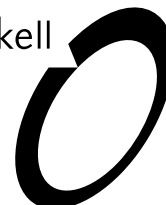


13 February 2025

Jon Trewin  
Selwyn District Council  
2 Norman Kirk Drive  
Rolleston 7643

Boffa Miskell



Dear Jon

**RE: SH1 Rolleston Access Improvements Landscape and Visual Assessment Report - Peer Review**

Thank you for the opportunity to peer review '*SH1 Rolleston Access Improvements | Package 1 – Roundabout Landscape and Visual Assessment Report*' dated 11 October 2024, prepared by Beca Limited (and referred to as the Landscape and Visual Assessment or LVA). The LVA forms part of a broader volume of work relating to Waka Kotahi's Notice of Requirement for new roundabout junction located approximately 90m west of the existing SH1 and Dunns Crossing Rd / Walkers Rd intersection, at the northwestern edge of Rolleston.

I provided initial feedback (dated 7 November 2024) to Selwyn District Council's appointed reporting Planner relating to the Request for Further Information and have already provided my preliminary response to those responses received from Waka Kotahi. This letter therefore provides an overview of the initial review, my subsequent RFI response as well as the comments referring to the 'Further RFI Responses'.

Landscape Assessment

The methodology for the LVA is discussed in Section 2, which provides a summary of the scope and methods used for the assessment. A full assessment methodology is presented in Appendix 6 of the LVA. The assessment states the methodology used follows Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines<sup>1</sup> (TTM), considering the three overlapping dimensions promoted by the guidance and describing the two categories for effects – landscape and visual. The effects ratings used in the assessment are based upon a seven-point scale which ranges from very low to very high, which is in accordance with current best practice contained within TTM.

The LVA describes the existing environment in Section 3. Section 4 describes the elements of the proposal which are relevant to the LVA, referencing the full description as presented in the AEE Report. It is noted in this section that no planting is proposed as part of the proposal. This is an aspect of the proposal which I have commented on and will discuss in more detail further in this letter.

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<sup>1</sup> *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022

Section 5 of the LVA sets out the relevant statutory context for the works. It identifies that the proposal sits across five zones in the Partially Operative Selwyn District Plan (POSDP). The majority of the development (i.e. the main roundabout infrastructure) would be located within the Large Lot Residential Zone, while other elements of the proposal would also lie within the Medium Density Residential Zone, the General Rural Zone, the General Industrial Zone and Corrections Zone. It is understood that the area zoned Large Lot Residential which the proposed development sits within has recently been approved (at appeal) for rezoning to General Residential Zone. This rezoning has not been considered in the LVA.

The assessment is presented in Section 6 of the LVA. The landscape effects assessment considers the Physical, Perceptual and Associative effects of the proposed intersection during operation. It then addresses the visual effects, focusing on those people living in the adjoining residential properties at Dunns Crossing Road and Fountain Place, and future residents of the Large Lot Residential Zone to the west of the development area. The visual assessment also considers views from adjacent properties and businesses such as Rolleston Prison, and West Rolleston Primary School; and on road users. I am content that the assessment has considered effects at an appropriate landscape scale and has identified the viewing audience that is likely to be impacted, however there are some omissions, or areas where additional detail is required.

Following this review, I considered that there were a number of matters that required further consideration by the authors of the landscape assessment. Namely, these matters concerned the following, which formed the substantive response in the reporting Planner's RFI concerning landscape matters.

- Lack of detail concerning construction effects
- Vegetation removal
- Proposed Planting
- Lighting effects
- Visual Effects on residents at Dunns Crossing
- Effects on views for road users

My response to the Applicant's response to the above raised matters (and subsequent Further Response)

**Construction effects:** The LVA methodology set out in Appendix 6 notes that effects fall into two categories – temporary (i.e. effects during construction) and permanent (i.e. operational effects). Within the LVA, however, no consideration of construction effects has been presented. Given the level of vegetation removal, site disturbance and other construction activity required to facilitate construction of the development, I considered that the appraisal of construction effects is pertinent in understanding the full effect of the proposed development on the landscape and visual resource.

In response to this, the Applicant provided further information, including detailing that vegetation removal is a permitted activity. The Applicant has, however noted that construction activities can create localised and temporary adverse visual amenity effects, especially for those on Dunns Crossing Road. The applicant notes that a level of change is expected in this landscape, afforded by the LLRZ and PC73, which lowers the sensitivity of the landscape.

The applicant has recommended the following:

1. *Site compounds and construction yards: Locate yards in discrete locations where possible, away from residential areas. Reinstate construction and site compound areas by removing any left-over fill and shaping ground to integrate with surrounding landform. Reinstate land with consideration for the future use of the site or reinstate with grass at the completion of works.*
2. *Screening: Provide fencing screening around works, yards and compounds where they are adjacent or in close proximity to residential dwellings to contain or hide activities where possible, to reduce visual clutter.*

The response from the Applicant was helpful in this regard, although I did query the final locations of the site compounds and construction yards. The Applicant responded in their Further Response, that:

*'the location of site compounds and construction yards will be confirmed with the selected contractor at later stages of the project. The site compounds and construction yard location will form part of the Construction Environmental Management Plan, as volunteered in Condition 3'.*

I accept that response and consider that potential temporary effects, including temporary lighting effects, will be appropriately managed under this condition.

**Vegetation removal:** I noted within my initial response that information on the extent of vegetation removal (i.e. length of existing shelterbelt along SH1 and at the edge of Rolleston Prison) is required to provide an informed understanding of the impact of this removal, particularly with regards to effects on views from residents at Dunns Crossing Road.

The applicant responded that:

*'the removal of this vegetation is not an activity that requires approval under the district plan and these views are not protected. Nevertheