- *Rural Strategic Objectives and Policies*
- *PC50 Engagement Report - Issues and Opportunities for the Rural and Residential Review*

Some themes of PC50 include:

- *Enabling growth areas with clear outcomes - e.g. new areas for rural and residential development.*
- *Retaining our character - e.g. protecting identified character areas from overdevelopment.*
- *Having flexibility when subdividing - e.g. flexible and adaptable subdivision controls.*
- *Greater housing choice and diversity is available to enable affordability and accessibility – e.g. allowing small dwellings on existing sites and construction of more one and two bedroom units.*
- *Intensifying development in appropriate rural and residential areas – e.g. high density housing around urban train stations and the city centre, and lifestyle development in rural areas.*



NON-STATUTORY CONTEXT

DRAFT PC50 CONSULTATION



Outcomes and Methods for the Rural and Residential Review – Rural Edition

PLAN CHANGE 50 OF THE UPPER HUTT DISTRICT PLAN 2004

The character of Maymorn around the station is likely to change as Upper Hutt City Council has identified the north-east side of Mangaroa Valley for residential development, including the Gabites Block. The policy direction anticipates *“denser Rural lifestyle living over the Gabites Block, transitioning to rural-residential settlement near the Maymorn Railway Station”* (see objective 7).

Maintain Rural Character

OB1

Established rural character and aesthetics are maintained and enhanced by:

- a) Retaining a sense of openness and privacy;
- b) Building in a form and scale reflective of site and surrounds;
- c) Prioritising overall utility and self-reliance;
- d) Recognising the use of land for productive means; and
- e) Recognising the benefits of the natural environment.

Balancing rural living, rural character, and the environment

OB3

Rural-residential intensification and lifestyle development is enabled within select areas and does not seek to develop across valley floor areas.

Management of rural settlement and rural lifestyle areas

OB6

Identified rural-residential settlement and rural lifestyle areas are well defined by clearly detailing how areas are intended to be developed, and integrated with any existing roading or infrastructure.

OB7

The Maymorn area is developed in a form that provides for a combination of rural production, rural-residential living, and rural lifestyle options, while retaining rural amenity values, through:

- a) Rural-residential settlement centred in close proximity to the Maymorn Railway Station, which includes appropriate community facilities, local commerce and greenspace;
- b) Denser Rural lifestyle living over the Gabites Block, transitioning to rural-residential settlement near the Maymorn Railway Station;...
- g) Remaining areas along the Parkes Line Road and Maymorn Road axis used predominantly for rural lifestyle living.

Council mapping for (PC50), as of 12/05/2021, gave indication zoning of the site and the surrounding area.

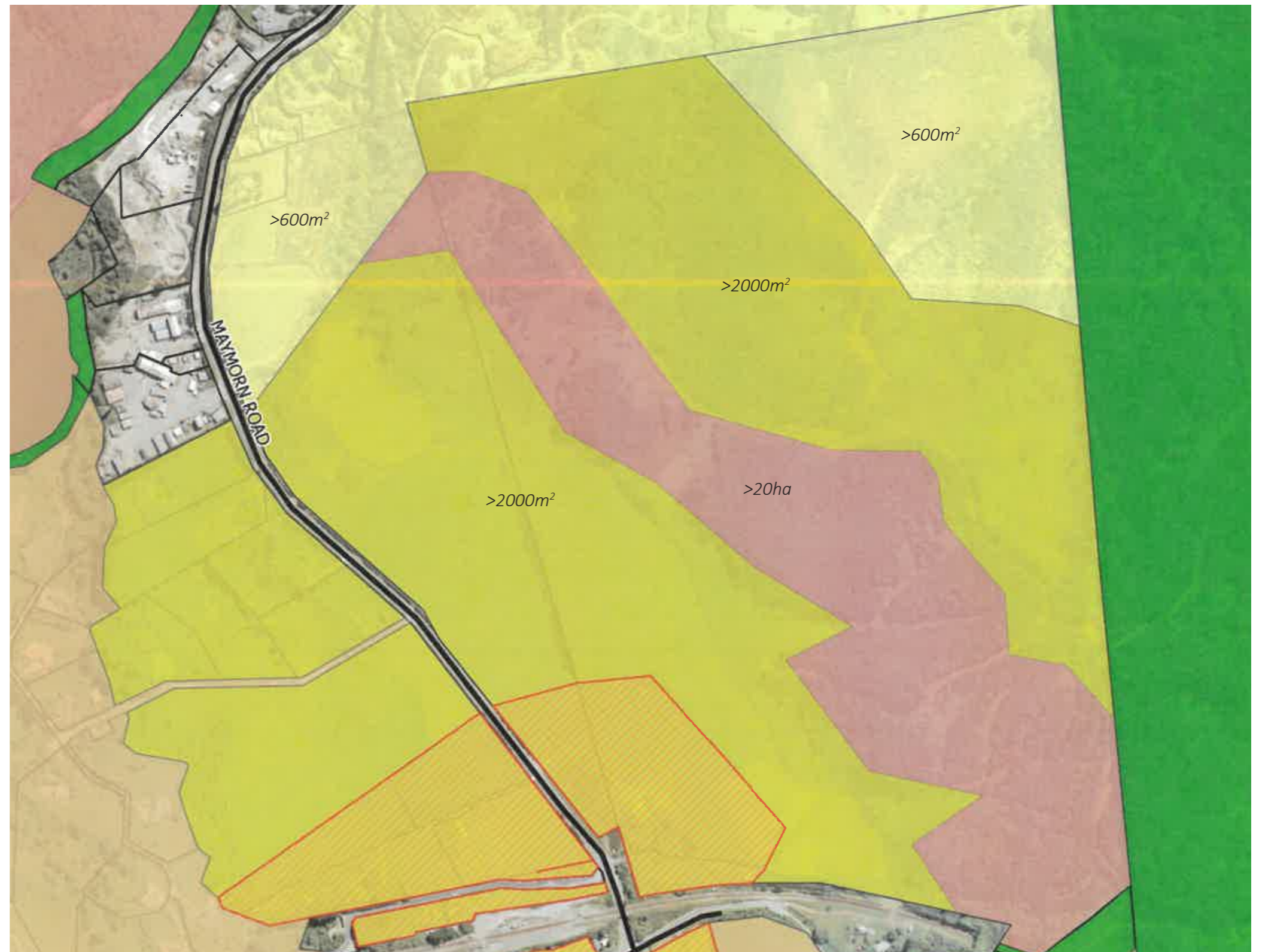
The Village Precinct is a 'mixed use zone'. This allows for subdivision down to an average of 2,000m² (minimum of 1,000m²) and provides for commercial activity as a Controlled Activity at a scale representative of the underlying Settlement Zone.

This mapping is not entirely in line with Objective 7 which aims to enable "denser Rural lifestyle living over the Gabites Block, transitioning to rural-residential settlement near the Maymorn Railway Station".

KEY

DRAFT PC50 Zones

- General Rural >20ha
- Rural Lifestyle >1ha
- Settlement >2000m²
- Low Density Residential >600m²
- Precinct - Village >1000m²



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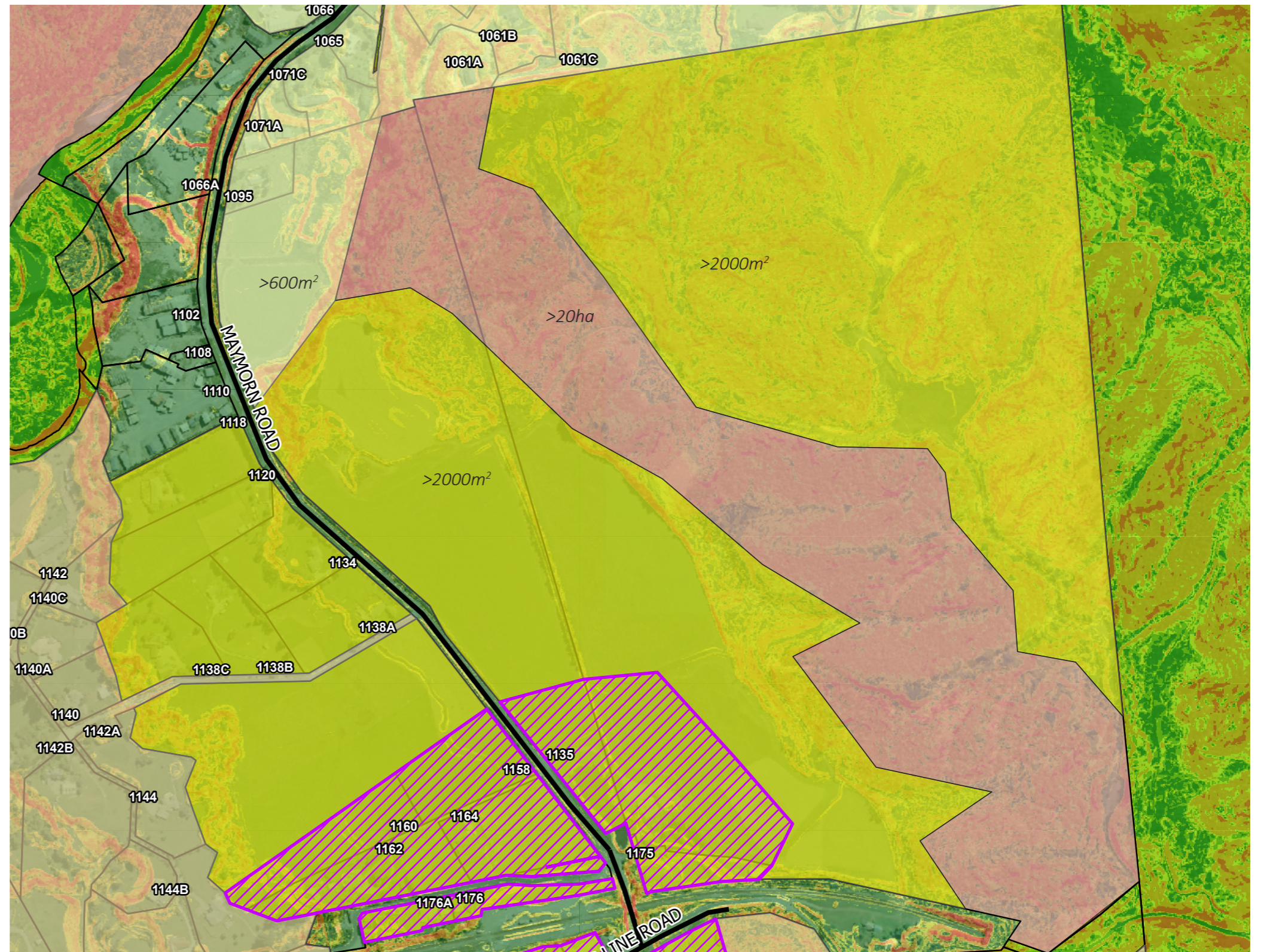
Council mapping for (PC50), as of 05/07/2021, gave an updated indication zoning of the site and the surrounding area.

We understand the Low Density Residential area to the north-east was removed due to infrastructure servicing constraints. However, from a landscape perspective, such zoning would be appropriate.

KEY

DRAFT PC50 Zones

- General Rural >20ha
- Rural Production >10ha
- Rural Lifestyle >1ha
- Settlement >2000m²
- Low Density Residential >600m²
- Precinct - Village >1000m²



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NON-STATUTORY CONTEXT

DRAFT PC50 ZONING PROVISIONS

Low Density Residential Areas

Vacant subdivision format:

- Minimum Net Site Area Requirement – 600m².
- Front boundary lots:
 - 15m minimum frontage
 - 12m circle shape factor.
- Rear lots:
 - 12m circle shape factor

Subdivision that creates more than 10 allotments is a Restricted Discretionary Activity. The [landscape] Matters of Discretion are limited to:

- The intended pattern of development to ensure consistency with the purpose, character and amenity values of the zone;
- Provision of public open space either within a development or within 800m of walkable distance;

Any building (excluding accessory buildings) shall be setback 4m from the front boundary of the site.

The maximum building height shall be 8m when measured above ground level.



[IMAGE ABOVE] 400m²-500m² lots on Diamond Grove and Sunstone Crescent, Upper Hutt.

NON-STATUTORY CONTEXT

DRAFT PC50 ZONING PROVISIONS

Settlement Zone

All subdivisions are a Controlled Activity when the following standards are met:

- Minimum allotment size of 2000m²; and
- There is no extension of the Council Reticulated Three Waters Services.
- 20m diameter circle, within boundary setbacks.
- The minimum distance between new accessways onto roads shall be 100m

The [landscape] Matters of Control are as follows:

- Identification of a building platform and suitable location for onsite servicing at a scale to accommodate the anticipated use and ground conditions.
- How landscaping is used over the site to manage allotment density and to integrate the subdivision into the character of the local environment.



[IMAGE ABOVE] 1000m²-2000m² lots on Opal Ave and Jade Crescent, Upper Hutt.

NON-STATUTORY CONTEXT

RURAL LAND USE ASSESSMENT

Landscape Report: Rural Land Use Assessment 2019

As part of PC50 large scale reporting has been completed in order to identify issues and opportunities. The report identifies that if the Council wishes to accommodate the demand for people moving into Upper Hutt's rural areas in search of a commutable rural lifestyle, a balancing act will need to be achieved between the following matters:

- *Rural character – the characteristic of open (vegetated) space dominating over built form, and an informal character (often associated with productive land use).*
- *Desirable allotment sizes – previous community consultation indicates that there is market preference for lifestyle properties smaller than 4ha in size (as larger properties are more difficult to maintain).*
- *Good connectivity – rural communities that are well laid out and well connected both internally and with their wider location.*

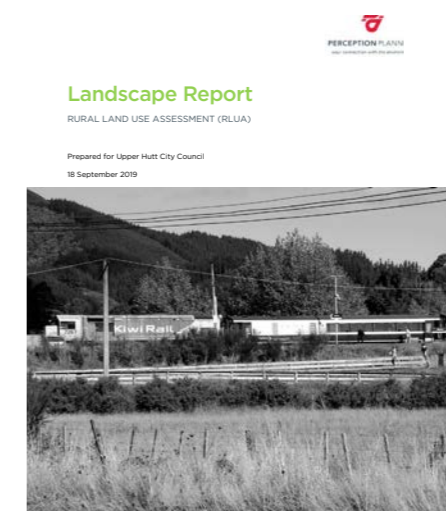
This document assessed the existing landscape character and sensitivity of various parts of Upper Hutt. This included Mangaroa Valley locality (the broader context of the site). Within the Mangaroa Valley, Maymorn (the localised area of the site) has been identified as an area suitable for future growth. This is partly because the northern area of the valley has some more 'developed' characteristics than the other rural localities. According to the report there is landscape capacity for higher density rural-residential development around the rail station / Gabites Block. This area is largely away from the central valley area and from public views. This would also set up opportunities for local shared path links.

Lessons from existing rural development patterns were identified for informing recommendations for managing Upper Hutt's future rural development.

- **Building design** – *to help 'visually break up' the built form, such as use of recessive colour and lower reflectivity, appropriate scale, architectural modulation, including the use of secondary exterior cladding materials.*
- **Responsive building siting** – *considering 'sitting into' rather than 'perching on' hillsides, avoiding more prominent locations, or providing sufficient setbacks.*
- **Landscape planting** – *in some areas, like in surroundings of indigenous vegetation, this may require predominant or exclusive use of native planting and recognition of natural vegetation patterns (i.e. not putting a few trees in front of a building on a spur, but extending informal existing gully patterns to soften the appearance of built development). Planting should not to be used as the sole mitigation factor, and it should not be overtly formal or urbanising in character.*

Hillside Development – Specific Considerations

- **Boundaries** – *more landscape responsive boundary alignment (i.e. following gullies or other landform patterns)*
- **Building platform controls**
- **Access** – *discreet (and shared) driveway alignment will help development 'sit into' hill site locations rather than more prominently 'perch on' their landscape setting.*



NON-STATUTORY CONTEXT

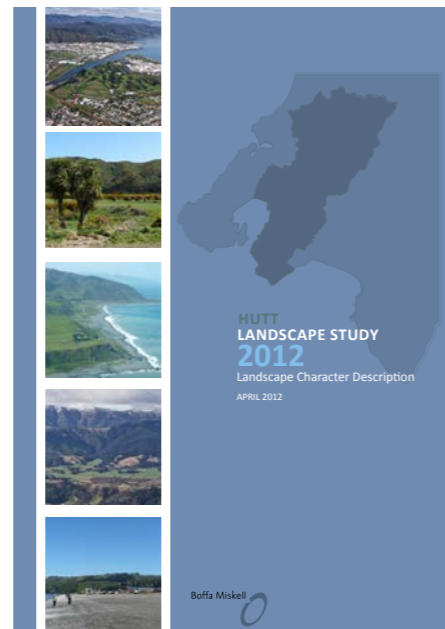
LANDSCAPE STUDIES

Hutt Landscape Study: Landscape Character Description 2012

Boffa Miskell

The Hutt Landscape Study was initiated to assist in the long-term development of planning measures for managing landscape change in the Hutt. In combination with later documents, this report helps to inform the landscape character of our site's the broader context, as the Mangaroa Valley is identified as a character area.

The Mangaroa character area is described in terms of its topography, vegetation, and historic and current landuse. It summarises that *"since the arrival of European settlers around the Hutt Valley, the Mangaroa Valley has been an important farming area. Today, small landholdings of 10ha or less dominate the valley floor, including rural lifestyle lots and small farmlets; dwellings and associated farm buildings make up most of the structures in the valley"* (pg 32).



Upper Hutt City District Landscape Study 2018

Isthmus Group

This assessment was carried out to support the Upper Hutt City District Plan review process, by providing a technical assessment of the Upper Hutt City's ONFL's and SAL's under Part 2 of the RMA, and the RPS. The site is not identified as an ONFL or SAL. The report helps to inform the landscape character of our site's broader context, as the Mangaroa Valley is identified as a character area.



Characteristics include:

- *Broad alluvial valley set between the Rimutaka Ranges and outlying hills with Mangaroa River gravels, peat, silt soils and cool microclimate.*
- *Prominent spurs at the Maymorn entrance and limited access roads back to the city and Whitemans Valley, increase sense of enclosure.*
- *Vegetation patterns are predominantly exotic-typical of rural landuse on the valley floor and known flood zone with exotic forestry and regenerating kānuka/mānuka and small areas of beech forest to the valley edges.*
- *Landuse has transitioned from farming to rural lifestyle and planned residential with some light industry retained near Maymorn.*
- *Maymorn provides link to past rail alignment, military use and Pakuratahi Forest Park and marks rail entry/exit to the District.*

CONTEXT PLAN GABITES BLOCK

Broader Context

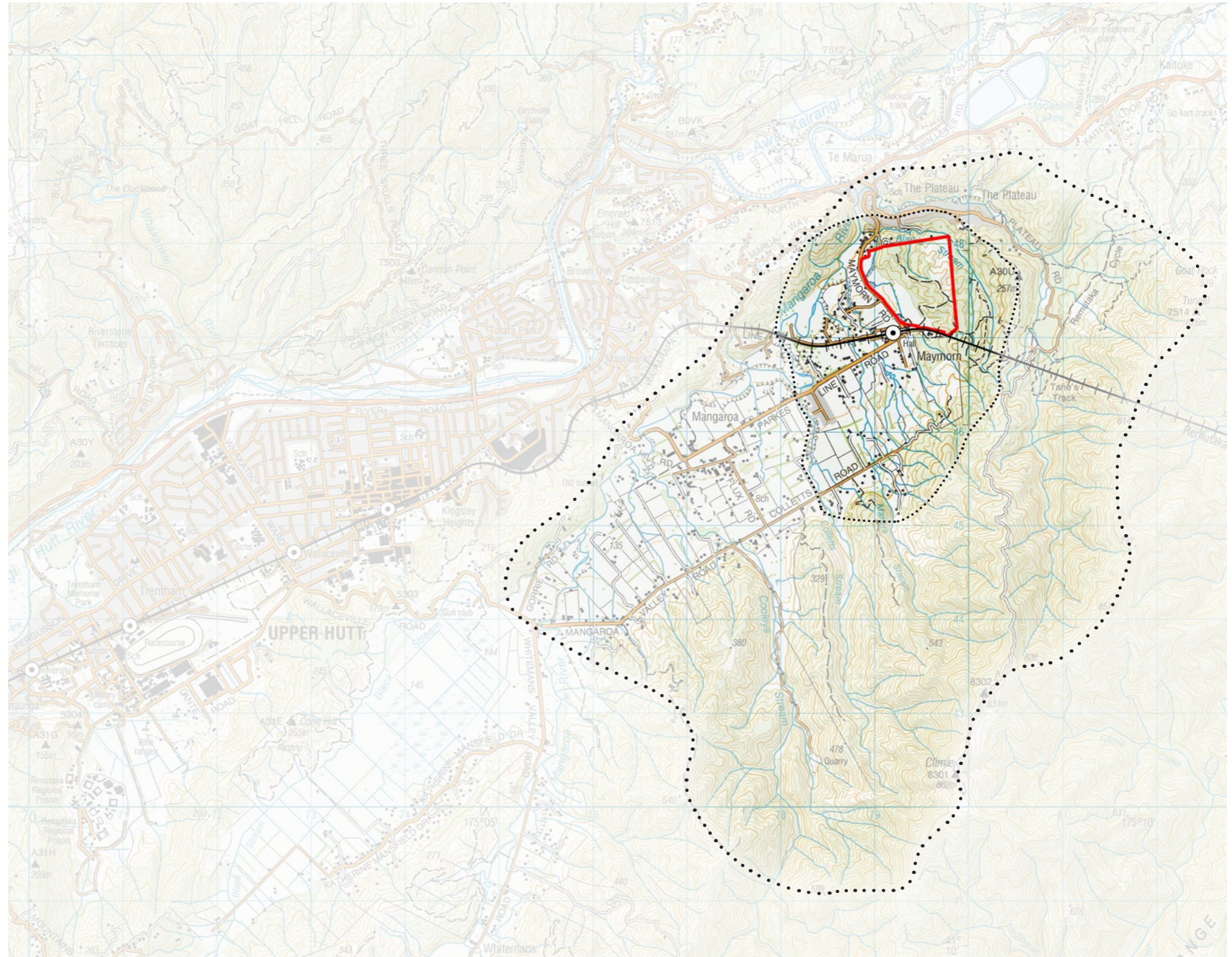
The broader context is defined by Mangaroa Valley. This is a broad alluvial valley set between the Remutaka Ranges (east) and the Southern Hills (west). The northern extent is considered the foothills behind Plateau Road residential area (north) and the intersection between Mangaroa River and Mangaroa Valley Road (south).

Localised Area

The localised area is focused around Maymorn Station which is near the plan change site. Landscape features which define the extents of this scale include the nearest foothills and Mahers Stream.

KEY

- Broader Context
- Localised Area
- Plan Change Site





[IMAGE] Maymorn Station in the mid-ground. Side of Mt Climie in the background.

LANDSCAPE REPORT

EXISTING ENVIRONMENT

BROADER CONTEXT MANGAROA VALLEY

Mangaroa Valley

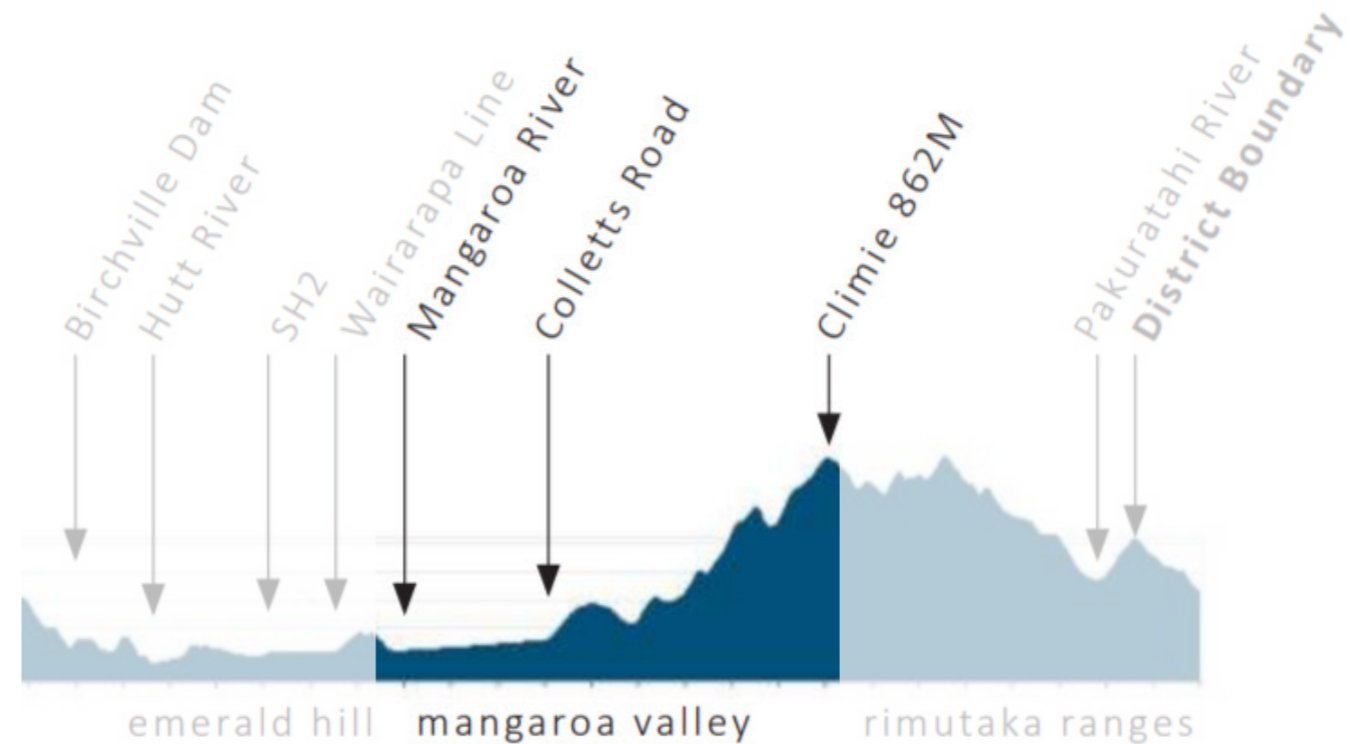
Mangaroa Valley formed as the land east of the Wellington fault tilted downwards toward the west (Begg, J & Johnston, 2000, 'Geology of the Wellington Area'). With headwaters in the Whitemans Valley, Mangaroa River travels north from the western foothills of the Remutaka Range west of Lower Hutt. Mangaroa River flows along the western edge of the valley, exiting the basin parallel to Maymorn Road, joining Te Awa Kairangi/Hutt River on the northern outskirts of Upper Hutt. The Mangaroa Valley contains alluvial gravels, peat, silt soils and supports a cool microclimate in this contained context. Vegetation patterns are predominantly pasture cover typical of rural valley floor landuse, with exotic forestry and regenerating kānuka/mānuka and small areas of beech forest on the hills (Isthmus Group, 2018).

Prominent spurs at the Maymorn entrance, and limited access roads to the valley, create a sense of enclosure and separation between this rural area

and Upper Hutt City. Due to the remote feel close to an urban centre, the valley contains a relatively high density of small rural properties and rural lifestyle blocks (Boffa Miskell, 2012). These narrow, quiet roads are popular with road cyclists. The valley floor is broken up by rural lifestyle lots, waterways with exotic riparian edges, eucalyptus and pine shelter belts, barberry hedges, and stands of native and exotic trees. This, combined with the topography and narrow roads creates an enclosed and small-scale domesticated landscape.

Remutaka Ranges

Pakuratahi Forest lies immediately to the east of the Mangaroa Valley; in places the forest extends on to the valley floor. South-east of the valley is Mt Climie, which at 862m asl, is the second highest point in the Remutaka Range (Boffa Miskell, 2012). The Remutaka Ranges are "characterised by extensive stands of silver beech, hard beech, black beech, some red beech with lowland areas supporting hardwood forests including



rātā/kamahi and isolated podocarps (rimu and tōtara) with mānuka dominant scrub at lower altitudes" (Isthmus Group, 2018). The dominant vegetated landform backdropping Mangaroa Valley is important to the identity of the area.

[SECTION] Source: Isthmus Group, 2018.

BROADER CONTEXT MANGAROA VALLEY

Recreation/Heritage

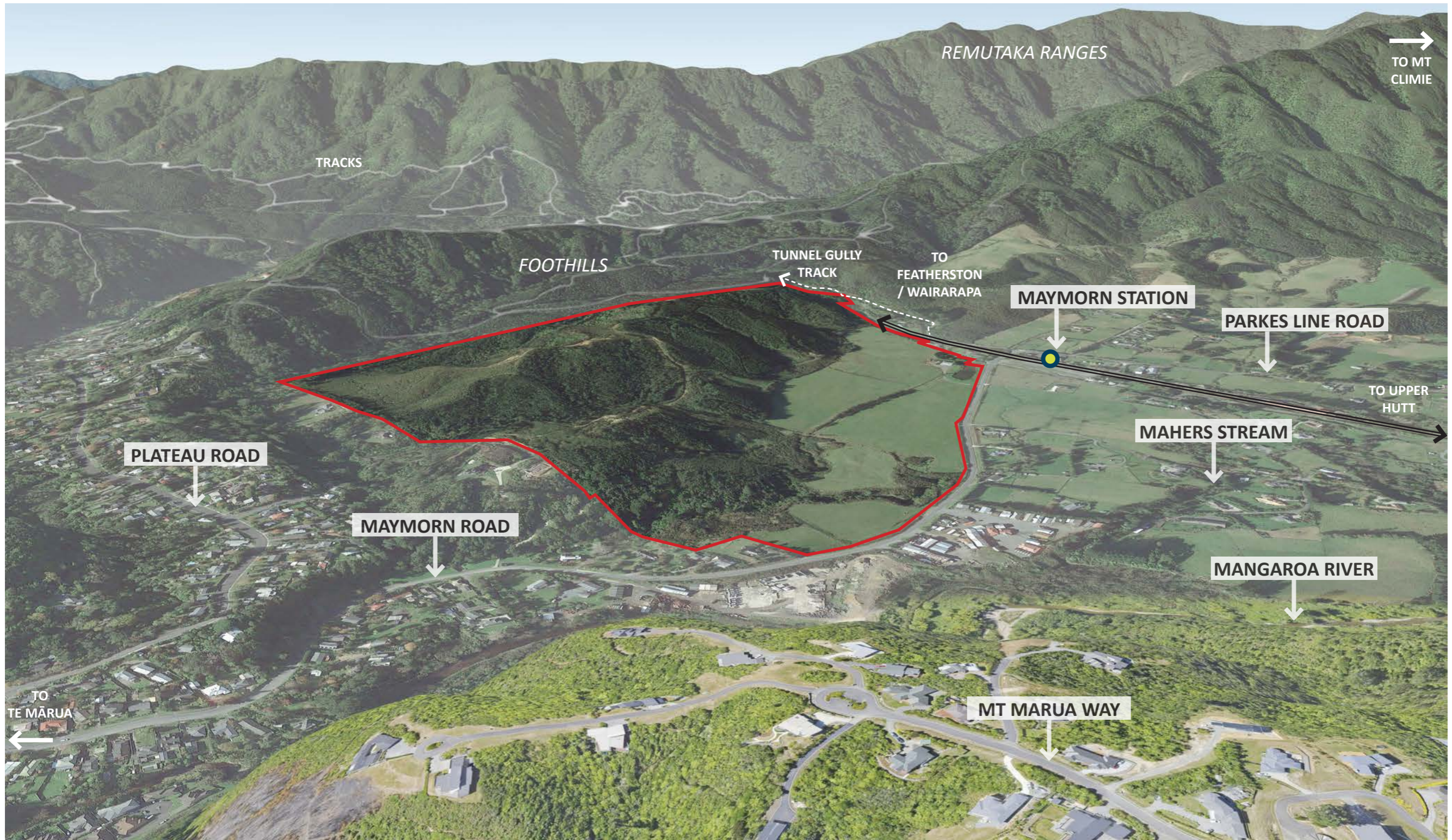
Within the surrounding hills is the Remutaka Rail Trail over the Remutaka Ranges between Mangaroa Valley and Wairarapa. It follows 22km of the original Wairarapa Line. This is managed by GWRC. From Maymorn Railway Station you can follow the walking/cycling track that takes you through the Mangaroa Tunnel to Tunnel Gully.



TUNNEL GULLY PAKURATAHI FOREST

[LEFT] Remutaka rail trail tunnel. Image Source: Remutaka Rail Trail Explorer @ Cycle Rimutaka.

[RIGHT] Pakuratahi Forest Map, showing access to Mangaroa Tunnel from Maymorn Road.



LOCALISED AREA MAYMORN

Maymorn is a small rural area, in the Mangaroa Valley. The aspects relevant to the rural locality includes the proposed Gabites Growth Area (UHCC, 2016, Land Use Strategy) in the north, extending south through to include Maclaren Street. This area sits to the north of the Mangaroa Valley and is separated from the urban Hutt Valley by intervening low hills.

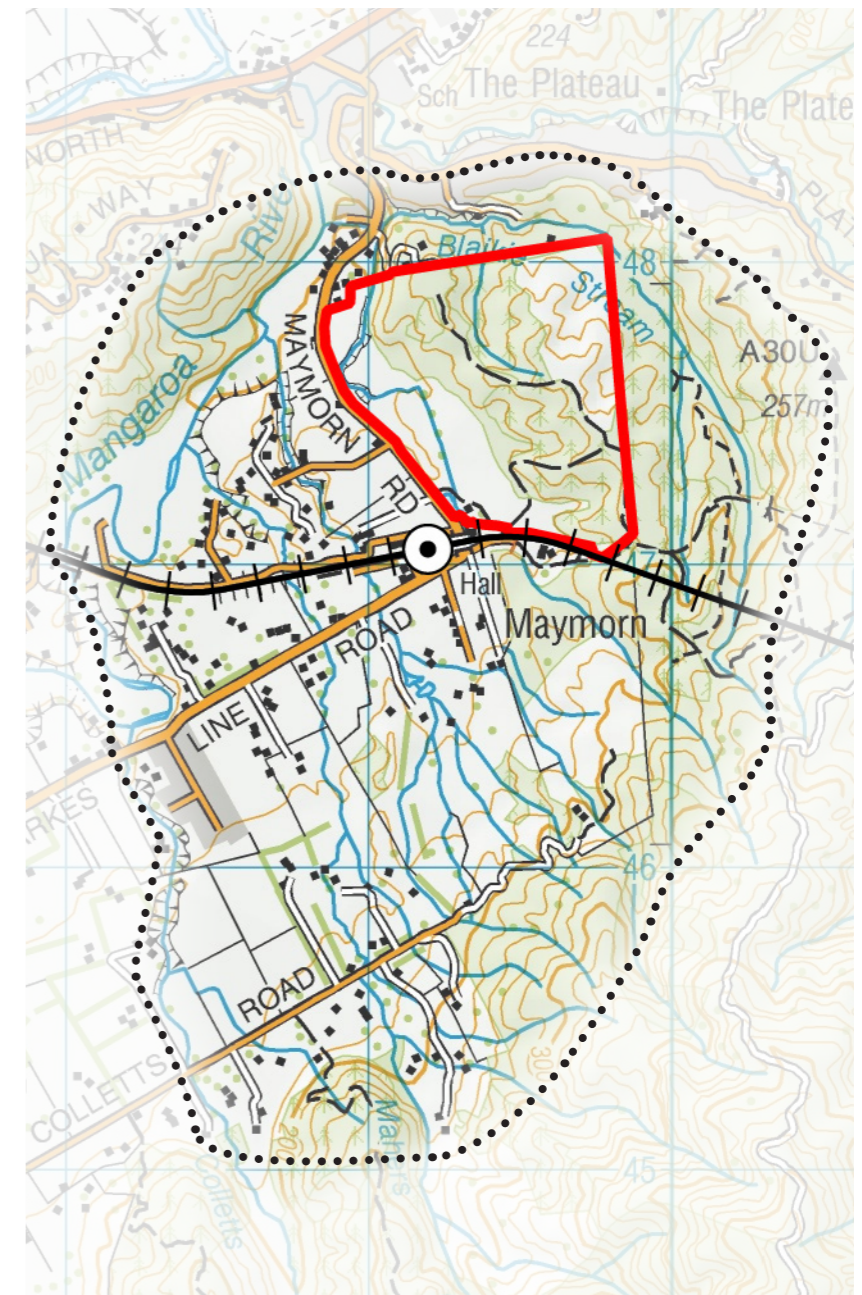
Maymorn is characterised by vegetated hillsides and pasture-covered valley floors, interspersed with rural lifestyle areas. Hillsides of the valley were farmed (grazing) until 20-30yrs prior, but have been planted in pine forest or left to regenerate. Other landuse has transitioned from farming to rural lifestyle and residential with some light industry retained along Maymorn Road.

To date development has occurred somewhat haphazardly. "Historic development patterns themselves have also become a characterising feature in the landscape, such as the distinctive

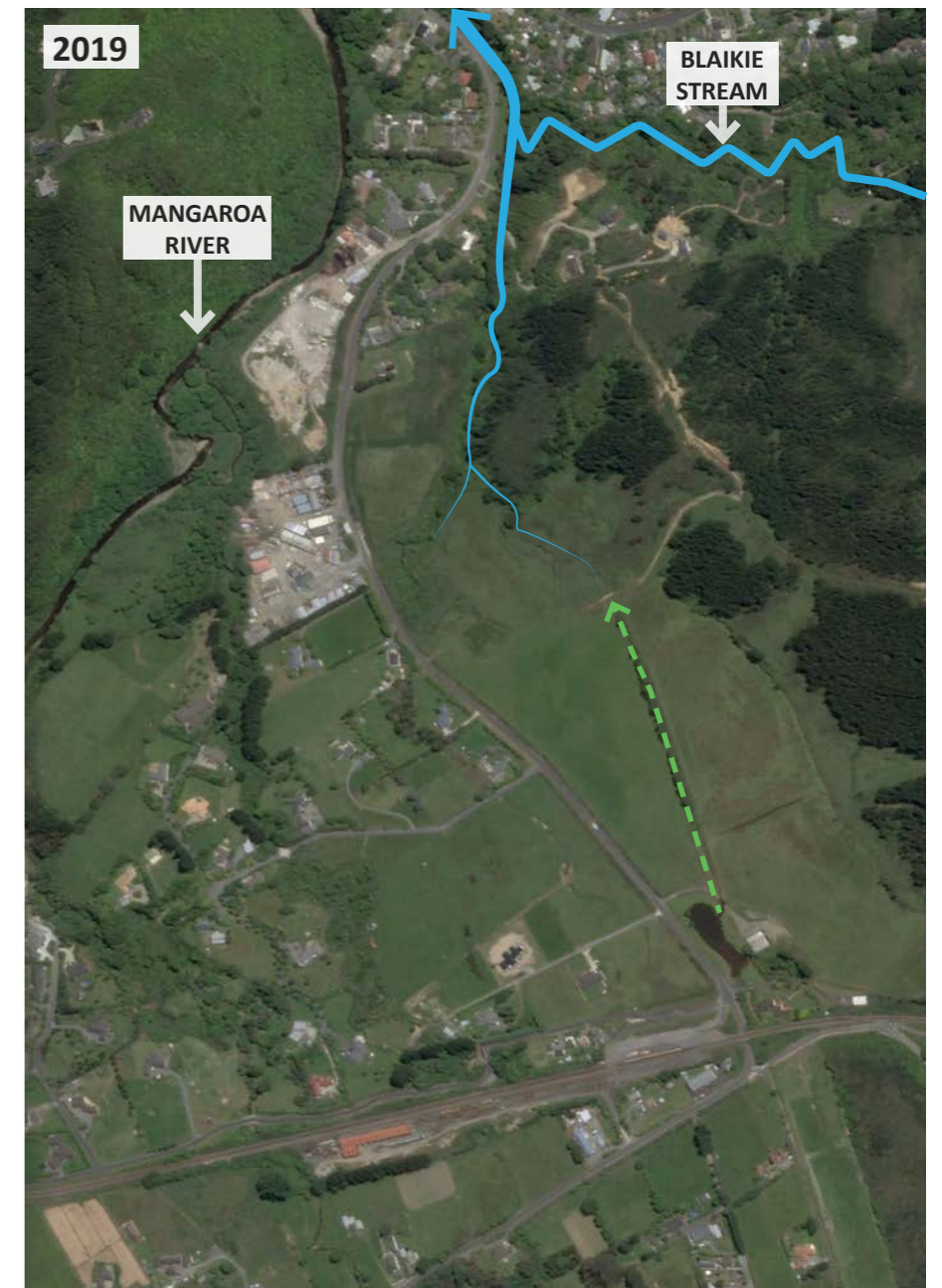
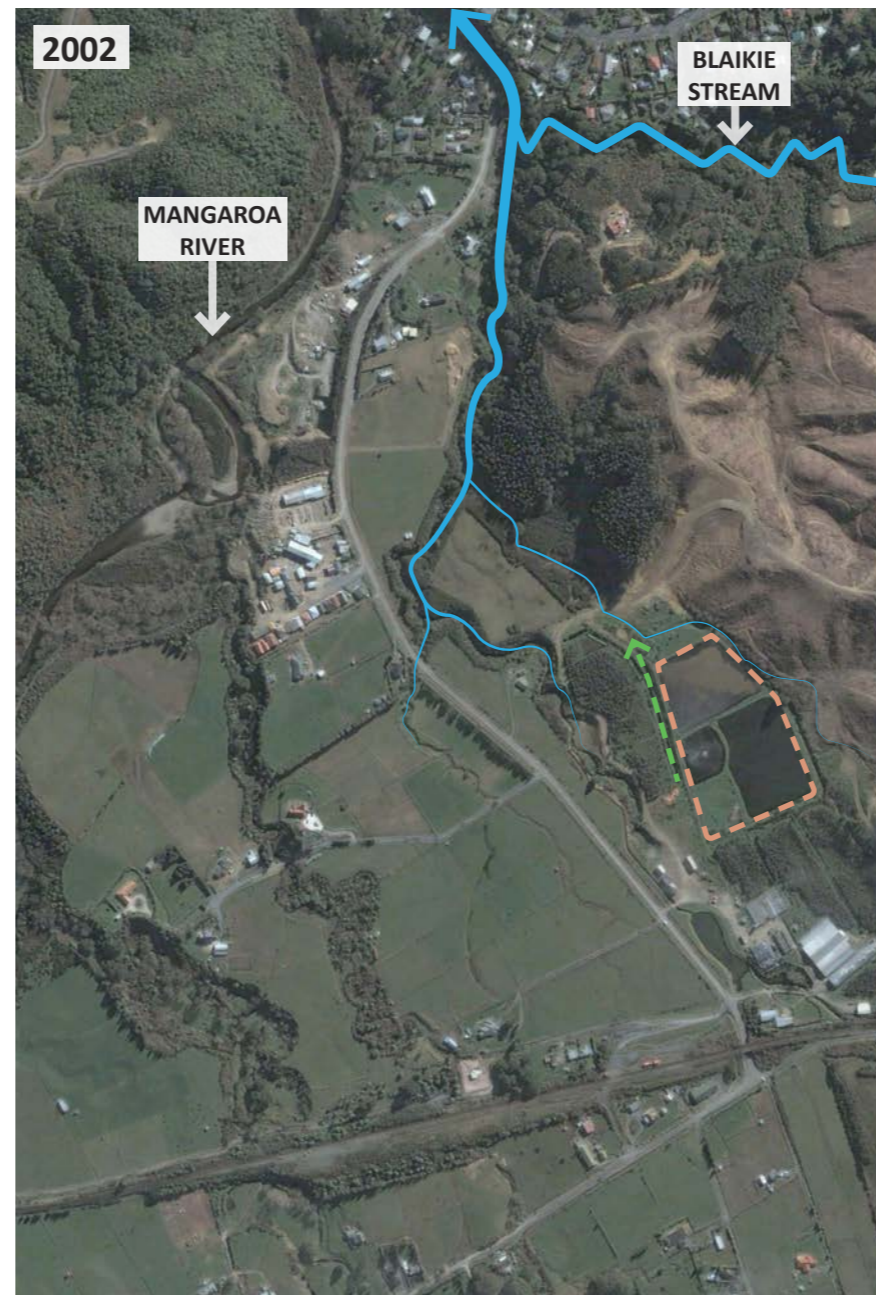
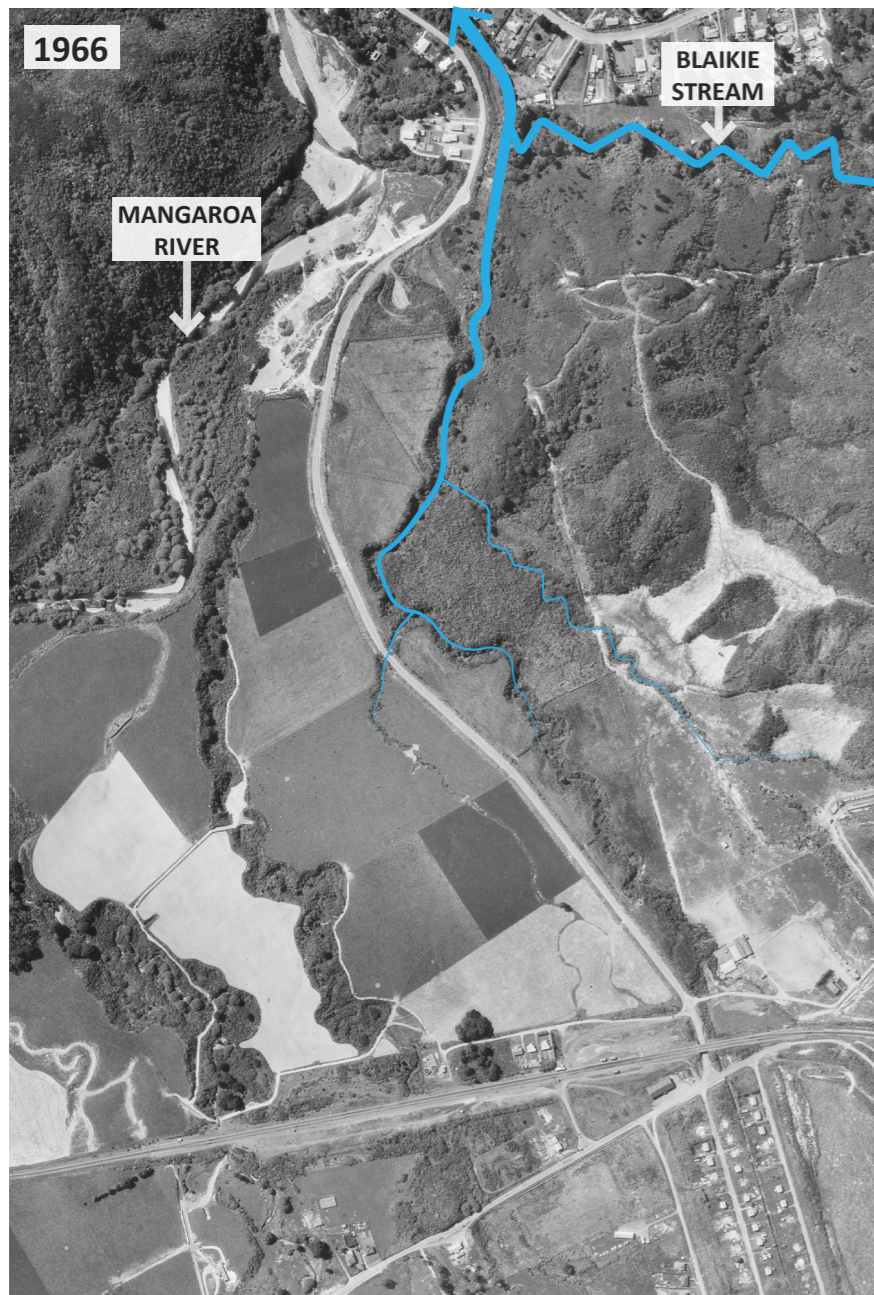
suburban neighbourhood density along Maclaren Street, which sits in the middle of rural Maymorn" (Perception Planning, 2019, 'Landscape Report Rural Land Use Assessment'). Quarter acre properties developed post-clearance of vegetation along Te Awa Kairangi tributaries. The Mangaroa Valley was logged in the early 1900, and the valley floor was then utilised for sheep and dairy farming. A military camp was established at Maymorn during World War I and in the 1950's the valley was used as a base for workers constructing the Remutaka rail tunnel. A collection of Defence Department storage buildings located towards the north of the valley were established during World War II. The scale of these was much larger than was previously found in a rural area. Several dwellings and other structures relating to this early history are present at the northern end of the valley, where most of the settlement is located. Today, smaller landholdings of 10ha or less, dominate the valley floor, including rural lifestyle lots and small farmlets. The dwellings

and associated farm buildings make up the most of the structures in the valley.

Recent development is defined largely by the Maymorn train station, and by proximity to the SH2 and Te Mārua, Upper Hutt. The train station is approximately a 2km drive from Te Mārua residential areas/SH2 and a 8km drive to Upper Hutt city centre (east) via Mangaroa Hill Road.



NATURAL CHARACTER HISTORIC MODIFICATION



[ABOVE] Historic aerial imagery demonstrating modifications to the site's waterways.

NATURAL CHARACTER

MANGAROA RIVER TRIBUTARY

In the localised area, the plan change site has the potential to affect the natural character of an unnamed tributary of Blaikie Stream (tributary of Mangaroa River).

The unnamed tributary is highly modified, having historically undergone straightening with an alignment adjustment.

In 2003 a non-notified resource consent was approved to “continue to divert the flow of a section of an unnamed tributary of Blaikie Stream” and to “reclaim a section of an unnamed tributary of Blaikie Stream” (GWRC, 2003).

The natural character of the tributary is currently in a poor state. As part of the proposed plan change, and subsequent subdivision, there is the potential to enhance the ecology and natural character of the waterway.



[ABOVE] Unnamed tributary of Blaikie Stream running through the site, likely modified as part of farming operations.

LANDSCAPE CHARACTER ANALYSIS









There is a diverse mix of land use in the localised area including residential, light industry, rural lifestyle, forestry, pastoral farming, a GWRC reserve to the east, and historic and current railway.

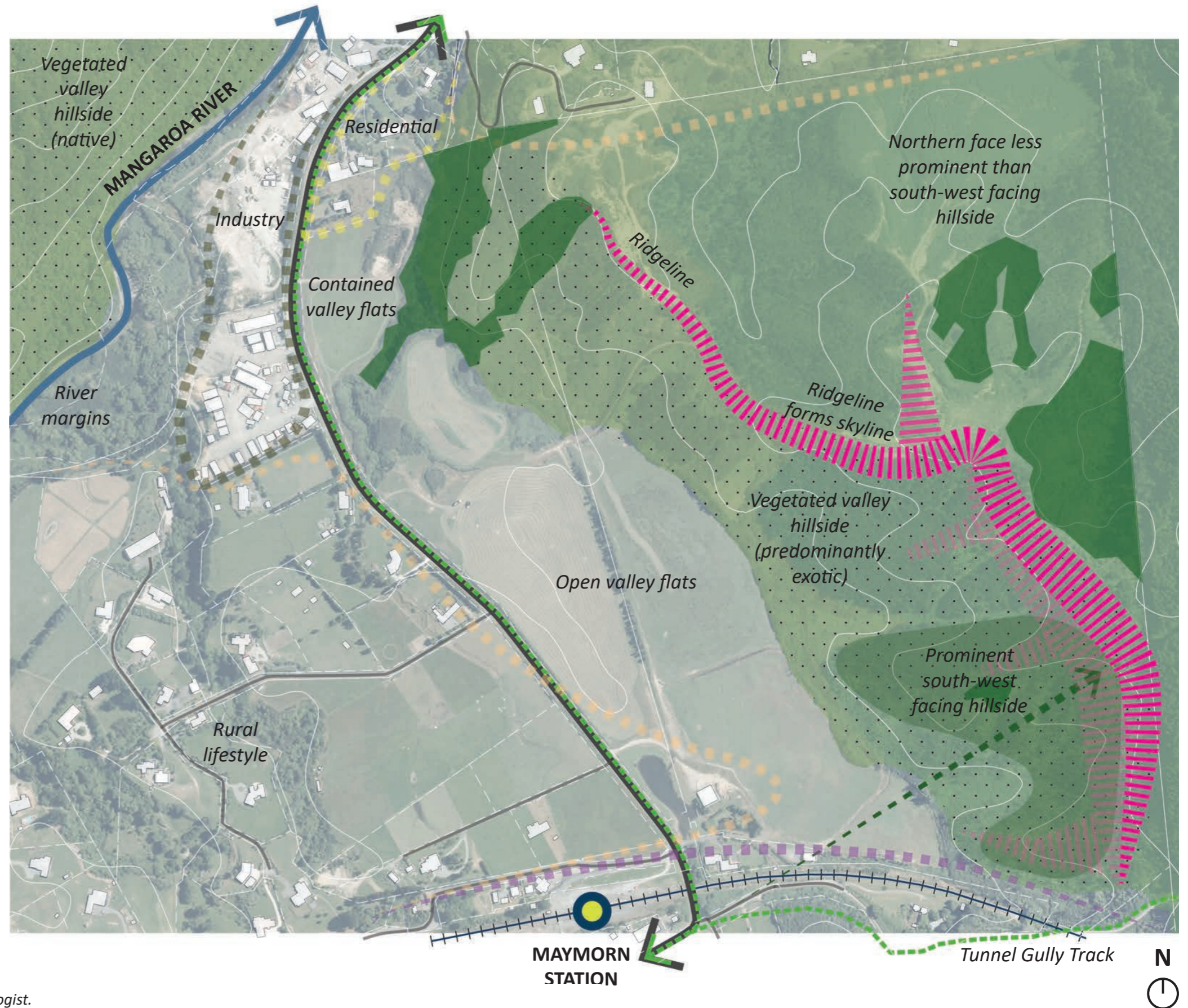
KEY

Activities contributing to character

-  Industry
-  Residential
-  Rural lifestyle
-  Railway

Landscape Elements

-  Ridgeline
-  Vegetated Face
-  Gabites Block Natural Areas*
-  Train Station
-  Cycle path
-  Mangaroa River
-  Roads
-  Buildings



Note: Gabites Block Natural Areas* identified by client's ecologist.

LANDSCAPE CHARACTER

KEY ATTRIBUTES

The Mangaroa valley and Maymorn area have evident signs of occupation. Industrial activities include a large number of warehouses associated with former air force storage depots. Light industrial activity is present at the northern end of the valley (Maymorn Rd) including a sawmill, house removal yard, and concrete plant. The Wairarapa railway line cuts through the landscape with the former railway alignment a heritage feature. Maymorn provides a link to past rail alignment, military use and Pakuratahi Forest Park and marks the railway entry and exit to the District. Mangaroa School is a semi-rural primary school located along Flux Road and surrounded by lifestyle blocks. There is also a cluster of lifestyle residential properties between Maymorn Rd and Wairarapa railway line. Residential areas include state houses along Alamein Ave, a suburban enclave on MacLaren Street, and residential development, off State Highway 2, along Maymorn Road and up Plateau Road valley.

Mount Marua Way is a recent gated community development perched on the tops of the Southern Hills (Mount Marua), west of the plan change site. However, the vegetated and undeveloped hill face (an SAL) provides a natural backdrop to the valley, mirroring the Remutaka Ranges and foothills to the east.

The Gabites Block is an example of an opportunity for rural subdivision, as identified in the UPCC Land Use Strategy, due to its locale next to the train station. There is potential to link the sporadic development areas of Maymorn.



[TOP] Residential area to the north-west of the application site.

[BELOW LEFT] Maymorn; Remutaka tunnel employee housing camp, 1952. Photographer: Reville Jackson.

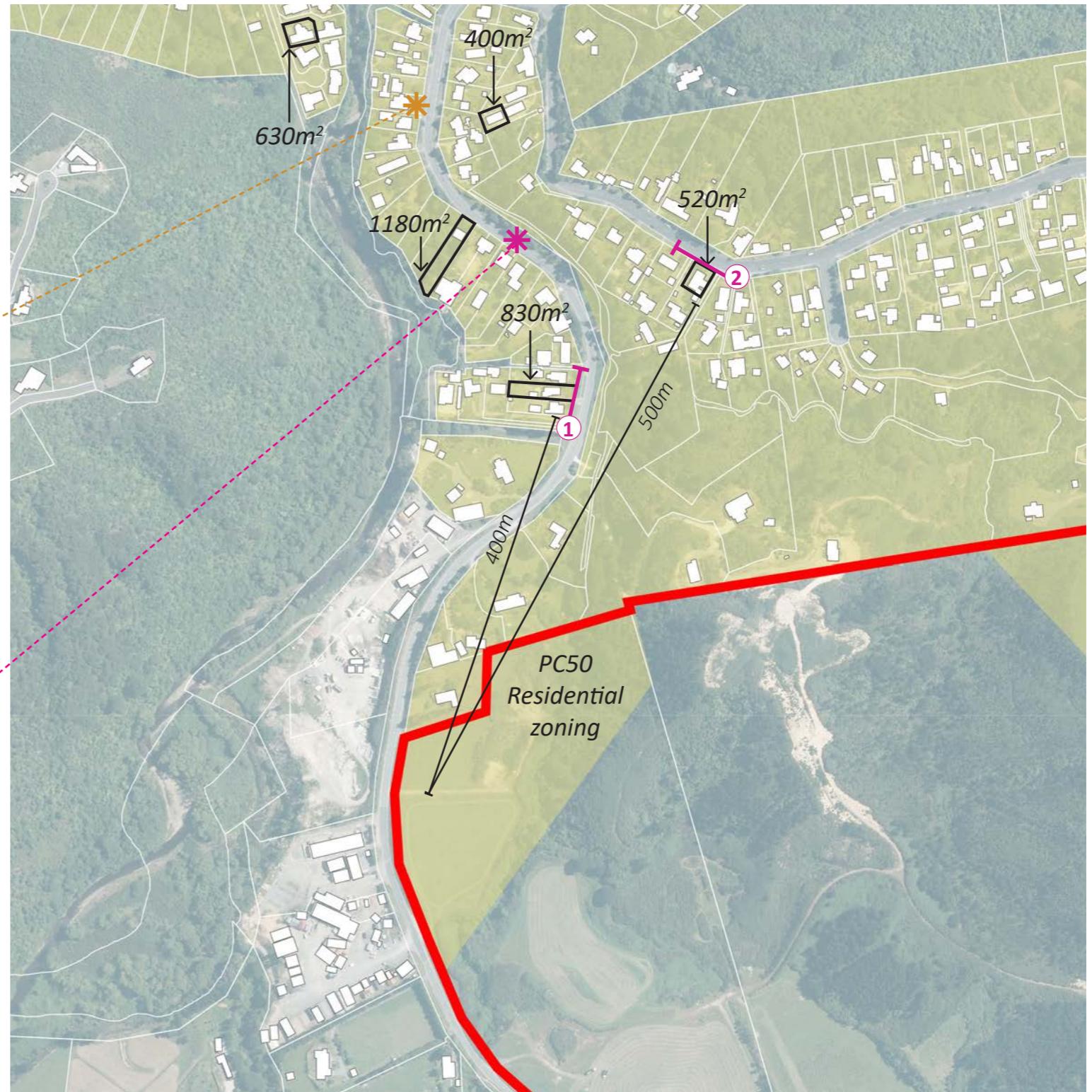
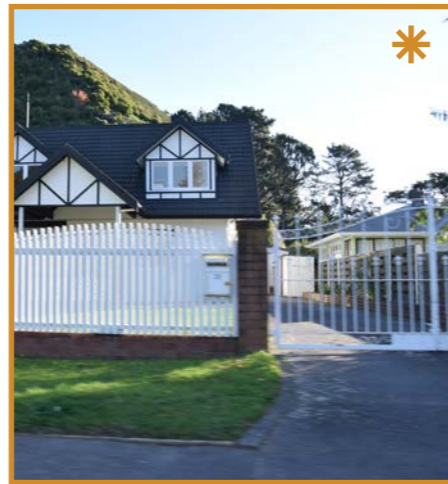
[BELOW RIGHT] Light industrial activity northern end of valley including house removal yard, sawmill, and concrete plant.

RESIDENTIAL CHARACTER ANALYSIS

The residential area, north of the plan change site, currently has residential zoning which has been indicated to be extended to include the north-west corner of the site as part of Plan Change 50. The operative District Plan currently allows for a minimum net site area of 400m², with a minimum frontage of 6m and a shape factor of 12m. Along Maymorn Road, these rules have typically created long narrow allotments, as shown in the right-hand illustration. Dwellings are typically located close to the road, regardless of allotment size. See elevations (pg.31), which have frontages of ~15-20m. Therefore, while lot sizes vary greatly, the landscape character is predominantly residential, and does not appear low density.

KEY

- PC50 Zoning (residential)
- Site
- Buildings (existing)

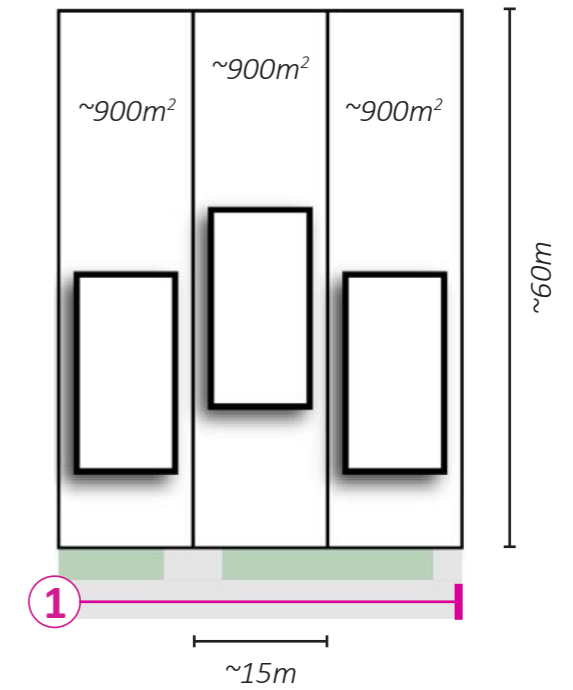
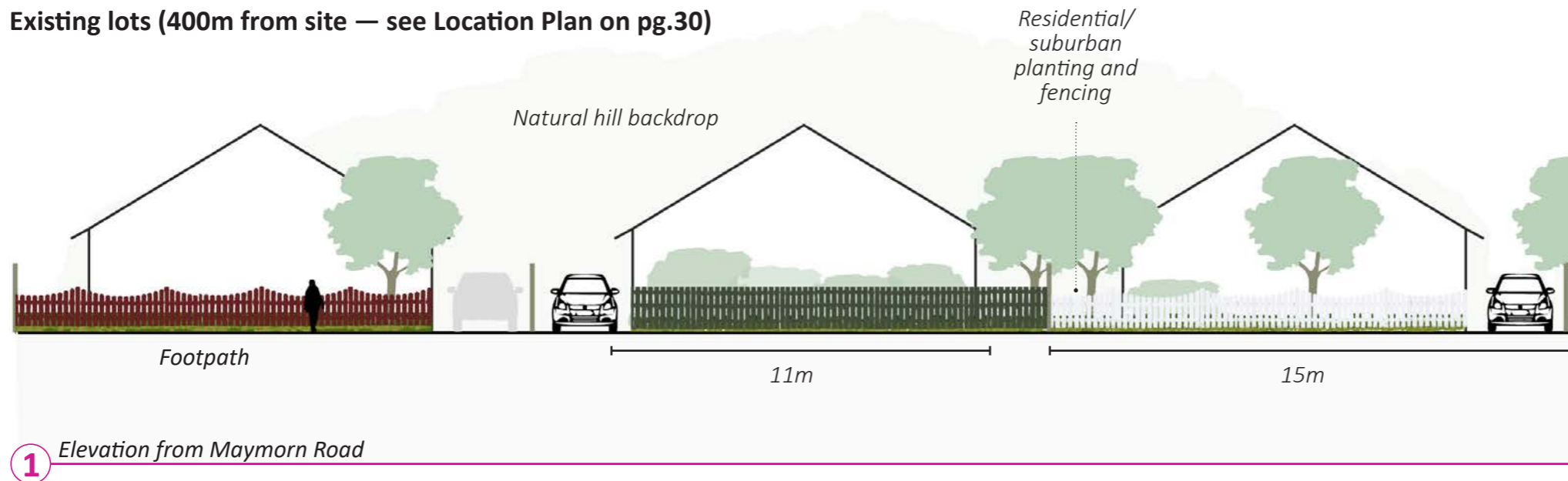


Note: ① and ② relate to the elevation drawings on pg.31.

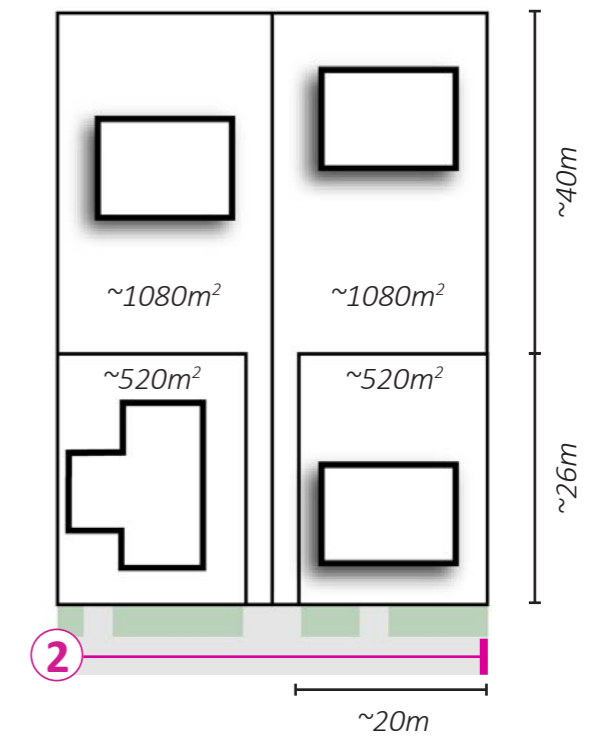
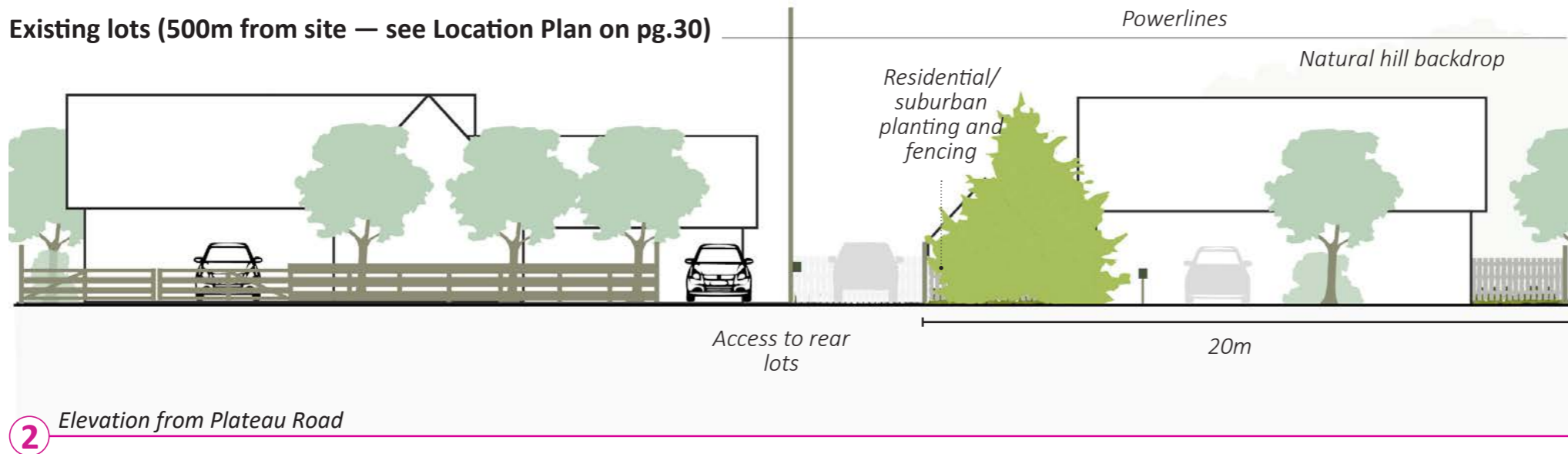


RESIDENTIAL CHARACTER ANALYSIS

Existing lots (400m from site — see Location Plan on pg.30)



Existing lots (500m from site — see Location Plan on pg.30)



RURAL CHARACTER ANALYSIS

Rural character is an aspect of landscape character. While rural character is valued in the wider Maymorn area, the land use has changed from rural production to rural lifestyle and rural residential properties. Rural character is mostly valued for amenity reasons including “vistas, the sense of openness, and peace and quiet” (UHCC Planning Policy, 2020, pg 9). The UHCC PC50 Consultation also identified that rural production is a secondary activity, with residential the primary activity in this valley.

See Visual Amenity (pg.33 and pg.40-41) for rural amenity values.



[ABOVE] Rural lifestyle activity in the area.

[BELOW] Cluster of rural residential properties between Maymorn Rd and Wairarapa railway line.

EXISTING ENVIRONMENT VISUAL AMENITY

An integral element contributing to visual amenity in the area is the vegetated hillsides which provide a natural backdrop to the valley. This includes the Akatarawa Ranges to the north-west, the Remutaka Ranges to the east (i.e., Pakuratahi Forest which is prominent to the south-east).

The vegetated hillside on the plan change site is reflected to the west, on the Southern Hills, which have a large face of regenerating bush. The pleasantness of the view of the Southern Hills have been partially compromised by development on the ridgeline. This is more apparent in areas ineffectively mitigated. The presence of pine trees also disrupts the coherence of native vegetation landcover.

The ridgeline on the application site is partially set within larger backdropping hills, with existing integrated dwellings located at 1154A to 1154G State Highway 2. Wilding pine trees cover the majority of the site's hillsides with some regenerating bush in the understory.



*[ABOVE] View of the Southern Hills from the site, with development on the ridgeline and industry along the river flats.
[BELOW] View of site looking north. Existing integrated dwellings on the background hills, located at 1154A to 1154G State Highway 2.*



EXISTING ENVIRONMENT

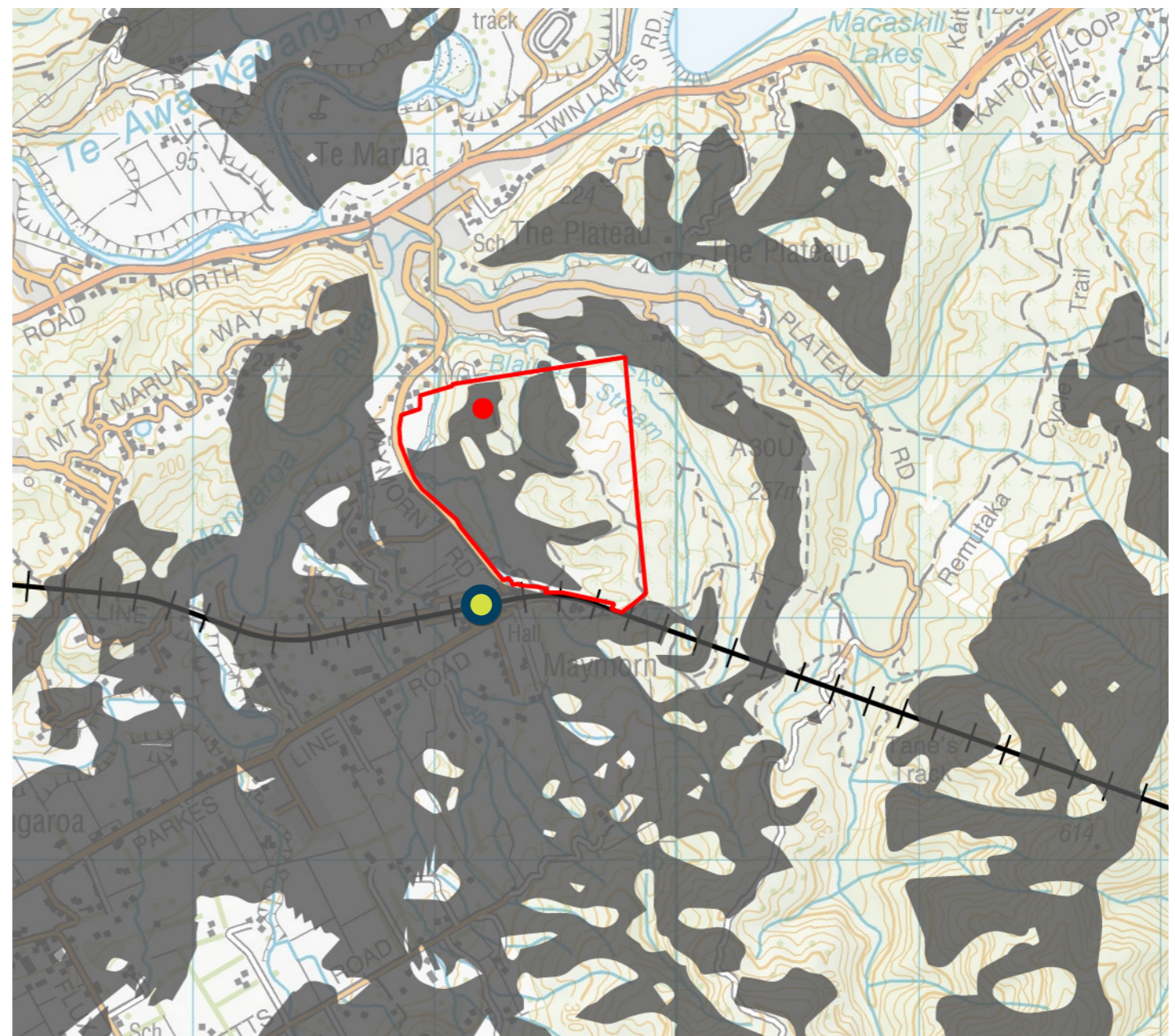
VIEWSHED ANALYSIS

Viewshed analysis (Digital Zone of Theoretical Visibility) was completed from a point along the site's ridgeline, to gain an understanding of the visual sensitivity. The point along the ridgeline (red dot labelled in the plan) was set to 8m above ground level—i.e., a two-storey building. The corresponding viewshed indicates areas across the broader context where it may be possible to see this point.

Digital Zone of Theoretical Visibility (ZTV) maps are based on bare ground lines of sight information – they do not take into account the screening effects of intervening vegetation or structures in the landscape. The accuracy of ZTV maps (such as this) is limited by the contour intervals. Standard topographic contours used for this mapping (20m on a 1:50,000 scale) can produce inaccurate results. ZTV maps do not show how a project will appear nor do they show the magnitude of visual effects – they simply show the indicative area and extent of potential visibility. In reality, the plan change site is much less visible due to structures and riparian, regenerative, shelter and amenity plantings.

KEY

-  Viewshed – bare ground line of sight
-  Viewshed origin (8m relative to ground)



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EXISTING ENVIRONMENT VIEWSHED ANALYSIS

Google Street View desktop analysis was undertaken to interrogate the ZTV mapping, taking in account the screening effects of intervening vegetation or structures in the landscape (see examples to the right). This analysis, which was ground-truthed with a site visit, informed the representative viewpoints for the visual amenity assessment.

Train/train station users, walkers and cyclists on Tunnel Gully track, drivers travelling along Maymorn Road, and nearby rural lifestyle residents were identified as the most likely to derive visual amenity from the plan change site.

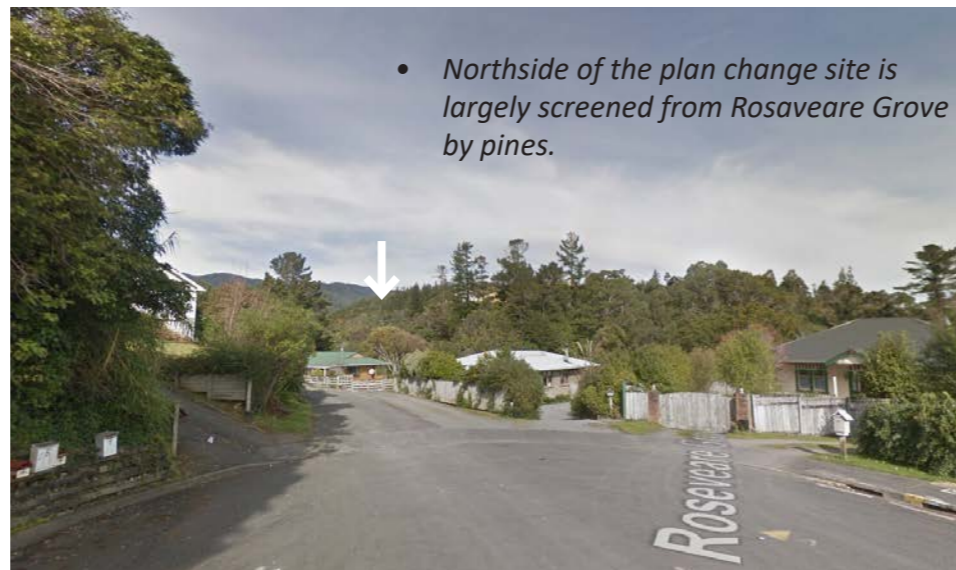
MAYMORN ROAD



PARKES LINE ROAD



ROSAVEARE GROVE



MOUNT MARUA DRIVE



EXISTING ENVIRONMENT



REPRESENTATIVE VIEWPOINTS

On-site observations confirmed that the plan change site has limited visibility due to structures and riparian, regenerative, shelter and amenity plantings.

Six representative viewpoint were identified:

- VP1 – Maymorn Station** (facing north)
- VP2 – Tunnel Gully Track** (facing north-east)
- VP3 – Maymorn Road** (facing north/north-east)
- VP4 – Private road** (facing north-east)
- VP5 – Private road entrance** (facing north-east)
- VP6 – Roseveare Grove** (facing south/south-east)

KEY

-  Viewpoint
-  Plan Change Site



EXISTING ENVIRONMENT

VIEWPOINT 1

VP1 – Maymorn Station

(facing north).

Visual amenity from the train station is partially derived from the wide open views of the pasture covered valley flats, which contribute to the rural lifestyle character to the south-west. The hillsides enclosing the valley, more broadly contribute to the visual amenity by providing a natural backdrop to the area. The pattern of pine trees on the plan change site detracts from the coherency of landcover of other surrounding hillsides. The skyline is currently free from built forms which adds to the perceived naturalness of the view. In the foreground and midground there is visible infrastructure, such as powerline, which detract from the visual appreciation of the natural attributes of the hillsides.

The existing visual amenity for this viewpoint is assessed as **moderate**.



EXISTING ENVIRONMENT VIEWPOINT 2

VP2 – Tunnel Gully Track (facing north/north-east).

This viewpoint is appreciated mostly by recreational users of the Remutaka Rail Trail, as this is the access (car park) for the Tunney Gully Track. It would also be seen from the train. As these are transient views, the viewers are likely to be less sensitive to visual changes. The trainline is prominent in the foreground, backed by layers of exotic vegetation. This includes blackberry, broom, and other weed species adjacent to the train line, followed by a tall permeable layer of gum trees on the flats of the site, with wilding pines covering the site's hillside. While there are natural elements which enhance the visual amenity, this is to a lesser extent than if this was regenerating native bush.

The existing visual amenity for this viewpoint is assessed as **moderate**.



EXISTING ENVIRONMENT VIEWPOINT 3

VP3 – Maymorn Road

looking over fence on northern verge
(facing north/north-east).

Visual amenity along Maymorn Road is derived from the roadside planting which intermittently contributes to the rural and natural setting. As these are transient views, the viewers are likely to be less sensitive to visual changes. In some places, there are glimpses of open views of the pasture covered valley flats. The skyline is partially formed from the nearby hills which contain the northern end of the valley, however, in the background the Akatarawa and Remutaka Ranges breach the skyline. In this view, the Akatarawa Ranges are visible. The hillsides are covered with predominantly natural elements such as regenerating native bush or forested and wilding pine trees. This provides a rural outlook which is valued due to the natural backdrop which creates a sense of open space.

The existing visual amenity for this viewpoint is assessed as **moderate**.



EXISTING ENVIRONMENT VIEWPOINT 4

VP4 – Private road entrance (facing north-east).

This viewpoint is appreciated by locals of the rural residential area. These viewers are more likely to be sensitive to visual changes than visitors to an area, for whom views are transient. Visual amenity is derived from the hillsides which dominate the views, the most prominent of which is the Remutaka Ranges which forms the skyline. The lower hills of the application site are covered in pine trees which are comparatively less visually pleasing, but still contribute to the natural backdrop. Rural elements are present in the foreground, i.e., powerlines, and rural lifestyle fencing. At the base of the foothill's buildings are somewhat integrated within surrounding planting. The visual amenity depicted by this viewpoint is likely valued by residents as it epitomises the rural lifestyle context.

The existing visual amenity for this viewpoint is assessed as **moderate-high**.



EXISTING ENVIRONMENT VIEWPOINT 5

VP5 – Private road

adjacent to 1138A Maymorn Road
(facing north-east).

The view is comprised of Maymorn Road in the foreground, with scrappy roadside planting. This is followed by a tall permeable layer of gum trees on the flats of the site, with wilding pines covering the site's hillside. While there are natural elements which enhance the visual amenity, this is to a lesser extent than if this was regenerating native bush. The skyline is currently free from built forms which adds to the pleasantness of the view. As the hillsides are covered with natural elements, this provides a natural backdrop to the rural outlook which contributes to a sense of open space.

The existing visual amenity for this viewpoint is assessed as **moderate**.



EXISTING ENVIRONMENT VIEWPOINT 6

VP6 – Roseveare Grove

adjacent to 80 Plateau Road.

This viewpoint is appreciated by several residents of Roseveare Grove. These local viewers are more likely to be sensitive to visual changes than visitors to an area, for whom views are transient. Visual amenity is derived from the amenity planting on the roadside and properties. Residential elements are present in the foreground, i.e., street lighting, suburban roads, and post and rail fencing. The visual amenity depicted by this viewpoint is likely valued by residents as the vegetated hillsides provides a natural backdrop to their residential area. It is presumed that this is to a lesser extent than if this was regenerating native bush.

The existing visual amenity for this viewpoint is assessed as **low-moderate**.



EXISTING ENVIRONMENT

LANDSCAPE VALUES

Residential Character

- Contained to specific areas.
- Railway: In the wider Mangaroa Valley the residential areas have historic relevance: Alamein Ave (1940's Defence Forces); MacLaren St and Maymorn Rd (construction of Remutaka Railway).
- SH2: Contained valley floors of Maymorn Rd and Plateau Rd, framed by hillsides with a natural landcover, has lent itself to residential development due to the compact scale. Occurring largely due to proximity to SH2, with private vehicle access via Maymorn Rd.
- Contained residential characteristic, created by smaller lots on the valley flats, abutting hillsides. Associated with narrow road frontages and urban elements (i.e., footpaths, powerlines with frequent streetlighting, suburban planting and fencing, and bus stops).
- Values attributed to residential character: containment, proximity to transport infrastructure, and the natural backdrop.

Rural Lifestyle Character

- Wider Mangaroa Valley.
- Sense of enclosure and separation between this rural area and Upper Hutt City.
- Remote feel, yet close to an urban centre.
- Small-scale domesticated open landscape characteristic created by rural lifestyle lots on the open valley flats. Associated with roadside planting, amenity planting and sense of open space.
- Vegetated hillsides contribute to rural amenity by providing a natural backdrop to the rural outlook which contributes to a sense of open space.
- Waterways have historically been modified for rural production purposes (reduced natural character). The landscape value attributed to waterways is increasing, in the transition to rural lifestyle, for amenity reasons.
- Values attributed to rural lifestyle character: natural setting (natural backdrop, the sense of openness, and peace and quiet).

Natural Setting

- The dominant vegetated landform backdropping Mangaroa Valley is important to the identity of the area.
- Pākuratahi Forest: lies immediately to the east of the Mangaroa Valley; in places the forest extends to the valley floor.
- Mt Climie: second highest point in the Remutaka Range.
- Mount Marua SAL: Vegetated and undeveloped hillside provides a natural backdrop to the valley, mirroring the Remutaka Ranges and foothills to the east. Development on the ridge reduces perceived naturalness.
- The Gabites Block south-west facing hillside contributes to visual amenity by providing a natural backdrop to the area. The skyline is currently free from built forms which contributes to the perceived naturalness of the backdrop.
- Gabites Block Natural Areas identified by the ecologist.
- Waterways (e.g., Mangaroa River and Blaikie Stream) which positively contribute to the natural setting.

Recreation

- Tracks throughout Pākuratahi Forest provides nature recreation. The area is best known for its walking, swimming, mountain biking and the historic structures of the 1870's Remutaka Railway. Predominantly in Collins Stream valley.
- Remutaka Rail Trail over the Remutaka Ranges between Mangaroa Valley and Wairarapa. This can be accessed from Maymorn Railway Station via Tunnel Gully track.
- Narrow, quiet roads popular with road cyclists.

Connectivity

- Maymorn Railway Station provides connectivity to the Greater Wellington Region.
- Remutaka Rail Trail travels along Maymorn Road, between Tunnel Gully track and the Hutt River trails. This section is less desirable than other parts of the trail as it requires road travel.



[IMAGE] Rural lifestyle activity west of Maymorn Road in the foreground. Remutaka Ranges in the background.



LANDSCAPE REPORT

LANDSCAPE CAPACITY

LANDSCAPE CAPACITY CHARACTER AREAS

Values are the reasons a landscape is held in regard, which is embodied in certain attributes such as its tangible characteristics and its intangible qualities. The landscape values were summarised in the previous section:

- **Residential character:** sense of containment, proximity to transport infrastructure, and the natural backdrop.
- **Rural lifestyle character:** in the wider Mangaroa Valley. Natural setting (natural backdrop, the sense of openness, and peace and quiet).
- **Natural setting:** vegetated hillsides, and skylines free from built forms. Includes the Remutaka Ranges, Pākuratahi Forest, and Mangaroa valley hillsides. Waterways (e.g., Mangaroa River and Blaikie Stream), native vegetation, and ecological areas are also valued as contribute to the natural setting.
- **Recreation:** in nature environments, i.e., Pākuratahi Forest.
- **Connectivity:** Maymorn Railway Station, cycling and walking (i.e., Remutaka Rail Trail).

The landscape 'sensitivity' means the susceptibility of a landscape's values to the potential effects of certain kinds of activity – for example, the susceptibility of an area's sense of naturalness to development in general. The landscape 'capacity' is an estimate of how much of that activity could be accommodated while still retaining the specified values.

Due to differences in topography and landuse, different parts of the site have different landscape characteristics. Because of this, some areas may be able to accommodate denser residential activity than others without compromising the values of the landscape, whereas others may be more sensitive to development. The following areas have been identified: 'North-West Flats', 'Valley Flats', 'Station Flats', 'Hilltops', 'Hilltop Basin', and 'Hillside'.

North-West

- Valley flats of Mangaroa River.
- Relatively contained, with approximately 300m wide swath of flat land between two hillsides. Within this corridor is Mangaroa River, and Maymorn Road.
- The site's North-West area is contained by residential activity, Mangaroa Stream, Maymorn Road, with industrial and light-industrial activities on the other side of Maymorn Road.

Valley Flats

- Open valley flats east of Maymorn Road, backdropped by hills.
- Adjacent to rural lifestyle activity on the other side of Maymorn Road.

Station Flats

- Valley flats framed by the western facing hillside and the railway line. Setback from Maymorn Road and the wider Mangaroa Valley.

Hilltops

- Ridgeline terrain and the steep slopes to the north-east of the site's main ridgeline, which face towards Plateau Road. Includes Gabites Block Natural Areas.
- Ridgeline terrain forms the skyline when viewed from Maymorn Road and Parkes Line Road. Free from built-forms, this contributes to the perceived naturalness of the south-west facing hillside.

Hilltop Basin







- Typically, gentler slopes in the north-east corner the site which slope downward north-eastward towards Blaikie Stream.
- This area is contained within Blaikie Stream valley, with Plateau Road residential development on the opposing northern ridge and Pākuratahi Forest to the east.

Hillside





- Elevated terrain facing south-west towards Mangaroa Valley.
- Valued as a natural backdrop and includes areas of ecological value (Gabites Block Natural Areas).

KEY





Landscape character areas

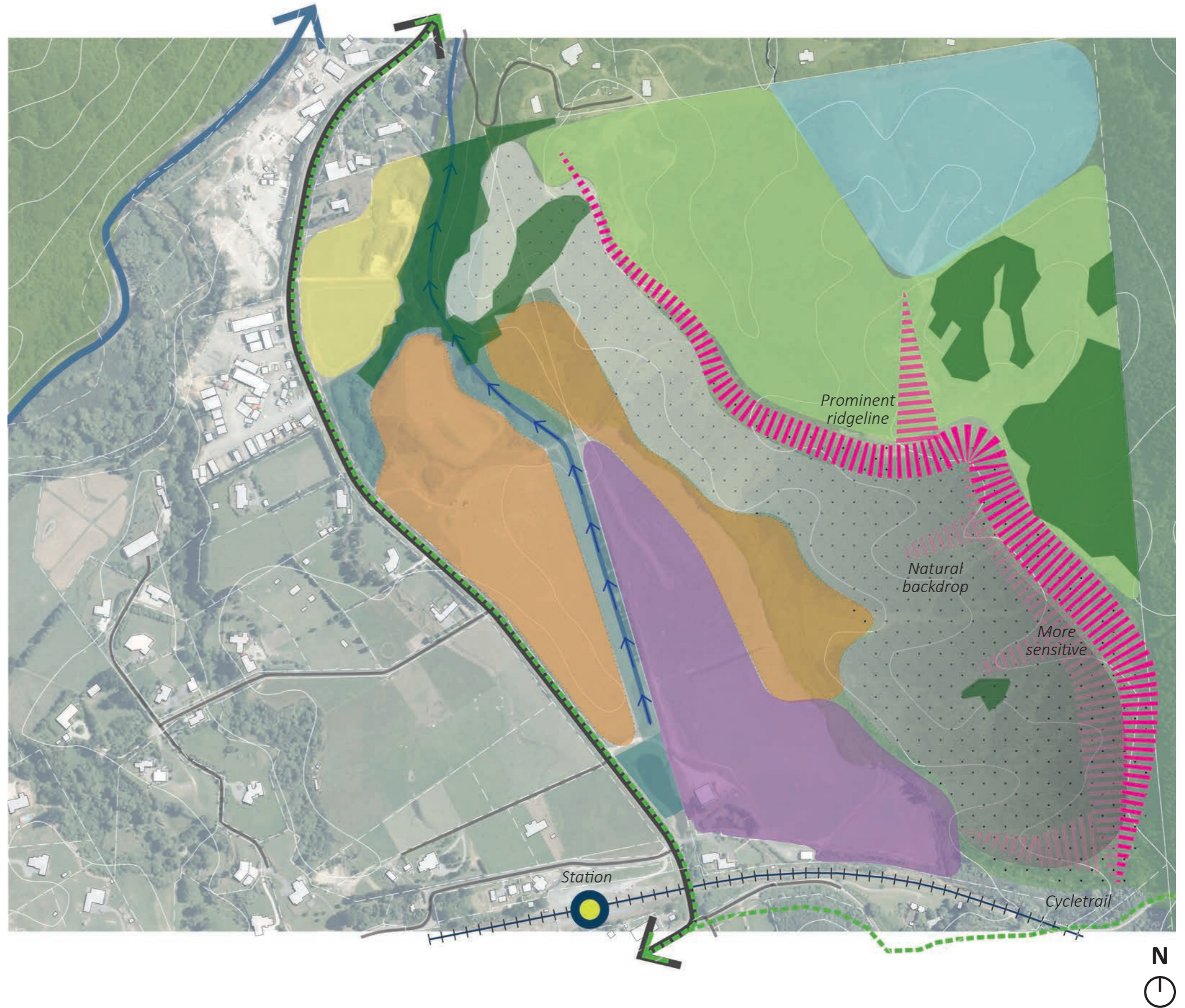
-  North-West
-  Valley Flats
-  Station Flats
-  Hilltops
-  Hilltop Basin
-  Hillside

Elements of value

-  Ridgeline
-  Natural backdrop / vegetated face
-  Waterways
-  Gabites Block Natural Areas

Existing elements

-  Train Station
-  Cycle path
-  Mangaroa Stream
-  Roads



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LANDSCAPE CAPACITY NORTH-WEST AREA

Key Attributes

- Valley flats of Mangaroa River.
- Relatively contained, with approximately 300m wide swath of flat land between two hillsides. Within this corridor is Mangaroa River, and Maymorn Road.
- The site's north-west area is contained by residential activity, Mangaroa Stream, Maymorn Road, with industrial and light-industrial activities opposite Maymorn Road.

Landscape Capacity

There is capacity for a cluster of residential development here due to the contained nature, and the compatibility with the built development of adjoining residential areas to the north. Lot frontages with a 15m width would have a similar perceived density to the residential areas to the north (pg.49) as existing dwellings are typically located close to the road on narrow lots which do not appear low density. Furthermore, rural character is already eroding in this area. Residential activity in this location

would extend this existing development towards the train station, assisting in experientially connecting these two nodes.

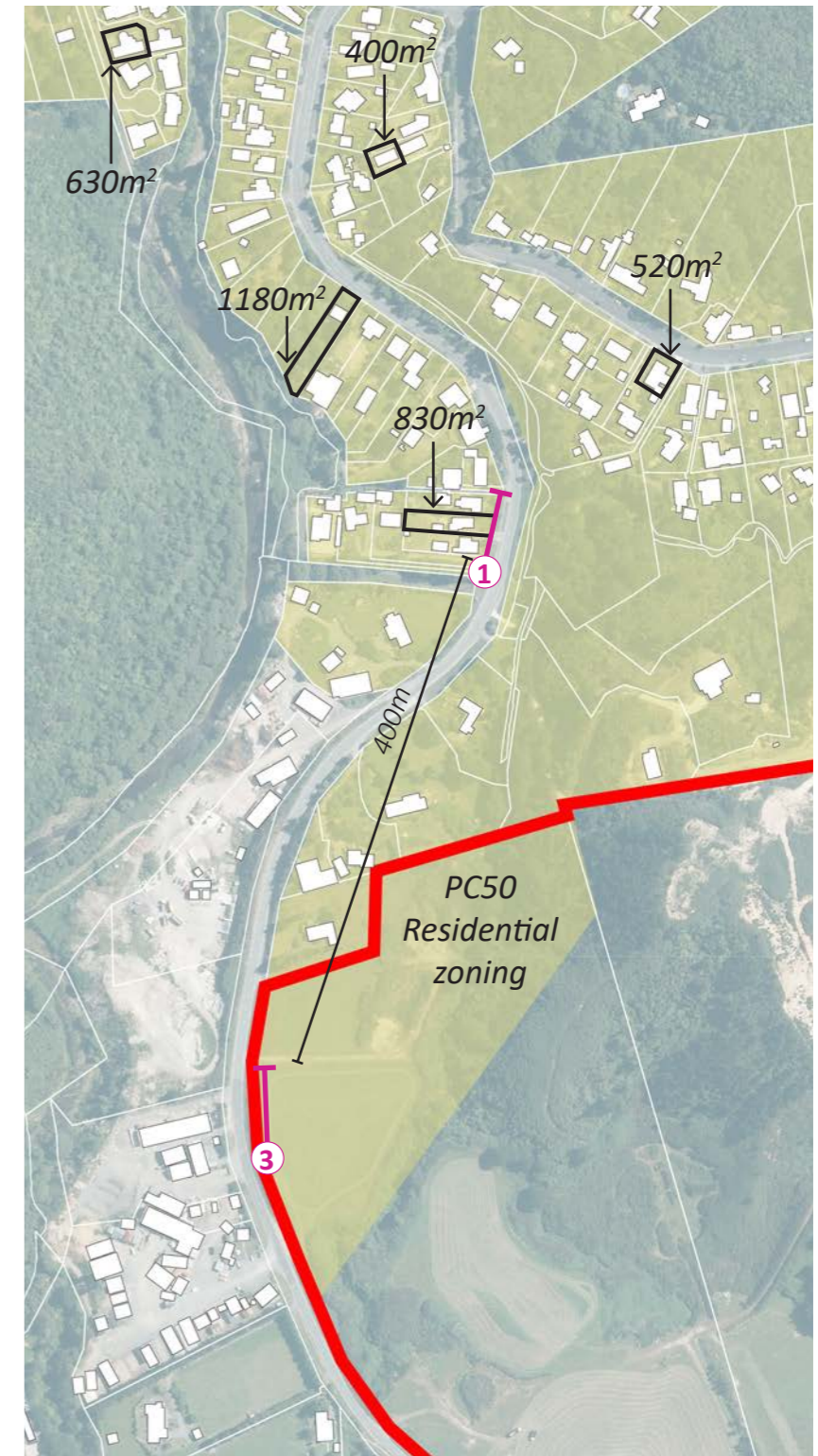
At a residential density, it would be more appropriate for lots to be accessed off an internal access road, with only one connection to Maymorn Road. Clustering access reduces the sense of urban encroachment, by limiting the dominance of residential elements when travelling along Maymorn Road. Permeable roadside planting can also be used to integrate residential development, complementing the natural backdropping hillside. This would assist the transition to rural lifestyle activity in the wider Mangaroa Valley.



[ABOVE] North-West Flats Area, pre-development.

Upper Hutt Ready Mix is an industrial concrete supplier near the North-West area. There is the potential for reverse sensitivity effects, however, residential dwellings are already located directly opposite the plant and are protected by the industrial provisions of the UH District Plan, which set standards for dust, light, and noise at the site boundary. The plant is set-down from Maymorn Road, by Mangaroa River. This separation limits the noise and visual effects on the elevated residential activity. However, if required, further landscape treatment could be provided.

Given these considerations, a residential density can be absorbed by the landscape, whilst retaining the values of the area.



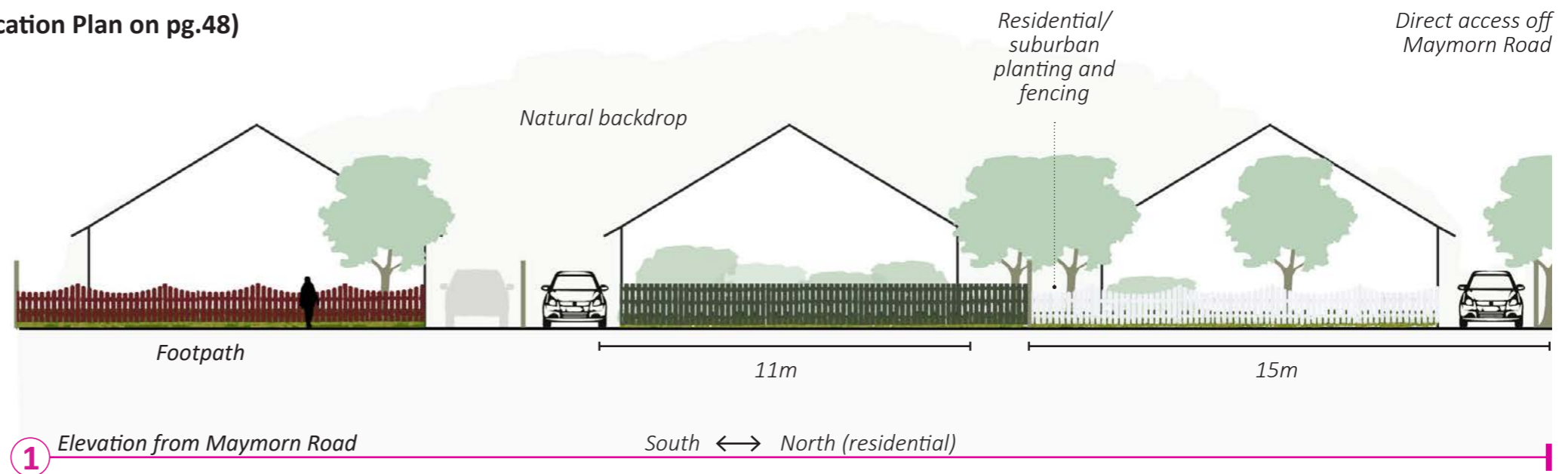
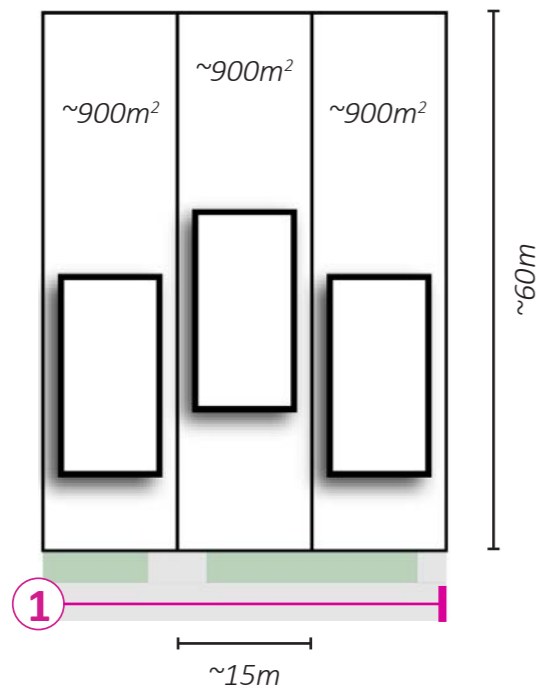
Note: ① and ③ relate to the elevation drawings on pg.49.



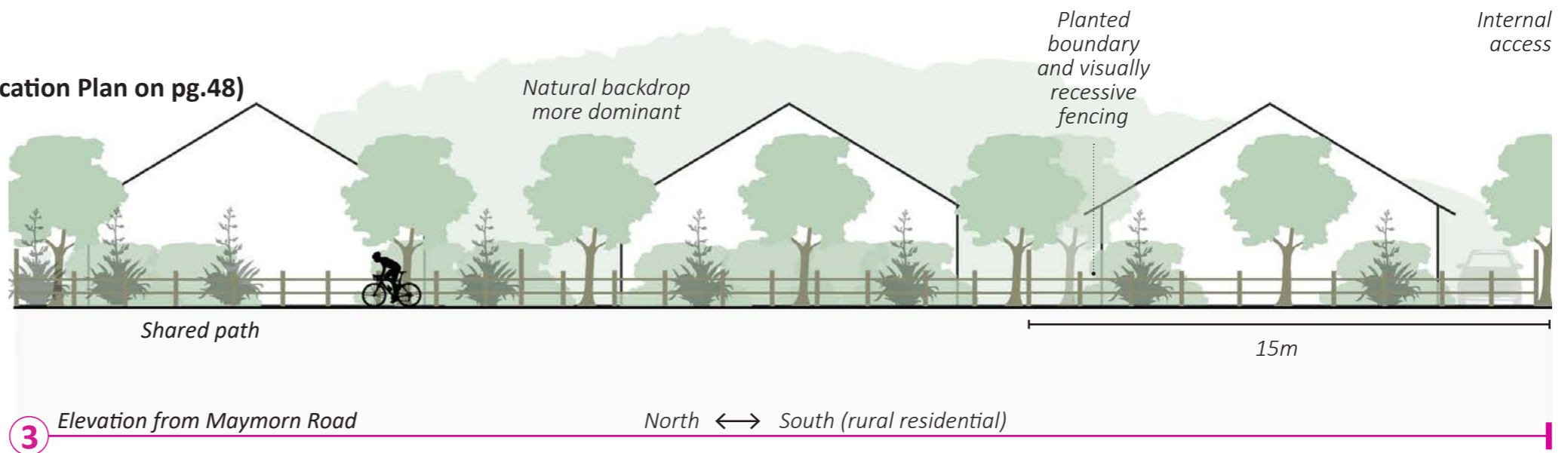
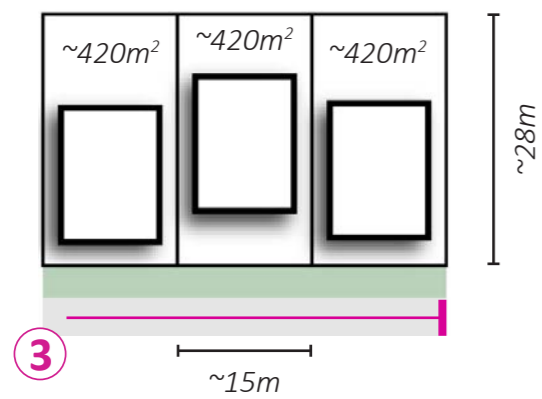
LANDSCAPE CAPACITY

NORTH-WEST AREA

Existing lots (400m from site — see Location Plan on pg.48)



Potential North-West Area lots (see Location Plan on pg.48)



Note: Potential lots are indicative only.

LANDSCAPE CAPACITY

VALLEY FLATS AREA

Key Attributes

- Open valley flats east of Maymorn Road, backdropped by hills.
- Adjacent to rural lifestyle activity on the other side of Maymorn Road.

Landscape Capacity

Along Maymorn Road, and on the lower aspects of the south-west facing hillside, residential lots could be appropriate for connecting the residential development already occurring along Maymorn Road down to Maymorn Station. While residential development could reasonably be anticipated here, rural lifestyle activity to the west of Maymorn Road may be sensitive to residential activity. A greater density of development could reduce the sense of openness. Landscape treatments could be designed along Maymorn Road to create an appropriate transition which complements the adjacent rural lifestyle character, to retain the emphasis on the Mangaroa Valley hills which contribute to the natural backdrop and sense of openness.



[ABOVE] Valley Flats Area, pre-development.

LANDSCAPE CAPACITY STATION FLATS AREA

Key Attributes

- Valley flats framed by the south-western facing hillside and the railway line. Setback from the wider Mangaroa Valley.

Landscape Capacity

The Station Flats area has greater capacity for residential development, compared to the Valley Flats, due to proximity with the train station and the contained setting. This would provide housing accessible to public transport infrastructure, while also being located in the natural setting of the Mangaroa Valley in which the hillsides provide high amenity value. Furthermore, this area is largely away from the central valley area and from public views as it is set back from Maymorn Road (separated by the Valley Flats). The containment created by the south-western facing hillside, the railway line, and the setback from Maymorn Road, would all assist in absorbing development in this location.



[ABOVE] Station Flats Area, pre-development.

LANDSCAPE CAPACITY

HILLTOPS AREA

Key Attributes

- Ridgeline terrain and the steep slopes to the north-east of the site's main ridgeline, which face towards Plateau Road. Includes Gabites Block Natural Areas.
- Ridgeline terrain forms the skyline when viewed from Maymorn Road and Parkes Line Road. Free from built-forms, this contributes to the perceived naturalness of the south-west facing hillside.

Landscape Capacity

Due to varied topography, some aspects are more suited to development than others. The north-east slopes are less prominent, and are indiscernible from the Mangaroa Valley. Thus, there is greater capacity for rural residential activity on north-east slopes set down from the main ridgeline. Large undevelopable areas (steeper valley slopes) should remain predominantly a natural landcover, corresponding to Pākuratahi Forest. GBNA's are also highly valued and should be protected.



[ABOVE] Hilltop Area in the foreground, pre-development.

LANDSCAPE CAPACITY

HILLTOP BASIN AREA

Key Attributes

- Typically, gentler slopes in the north-east corner the site which slope downward north-eastward towards Blaikie Stream.
- This area is contained within Blaikie Stream valley, with Plateau Road residential development on the opposing northern ridge and Pākuratahi Forest to the east.

Landscape Capacity

The north-east corner of the site has greater capacity for residential development, compared to the hilltops area. This is due to the contained nature of Blaikie Stream valley, the proximity to the residential area along Plateau Road, and the lower prominence of the spurs (more gradual and at a lower elevation). Low density residential development would be compatible with residential development on the opposing ridgeline and along Plateau Road in Collins Stream valley. Connectivity with Pākuratahi Forest tracks could provide high amenity in the long-term.



[ABOVE] Hilltop Basin Area in the valley behind foreground pine tree, pre-development.

LANDSCAPE CAPACITY

HILLSIDE AREA

Key Attributes

- Elevated terrain facing south-west towards Mangaroa Valley.
- Valued as a natural backdrop and includes areas of ecological value (GBNA's).

Landscape Capacity

The site's main ridgeline and the south-west facing hillside are more sensitive to development as these landscape features are valued as a natural backdrop to the wider area. Therefore, the potential for residential development is much lower. Areas less suitable for development include:

- Gabites Block Natural Areas.
- More prominent areas of the hillside, highly visible when viewed from Maymorn Road and Parkes Line Road (i.e., south-east face)
- Along the prominent spurs and ridgeline, which form the skyline.



[ABOVE] Hillside Area in the background, pre-development.

LANDSCAPE CAPACITY HILLSIDE AREA

To estimate the potential densities of dwellings, without compromising the value of the hillside as a natural backdrop, possible house sites were explored with the following parameters:

- Avoidance of Gabites Block Natural Areas.
- Lots shaped around the topography, for example, to the south-east lots should be restricted to one allotment per spur, with property boundaries discreetly located.
- Dwellings sensitively located at the base of the hillside, set down below the skyline, or screened by protected vegetation.
- More prominent areas of the hill face to remain free from dwellings (i.e., bulk of south-east face).

This analysis work demonstrates that the Hillside area has the capacity to support approximately 8 lots across the hillside, at a minimum of 1ha, if suitable design controls are employed to minimise the effects of development.



LANDSCAPE CAPACITY PLAN CHANGE 50

We partially support the draft PC50 mapping. We agree that Gabites Block should be rezoned to enable subdivision.

General Rural Zone

General Rural zoning is an approach suggested by council to retain the vegetated hill face which provides a natural backdrop. An alternative approach would be to enable some of this face to be developed, and to assign strong development controls in the plan change provisions for retaining and/or enhancing associated landscape values.

Low Density Residential Zone

Residential zoning is appropriate in the north-west of the plan change site enabling denser lots close to existing residential development to the north and in conjunction with the light industrial activity. In our view, this can be achieved without compromising landscape values.

Settlement Zone

Given the varied topography, particularly on the hilltops, it is likely that a minimum of 2000m² lots (rural residential activity) is appropriate for elevated areas. This enables steeper areas of the site to remain free from dwellings, and instead, these may be positioned sensitively along the spurs. However, care should be taken along the skyline. The northeast corner of the site has the capacity for low-density residential lots (i.e., a minimum site size of 1000m²), due to the more gradual slopes at a lower elevation, closer to the residential area along Plateau Road.

Sited along Maymorn Road, and on the lower aspects of the south-west hillside, residential activity can be appropriate for extending residential development, already occurring along Maymorn Road, to Maymorn Station. There is capacity for denser lots contained within this, on the valley flats closest to the station.

Village Precinct

'Village Precinct', as has been indicated in the council's working drawings of PC50, and allows for mixed use. From a landscape perspective, there is potential for increased densification and mixed-use north-east of the train station, and setback from Maymorn Road. The rationale being that densification is highly appropriate around the train station, with potential for enhanced connectivity and public open spaces. In addition, as identified in the UHCC Rural Land Use Assessment, this area is largely away from the central valley area and from public views. It is contained by the surrounding hillsides and the railway line. In principle, open space values associated with landscape character and visual amenity can be retained by maintaining the vegetation on the hillside of the application site.

Objective 7 (Rural) of the draft PC50 aims to enable "denser rural lifestyle living over the Gabites Block, transitioning to rural-residential settlement near the Maymorn Railway Station". From a landscape perspective, the Gabites Block can enable denser subdivision to utilise the landscape's capacity for development (under the assumption there are no other constraining factors). We recommend that the plan change provisions make a distinction between, different areas of development within the site in terms of their landscape character. Consideration needs to be given to the varying landscape characteristics, values, constraints, and varying capacity for, and sensitivity to, development. It is for this reason that we have outlined the following potential development areas: 'North-West', 'Valley Flats', 'Station Flats', 'Hilltops', 'Hilltop Basin', and 'Hillside' and have articulated their capacity for development from a landscape perspective. The outcome is subject to other site constraints.

LANDSCAPE CAPACITY MASTER PLANNING

KEY

Landscape development potential

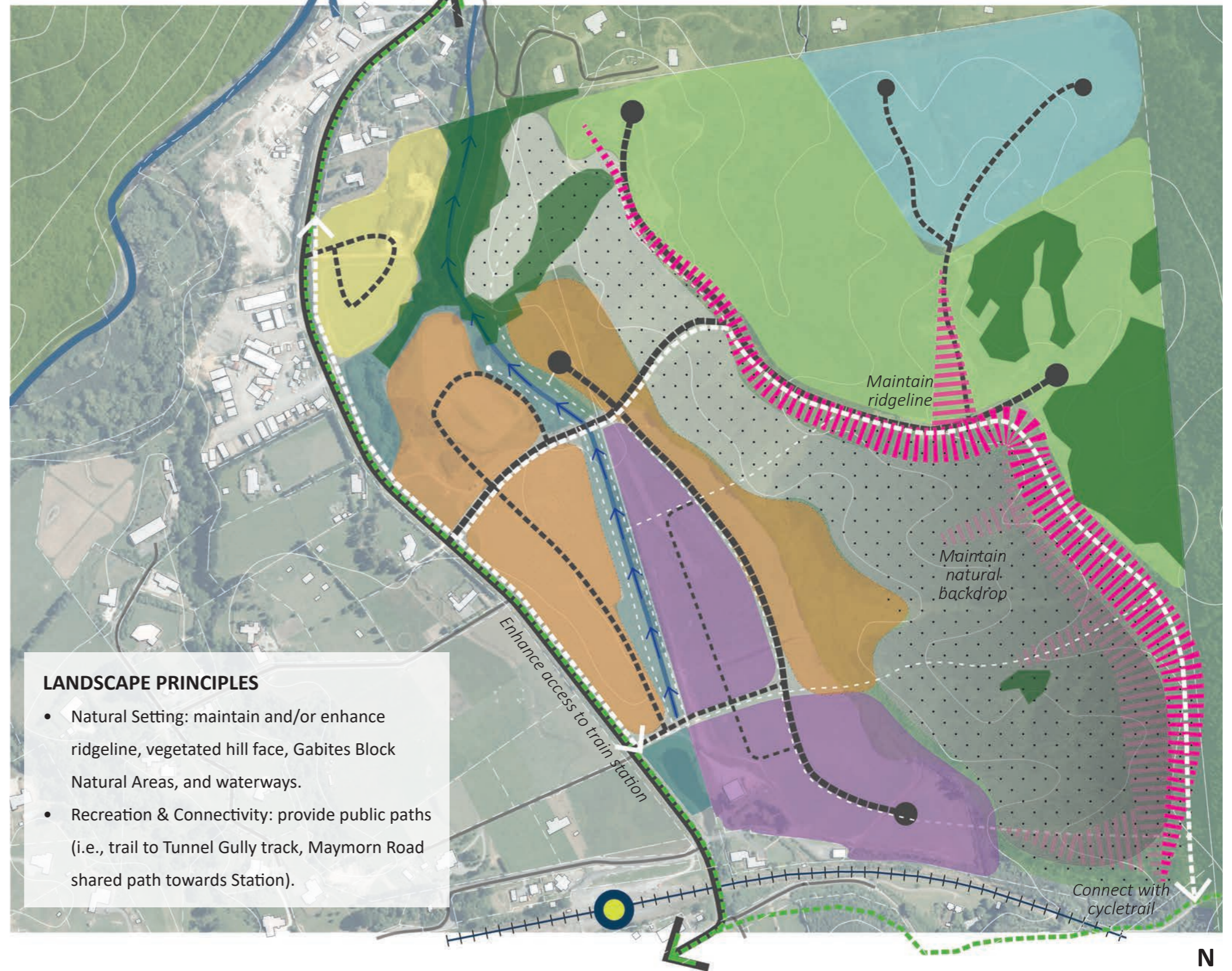
- North-West >400m²
- Valley Flats >1000m²
- Station Flats <1000m²
- Hilltops >2000m²
- Hilltop Basin >1000m² (unserviced)
- Hillside >1ha, 2.5ha average

Maintain or enhance

- Ridgeline
- Natural backdrop / vegetated face
- Connectivity (pathway)
- Waterways
- Gabites Block Natural Areas

Existing elements

- Train Station
- Cycle path
- Mangaroa Stream
- Roads



LANDSCAPE PRINCIPLES

- Natural Setting: maintain and/or enhance ridgeline, vegetated hill face, Gabites Block Natural Areas, and waterways.
- Recreation & Connectivity: provide public paths (i.e., trail to Tunnel Gully track, Maymorn Road shared path towards Station).



[IMAGE] Maymorn Road looking north-west. Mount Marua in the background. Gabites ponds to the right.

The background of the page is a landscape photograph of a rural area. It features rolling green hills, a body of water (possibly a pond or lake) with some reeds and a duck, and a fence line in the foreground. The entire image is overlaid with a semi-transparent blue filter. The title text is positioned in the upper left quadrant.

LANDSCAPE REPORT STRUCTURE PLAN

STRUCTURE PLAN

DEVELOPMENT AREAS

- Due to development constraints, the minimum lot sizes proposed in the Structure Plan (Station Flats and Valley Flats) are a lesser density than those recommended in the *Landscape Capacity* section (see pg.57).

Landscape Overlays

- Main north-south ridge is annotated on the Structure Plan to direct development in a manner which retains the perceived naturalness of the skyline, particularly when viewed from Maymorn Road or Parkes Line Road.
- A recreational shared path is indicated along Maymorn Road and extends towards the train station. This also connects to Tunnel Gully Track.
- The Plan Change proposes that 5m of the Maymorn Road boundary be landscaped with a buffer of native trees and plants that will be visually-permeable at maturity.
- The ponds to the south of the site, near the train station, have been marked for retention for future public space. This would improve amenity.
- Gabites Block Natural Areas have been marked for protection due to ecological value.

North-West

- The site's North-West area is approximately 2.4ha.
- The Structure Plan proposes residential development.
- The Structure Plan proposes a minimum of 400m² lots with a 600m² average.

Valley Flats

- The site's north-west area is approximately 10.4ha.
- The Structure Plan proposes rural residential development.
- A minimum lot size of 2000m².
- This achieves a lower density along Maymorn Road, compared to the setback Station Flats.

Station Flats

- The site's north-west area is approximately 12.2ha.
- The Structure Plan proposes low-density residential development.
- No less than 1000m² lots in this area.

Hilltops

- The site's north-west area is approximately 18.7ha.
- The Structure Plan proposes rural residential development.
- No less than 2000m² lots in this area.

Hilltop Basin

- The site's north-west area is approximately 9.0ha.
- The Structure Plan proposes low density residential development.
- No less than 1000m² lots in this area.

Hillside

- The site's north-west area is approximately 21.5ha.
- The Structure Plan proposes sparse and sensitively located rural residential development.
- A minimum of 1ha (10,000m²) lots with a 2.5ha (25,000m²) average.

STRUCTURE PLAN DEVELOPMENT AREAS

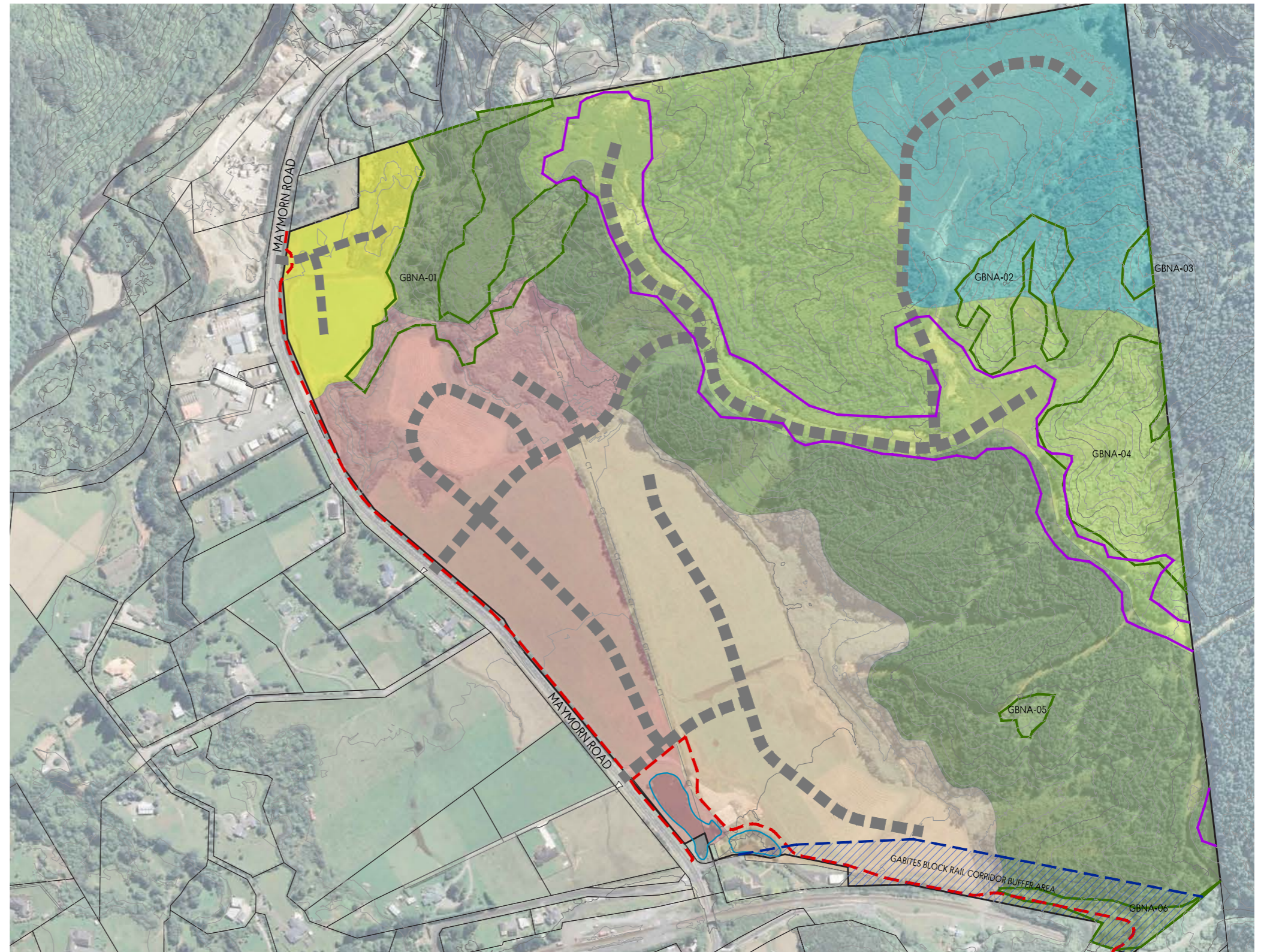
KEY

Development Areas

- North-West >400m², 600m² average
- Valley Flats >2000m²
- Station Flats >1000m²
- Hilltops >2000m²
- Hilltop Basin >1000m²
- Hillside >1ha, 2.5ha average

Other Elements

- Gabites Block Natural Area
- Indicates Ridgeline
- Indicates Concept Shared Path
- Indicates Concept Road Alignments



Note: Gabites Block Development Area Structure Plan provided by Envelope Engineering.



| | | | | |
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| Revision # | 0 | Scale @ A3 | 1:5000 | 61 |
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STRUCTURE PLAN NORTH-WEST FLATS

- A cluster of residential development is proposed, with a minimum of 400m² lots and a 600m² average.
- Provide street planting to integrate high-quality residential development with the surrounding context.



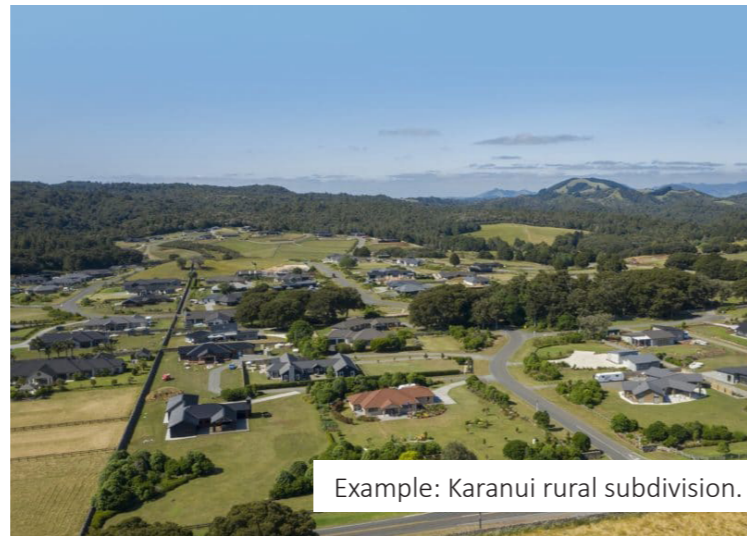
Landscape treatments to suit the natural setting of Mangaroa Valley.

Note: Images above are precedent imagery only.

STRUCTURE PLAN

VALLEY FLATS

- The Structure Plan proposes rural residential development on flat land along Maymorn Road with a minimum lot size of 2000m².
- It also proposes that 5m of the Maymorn Road boundary be landscaped with a buffer of native trees and plants that will be visually-permeable at maturity. This may facilitate open spaces with high-quality linkages for walking and cycling, such as along Maymorn Road.

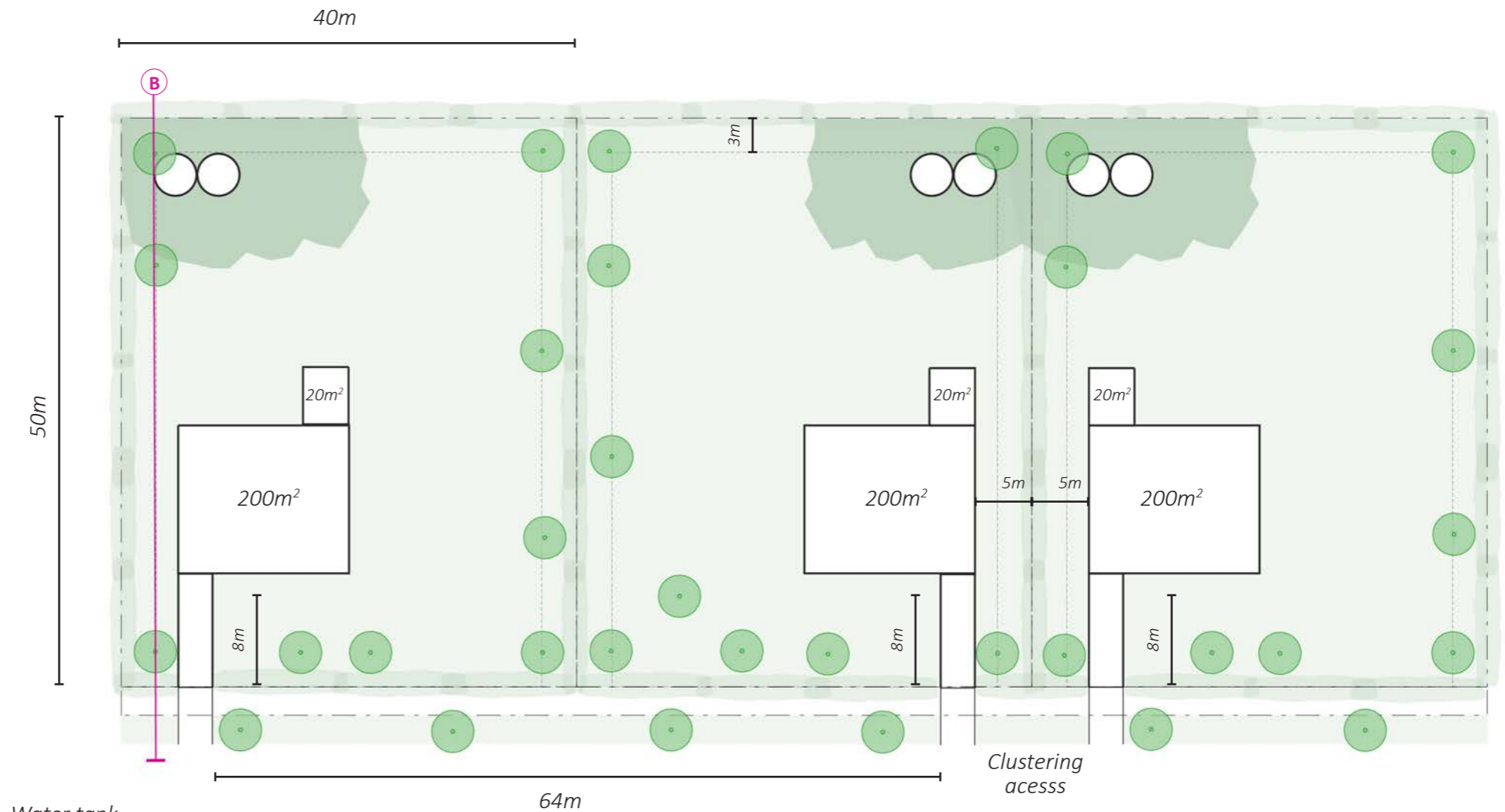


Note: Images above are precedent imagery only.

STRUCTURE PLAN

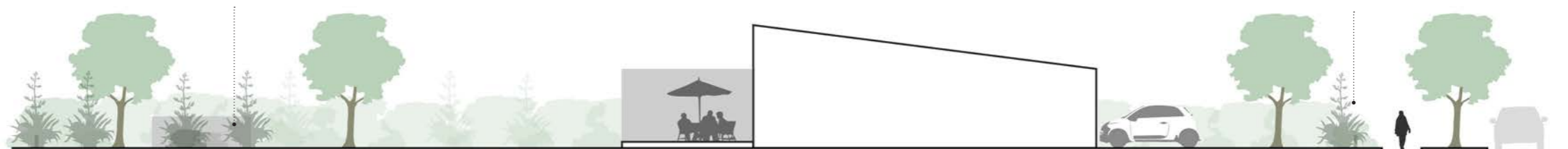
VALLEY FLATS

- Cluster access to increase the perceived openness created by the front yards.
- It is preferable that water storage tanks are buried below ground, at least 50% of the vertical height (including any pipework), with a maximum height of 1.2m above ground. Where this is not feasible, water tanks should be sensitively located and screened to prevent these structures from being visually intrusive. Tanks should not be placed in the front yard. Native planting (or buildings) should be used to screen the tank from views outside of the property. The water tank should be recessive in colour and of a natural hue including brown, grey or green. White tanks should not be permitted.



Water tank screened (preferably buried)

Planted boundary and/or rural fencing



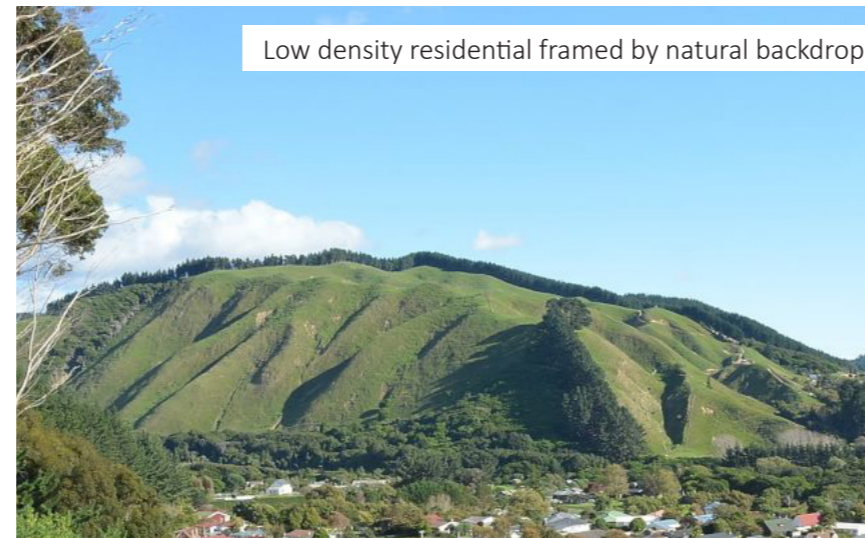
B Elevation

Note: Potential lots are indicative only. Refer to Envelope Engineering for specific servicing requirements.

STRUCTURE PLAN

STATION FLATS

- Proposed development for the Station Flats is low density residential development clustered near the train station, set back from Maymorn Road, and framed by the railway line and the western hillside. The Structure Plan proposes no less than 1000m² lots.
- Maymorn Developments Ltd do not intend to include mixed-use development in the proposal.

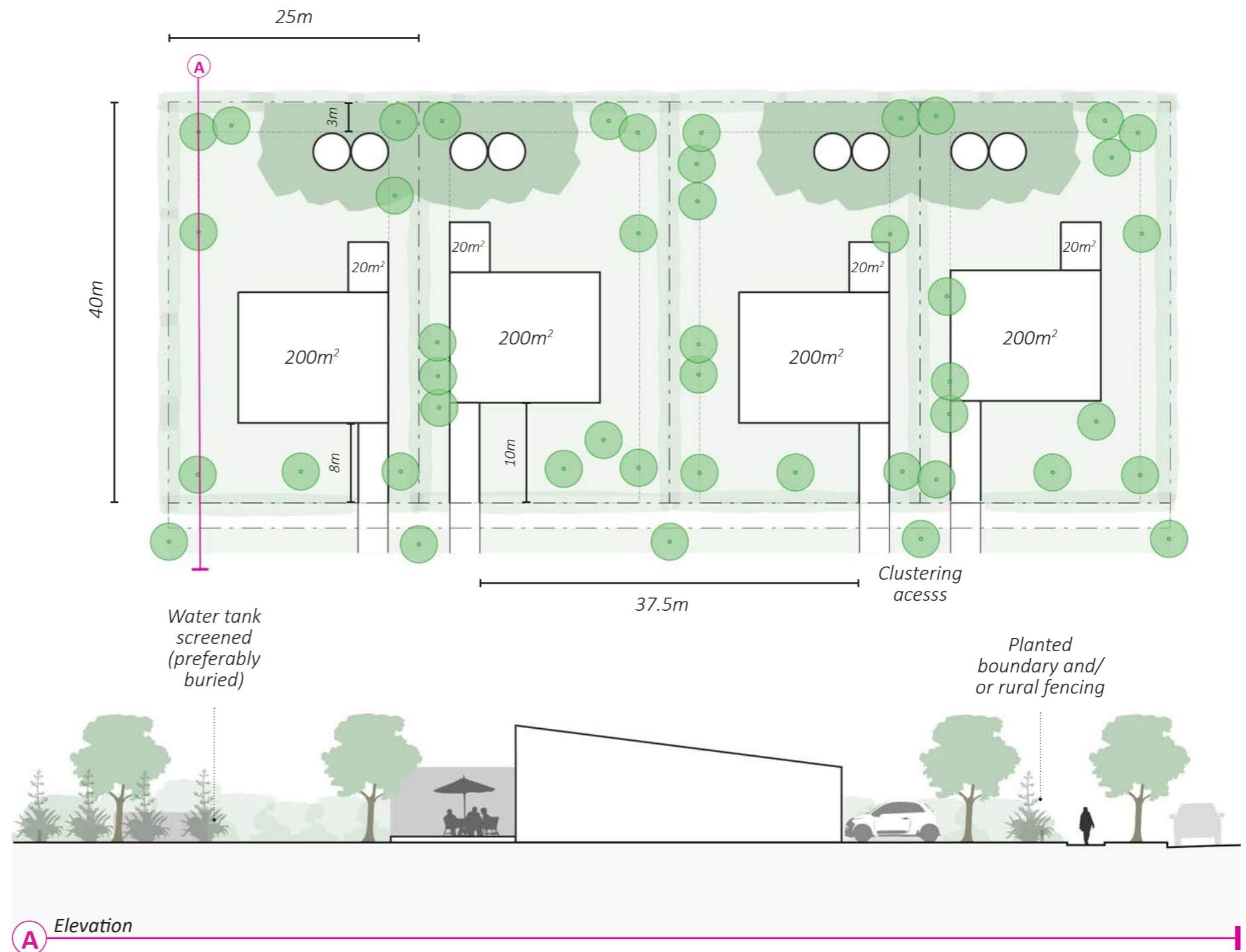


Note: Images above are precedent imagery only.

STRUCTURE PLAN

STATION FLATS

- Recommendations given for Valley Flats (pg.64) are also applicable here.



A Elevation

Note: Potential lots are indicative only. Refer to Envelope Engineering for specific servicing requirements.

STRUCTURE PLAN

HILLTOPS

- The Structure Plan proposes that this will be an open, green landscape interspersed with rural residential development and sensitively located supporting network utilities. Lots are to be no less than 2000m² lots in this area.
- Provisions to limit skyline protrusions.
- Steep hillsides and valley, incorporated into the ownership of a small number of residential lots.



Minimise earthworks on steeper slopes.



Positioned below ridge, along the contour. Planting to minimise built form.



Provide good privacy between neighbouring dwellings, despite close proximity on spurs.

Note: Images above are precedent imagery only.



✓ Driveway designed to wind around the contours and vegetation.



✗ Driveway runs straight up the contour necessitating earthworks.



✓ Good planting between neighbouring dwellings.



✗ Lack of privacy between neighbouring dwellings.

[ABOVE] Waitakere Ranges Heritage Area Bush Design Guide

STRUCTURE PLAN

HILLTOP BASIN

- The Structure Plan proposes an enclave of low density residential development in this area, secluded in a natural hilltop basin, framed by hillsides and ridges. Lots are to be no less than 1000m² lots in this area.
- Identify naturally occurring shelves or the gentlest part of a slope to locate building platforms.
- Steep hillsides and valley, incorporated into the ownership of a small number of residential lots.

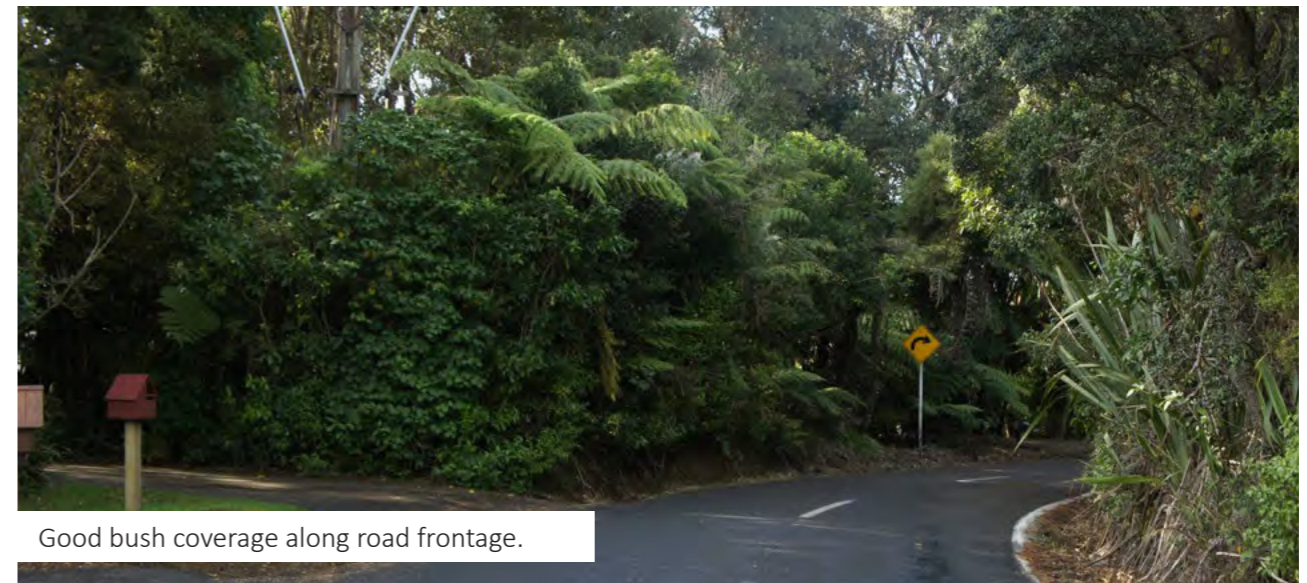


Note: Images above are precedent imagery only.

STRUCTURE PLAN

HILLSIDE

- The Structure Plan proposes an open, vegetation-dominated, west-facing hillside and ridgeline with sparse and sensitively located rural residential development and supporting network utilities. A minimum of 1ha (10,000m²) lots with a 2.5ha (25,000m²) average is proposed.
- Provisions to limit skyline protrusions and to ensure recessive built forms.
- South-east face of hillside restricted to one allotment per spur.
- Provide native planting around dwellings and access for integration with natural backdrop.



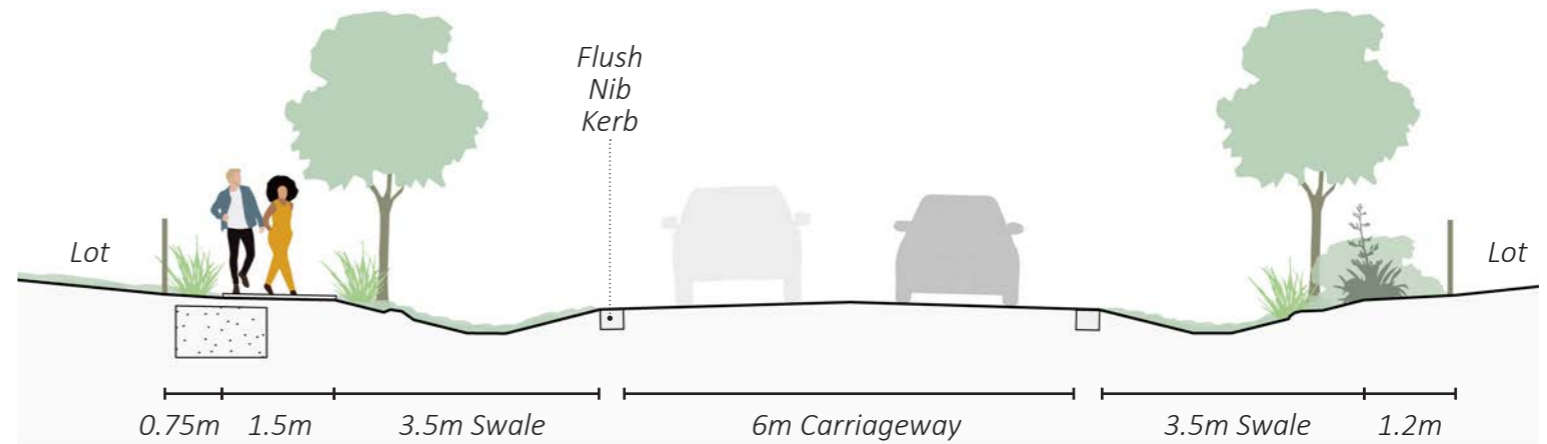
Note: Images above are precedent imagery only.

STRUCTURE PLAN

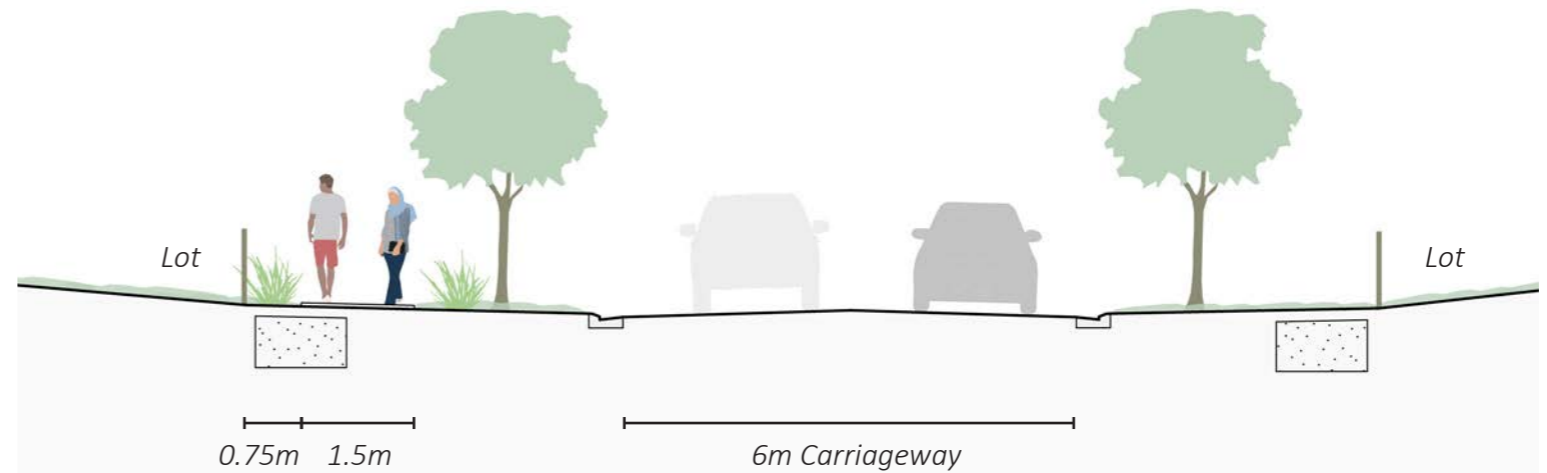
TYPICAL ROADING

- Space is allocated within the road corridor for street trees, planting, or swales.

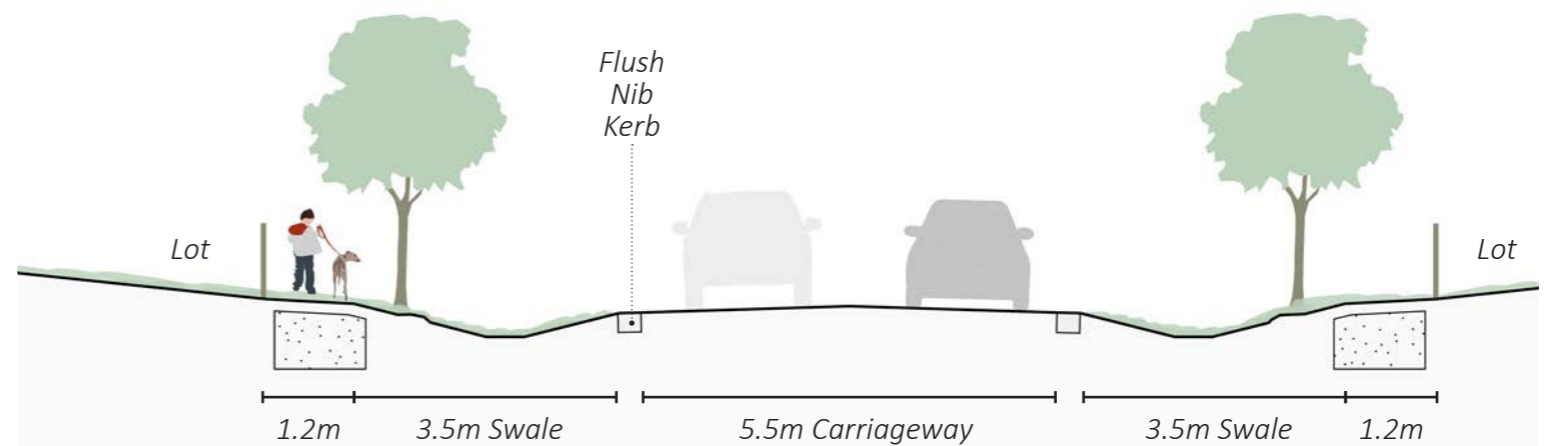
6m Road with Swales & 1.5m Path
 (Grades 5% or Less)
 17m Legal Road Width



6m Road with Kerb & 1.5m Path
 (Grades 5% or More)
 15m Legal Road Width



5.5m Road with Swales & No Path
 (Grades 5% or Less)
 15.5m Legal Road Width



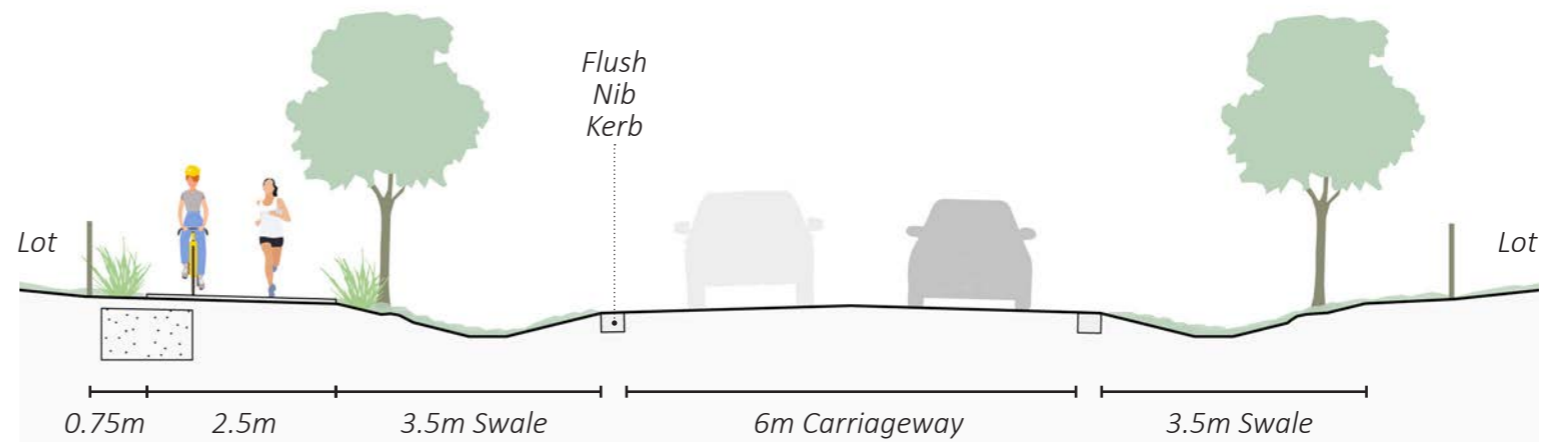
 = Services Trench

1:100 @A3

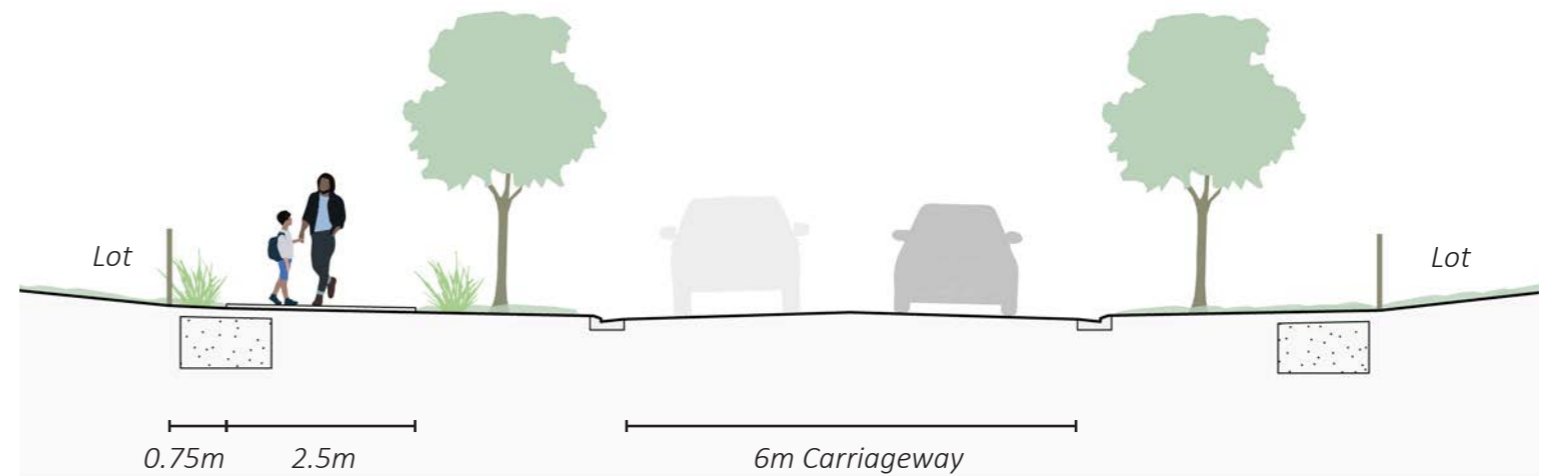
STRUCTURE PLAN TYPICAL ROADING

- A 2.5m Shared Path is indicated in three of the typical roading typologies.
- Adjacent to roading, a maximum 1:2 batter slope is indicated and is to be remediated with planting.

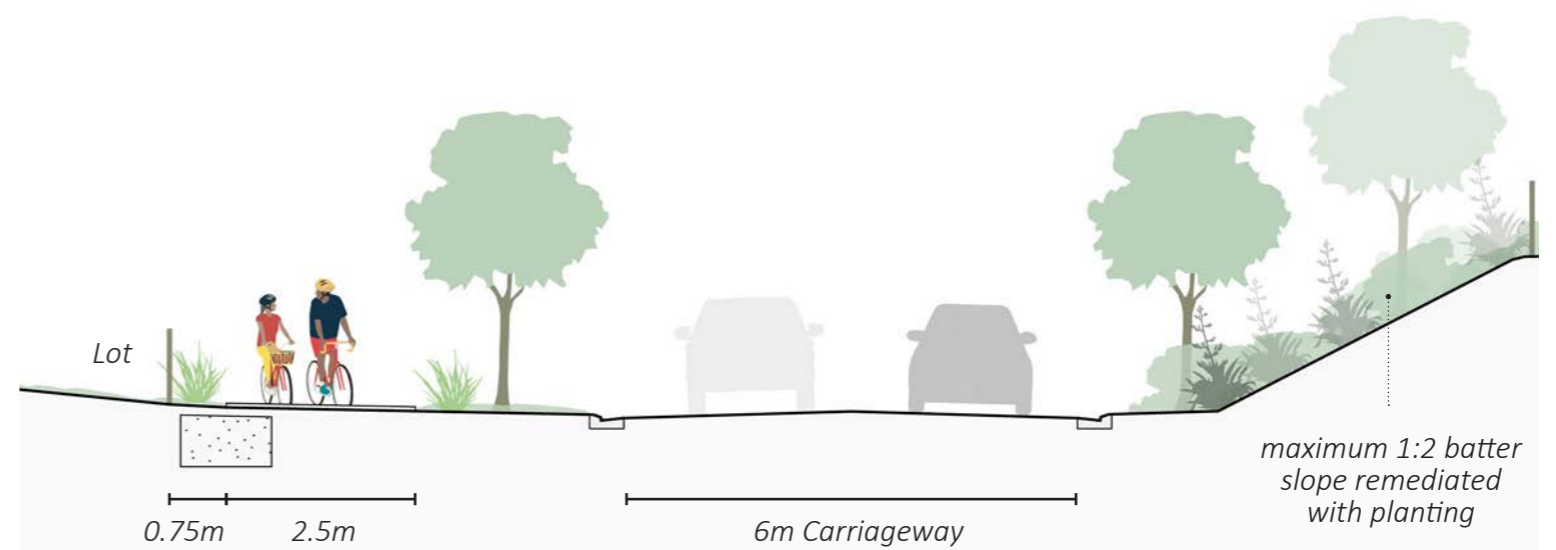
6m Road with Swales & 2.5m Shared Path
(Grades 5% or Less)
18m Legal Road Width



6m Road with Kerbs & 2.5m Shared Path
(Grades 5% or More)
16m Legal Road Width



6m Road with Kerbs & 2.5m Shared Path Hillside RHS
(Grades 5% or More)
Legal Road Width Varies



 = Services Trench

1:100 @A3



[IMAGE] Gabites ponds in the foreground. Site's Station Flats in the mid-ground, and Hillside area in the background.



LANDSCAPE REPORT ASSESSMENT

LANDSCAPE ASSESSMENT

OPEN SPACE MANAGEMENT

The landscape assessment is based on the lots sizes and provisions suggested in the Structure Plan.

Section 6(a) of the RMA, *preservation of natural character*, applies to Blaikie Stream and its tributaries. Section 7(c), *amenity values*, and Section 7(f) *quality of the environment*, applies to the south-west facing vegetated hillsides.

At the time of Resource Consent, a Landscape Management Plan will be required to ensure the roading layout, earthworks, lot design, house placement, and open space design maintains and enhances the natural characteristics of these landscape attributes. Furthermore, the appropriateness of the development densities identified in the Structure Plan are subject to the controls proposed at the time of subdivision, with regard to earthworks, street lighting, building platforms, built form, exterior cladding, lighting, accessways, vegetation clearance, and planting. These should be required to be approved by a suitably qualified landscape architect.

Natural backdrop

The hillsides are currently covered with rogue pines, forming a dense vegetated backdrop when viewed from the valley floor. Their removal has benefits as a long term land management option due to their proximity to future dwellings. It is the applicant's view that there are substantial short term detractions to be weighed in the transition from the current conifer backdrop and its replacement with native regrowth, which we prefer. These detractions primarily relate to the short term visual disruption and the considerable time, process, and resource involved in native establishment. For these reasons the applicant will retain the pines, thereby maintaining the existing natural backdrop. Given this, existing stands of pine and other regenerating native vegetation located outside of building platforms and accessways, should be managed to retain visual screening and the green backdrop to the valley floor in the long-term. Where any pines are required to be removed to create building platforms, outdoor areas, and access, native planting should be undertaken to provide visual backdrop to dwellings,

rehabilitate cut or fill batters, and to filter views of accesses. Additional 'backdrop' planting areas should be implemented if and where required to ensure the development remains unobtrusive and any potential effects of development on the identified ridgeline are avoided. The lot sizes and shapes on the south-west facing hillside should be designed to maintain the natural backdrop to the Mangaroa Valley. For example, to the south east of the Hillside, lots should be restricted to one allotment per spur with property boundaries located discreetly in the valley. This will enable a few people to have responsibility for the steep land which must remain a predominantly natural landcover.

The plan change provisions require a Landscape Management Plan as a condition of resource consent. The Landscape Management Plan would set out how the long term green backdrop would be achieved and managed in line with the recommendations above, and the Performance Criteria on the following page.

Waterways

The applicant will implement a boundary adjustment with DP33009 to enable the existing pond to be incorporated as a feature for the development.

From a landscape perspective, diverting the stream (Blaikie Stream tributary) to historic alignment was considered to enable denser residential development between the waterway and the hillside, with the stream acting as a buffer. However, we were advised this may have complex consenting issues, timeframes, and substantial cost. Furthermore, the site's development potential is subject to other site constraints (i.e., three waters). As such, rural residential development is instead being proposed along Maymorn Road. The existing alignment of Blaikie Stream tributary will be retained, and the riparian edges may be enhanced with native revegetation. Planting should be informed by a landscape architect and/or ecological restoration expert.

LANDSCAPE ASSESSMENT

LANDSCAPE PERFORMANCE CRITERIA

Residential character

- Maintain the values attributed to residential character near Te Mārua — sense of containment, connectivity to transport infrastructure, and the natural setting.

Rural lifestyle character

- Maintain the values attributed to rural character in the wider Mangaroa Valley — natural setting (natural backdrop, the sense of openness, and peace and quiet).

Natural setting

- Maintain the natural backdrop of Maymorn and Mangaroa Valley.
- Maintain a predominantly natural landcover on the steeper slopes in Blaikie Stream valley (relationship to Pākuratahi Forest).
- Protect areas with ecological value — Gabites Block Natural Areas.

- Maintain the perceived naturalness of the Hillside area and the Hilltops ridgeline, which backdrops Maymorn and Mangaroa Valley, for retaining the values attributed to rural lifestyle character — natural setting, and the sense of openness.

- Allotment boundaries on the hill face should not divide existing natural edges in the landscape, including spurs and ridges, with property boundaries located discreetly in the valley.

- Building platforms, roading, accessways, and infrastructure in the Hillside and Hilltops areas should be identified at the time of subdivision and be designed to tie into the existing landform.

- Design-based mitigating measures could include use of a parking platform, split-level building designs, or timber pile foundations. Where retaining structures are unavoidable, provide screening planting.

- Where cut and fills are required, shape batter slopes to integrate with the surrounding natural landform. Plant batter slopes (ideally 1:3 profile, with a maximum of 1:2) to help integrate them with vegetation patterns.

- Provide a good bush coverage along road frontage and accessways.

- Built development should not have significant adverse visual effects on the skyline of the main north-south ridge when viewed from Maymorn Road or Parkes Line Road.

- Buildings should be set down from the ridgeline, with height restrictions and other mitigation controls to ensure recessive built forms which do not protrude the skyline.

- Minimise visual impact through use of dark, recessive colours and materials (Hillside/Hilltops). The reflectance value of the exterior finish of the buildings or structures

must be no greater than 25% for roofs and 30% for walls within Groups A, B or C of the BS5252 standard colour palette.

- Cumulative development should retain the overall pattern of open, green slopes of the Hillside Area, particularly on the more prominent face to the south-east. Development on the Hillside area and the main ridgeline should collectively require a landscape and visual assessment, completed by a suitably qualified landscape architect, to ensure development is visually recessive in these more sensitive areas.

Recreation

- Maintain and/or enhance Remutaka Rail Trail and accessibility to Pākuratahi Forest.

Connectivity

- Facilitate a shared path along Maymorn Road to improve connectivity between Te Mārua and Maymorn.

LANDSCAPE ASSESSMENT

NORTH-WEST FLATS

The Structure Plan proposes a minimum of 400m² lots with a 600m² average. This will create a cluster of residential development that is compatible with the built development of adjoining residential areas to the north and the light-industrial activities to the west.

Natural Setting

Development here will provide homes in a natural valley setting. The Plan Change proposes a 5m visually-permeable landscaped boundary along Maymorn Road. Provisions are also included to *avoid providing direct private property vehicle access onto Maymorn Road*. These design factors help to integrate residential development within the backdropping hillside.

Recreation

The shared path facilitated by the Plan Change would improve the safety and enjoyability of the Remutaka Rail Trail along Maymorn Road. This would enhance the recreational values of the local and wider landscape through improved accessibility to Pākuratahi Forest.

Connectivity

Residential activity in this location would extend existing development towards Maymorn Station, assisting in experientially connecting these two nodes. The future shared path would also improve walking and cycling accessibility towards Maymorn Station.

Residential Character

The contained nature of the North-West Flats is compatible for extending the residential character. As demonstrated in the *Landscape Capacity* section, rural character is already eroding in this area. Landuse in the Mangaroa Valley has transitioned from farming to rural lifestyle, with some areas planned for residential activity. The North-West Flats has residential zoning proposed under PC50, to extend existing residential development towards Maymorn Station.

Adjacent industrial landuse by Mangaroa River (concrete plant), is residual and subservient. Reverse sensitivity noise and visual effects can be addressed through landscape treatments.



[ABOVE] North-West Flats to the right, and the neighbouring property is centre left. Residential elements include suburban fencing.

LANDSCAPE ASSESSMENT

VALLEY FLATS

Due to servicing constraints and Council guidance, the applicant is proposing minimum allotments of 2,000m² on the Valley Flats. The landscape has the capacity to accommodate this change as rural residential activity in this area would help unite the residential area towards Te Mārua, with Maymorn Station. In doing so, providing a suitable transition to the rural lifestyle activity occurring in the wider Mangaroa Valley.

Natural Setting

Locating the bulk of development on the valley flats, ensures the hillside area can remain predominantly free from built development. The 5m wide landscaped native planting buffer proposed along Maymorn Road will positively contribute to the natural setting.

We recommend the design proposed for Resource Consent should include the revegetation of Blaikie Stream tributary for enhancing the environment and providing public amenity. This would be most beneficial if taken on by Upper Hutt City Council as a public space.

Connectivity

The plan change provision requires the first subdivision in Valley Flats Area to adjust the boundary of Maymorn Road to provide sufficient width in Maymorn Road for a future shared path. This will help to connect Te Mārua and Maymorn.

Recreation

The shared path facilitated by the Plan Change would enhance recreational values of the local and wider landscape by improving the Remutaka Rail Trail, and the accessibility to Pākuratahi Forest.

Rural Lifestyle Character

The Plan Change proposes that 5m of the Maymorn Road boundary be landscaped with a buffer of native trees and plants that will be visually-permeable at maturity. This would create a natural interface between the rural residential activity proposed east of Maymorn Road (appropriate due to proximity with train station), and the rural lifestyle activity to the west. This will ensure the rural residential activity in this area does not detract from the rural lifestyle amenity values in the wider Mangaroa Valley (natural setting, the sense of openness, and peace and quiet).



[ABOVE] Valley Flats Area, pre-development. Maymorn Road in the midground.

LANDSCAPE ASSESSMENT

STATION FLATS

Due to servicing constraints and Council recommendations, the proposal is in line with the village precinct zoning (PC50) with a minimum of 1,000m² allotments. The landscape has the capacity to accommodate this change.

Low density residential is appropriate on the Station Flats, as landscape effects are minimised in this location, set back from Maymorn Road and framed by the railway line and hillside.

Natural Setting

The ponds to the south of the site, near the train station, have the potential for future public space. These would continue to contribute to visual amenity, yet in a more accessible way.

Recreation

The shared path facilitated by the Plan Change would enhance recreational values of the local and wider landscape by improving the Remutaka Rail Trail and the accessibility to Pākuratahi Forest, via the Station Flats.

Connectivity

Development here will provide homes in a high amenity natural setting, in close proximity to Maymorn Station.

Rural Lifestyle Character

Largely away from the central valley area and from public views, the Station Flats are setback from Maymorn Road. The separation created by the proposed 5m wide landscaped buffer, the Valley Flats, and the ponds (to be converted to public space) will ensure the low-density residential activity in this area does not detract from the rural lifestyle amenity values in the wider Mangaroa Valley (natural setting, the sense of openness, and peace and quiet).



[ABOVE] Station Flats Area setback from Maymorn Road, behind pond.

LANDSCAPE ASSESSMENT

HILLTOPS

The proposal aligns with the allotment sizes recommended in the *Landscape Capacity* section (pg.57). The landscape has the capacity to accommodate this change as rural residential activity can be absorbed in this area without compromising the landscape values. However, the appropriateness of development is reliant on provisions to limit skyline protrusions and the dominance of built forms for retaining a natural backdrop to Mangaroa Valley.

Natural Setting

The Plan Change intends for the Hilltops area to be an open, green landscape which contributes to the natural setting of Mangaroa Valley. This is supported in the Plan Change through provisions which:

- *Avoid built development that has significant adverse visual effects on the skyline of the main north-south ridge shown on the Gabites Block Development Area Structure Plan in DEV3-APPENDIX1, when viewed from Maymorn Road or Parkes Line Road;*

- *Building design and implementation that achieves recessive built forms and finishes;*
- *Landscape design and implementation that maintains and enhances the vegetated hillside backdrop to Maymorn;*
- *Avoids visually-impermeable boundary fencing, including close-boarded and solid panel fencing, and avoids front boundary fences of higher than 1.2m; and*
- *Ensures driveways, manoeuvring and parking areas are visually unobtrusive; and*
- *Transport networks that avoid significant adverse effects on the rural character or landscape values of the Maymorn context.*

GBNA's are also protected. In addition to this, we recommended that steep hillsides and valleys be incorporated into the ownership of a small number of residential lots. This will enable a few people to have responsibility for the steep land which should remain a predominantly natural landcover adjacent to Pākuratahi Forest.



[ABOVE] Native vegetation of Gabites Block Natural Area in the in the gully on the eastern boundary of the site in the Hilltops Area. Source: Bioresarches Ltd.

LANDSCAPE ASSESSMENT

HILLTOP BASIN

The proposal aligns with the allotment sizes recommended in the *Landscape Capacity* section (pg.57). The landscape has the capacity to accommodate this change as low-density residential development can be absorbed in this area without compromising the landscape values. However, as stated, the topography is varied, and development is best suited to gentler terrain.

Natural Setting

This area is contained to Blaikie Stream valley, separated from the wider Mangaroa Valley. Therefore, development here will not be discernible from Maymorn Road or Parkes Line Road, thus, will not affect the natural backdrop of the south-west facing hillside.

The natural character of Blaikie Stream could be reduced due to an increase in built form on the river's upper slopes. However built form is already present here from several Roseveare Grove properties. To limit this effect, development on Blaikie Stream's riparian margins should be addressed sensitively.

We also recommended a balance lot approach to manage the steep land. This will enable a few people to have responsibility for large undevelopable areas, to retain a predominantly natural landcover adjacent to Pākuratahi Forest.

Recreation

Development would not impose on the recreation values of Pākuratahi Forest, which are predominantly concentrated around Collins Stream. However, there is potential to enhance recreational value by connecting the proposed low-density residential area to the tracks in Blaikie Stream valley (on the adjacent forestry land owned by Greater Wellington Regional Council). Connectivity with Pākuratahi Forest tracks could provide high amenity in the long-term.

Connectivity

Development here will provide homes in a high amenity natural setting, although this will not be serviced by, or accessible to, bus services unlike Plateau Road. Maymorn Station is relative close, yet, separated by a hill.



[ABOVE] Hilltop Basin Area in the valley behind foreground pine tree, pre-development.

LANDSCAPE ASSESSMENT

HILLSIDE

The proposed private plan change aligns with the allotment sizes recommended in the *Landscape Capacity* section (pg.57). The landscape has the capacity to accommodate this change as sparse and sensitively located rural residential development can be absorbed in this area without compromising the landscape values, including the rural lifestyle character in Mangaroa Valley by maintaining a natural backdrop.

This can be achieved by:

- Avoiding Gabites Block Natural Areas.
- Shaping lots around the topography, for example, to the south-east, lots should be restricted to one allotment per spur with property boundaries discreetly located.
- Locating dwellings sensitively at the base of the hillside, set down below the skyline, or screened by protected vegetation.
- Ensuring prominent areas of the hill face remain free from dwellings (i.e., south-east face).

Natural Setting

The plan change provisions require a Landscape Management Plan and a Landscape and Visual Assessment, as a consent condition, to ensure a green backdrop is achieved. The GBNA's also have several provisions to protect the ecological values from inappropriate subdivision, use and development.

Recreation

The shared path indicated on the Structure Plan is proposed to connect with Tunnel Gully Track (Remutaka Rail Trail) in Pākuratahi Forest, via the Hillside. This would the enhance recreational values of the local and wider landscape.

Connectivity

In addition to the shared path indicated on the Structure Plan, we recommend a public access easement (i.e., paper road) along the ridgeline to Tunnel Gully track to provide connectivity for the residents of the development (Hillside, Hilltops, Hilltop Basin) to Pākuratahi Forest and Maymorn Station.



[ABOVE] Native vegetation of Gabites Block Natural Area to the northwest of the site in the Hillside Area.
Source: Bioreserches Ltd.



[IMAGE] View of Site (midground) from Maymorn Station.

The background image shows a rural landscape with a grassy field in the foreground, a wooden fence, and a dense forest of evergreen trees in the background. The entire image is overlaid with a semi-transparent blue filter. The text 'LANDSCAPE REPORT' is in white, and 'CONCLUSION' is in a bright yellow-green color.

LANDSCAPE REPORT CONCLUSION

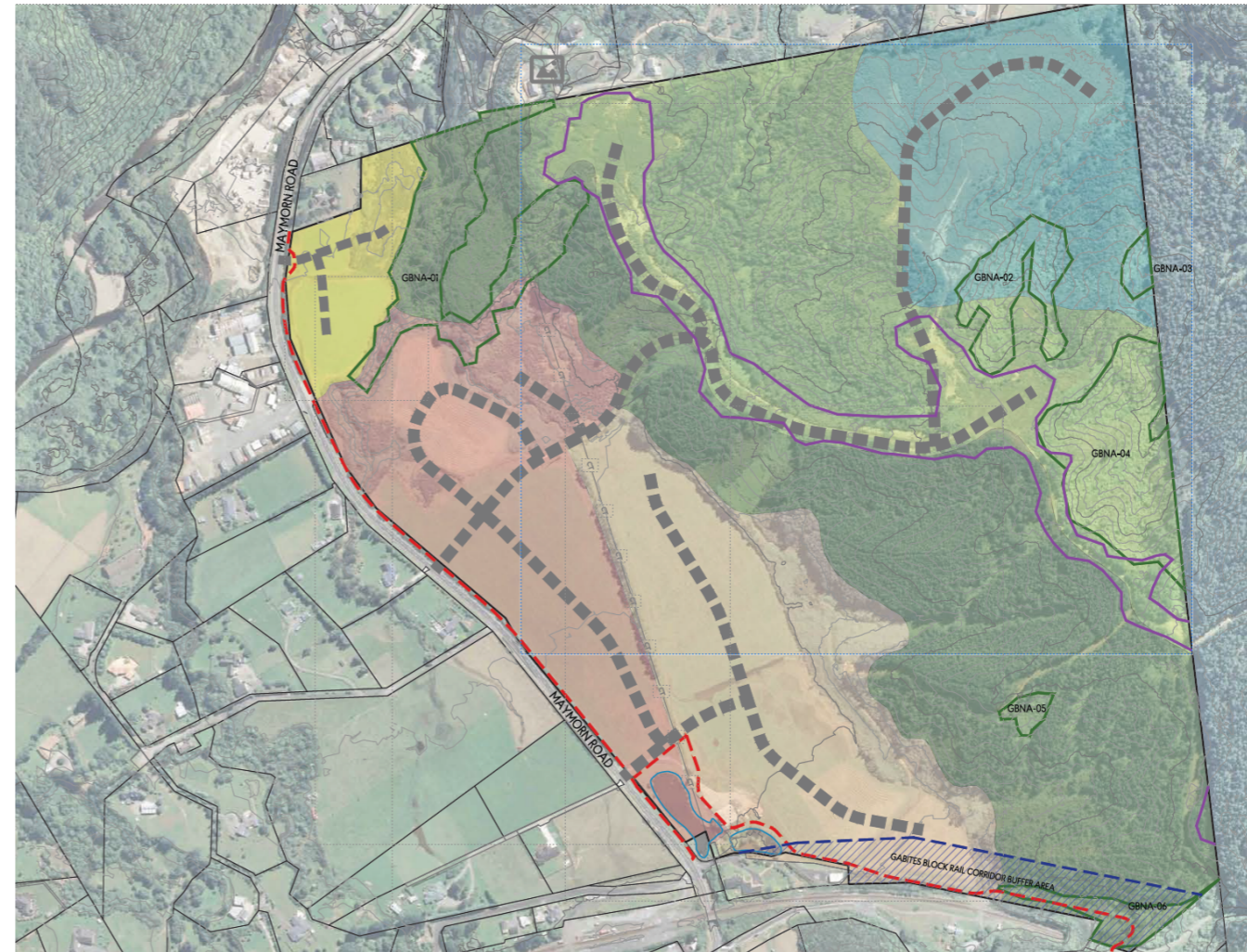
CONCLUSION

Supporting the 'Gabites Block Development Area Structure Plan', this analysis document identifies opportunities to enrich the landscape values of the Gabites Block, particularly in terms of connectivity and recreation. In addition, it outlines how other values associated with the natural setting may be retained.

The 'Gabites Block Development Area Structure Plan' is intended to provide guiding principles which will inform the plan change process and the future resource consent applications which would follow. The Structure Plan reflects the landscape constraints by identifying more sensitive areas and indicating areas within the topography which are better suited for development.

Through incorporation of the recommendations set out in this landscape report, significant adverse landscape effects can be adequately avoided, remediated, or mitigated.

In our opinion development of the Gabites Block could positively contribute to the fabric of the wider Upper Hutt area.



Note: Gabites Block Development Area Structure Plan provided by Envelope Engineering.



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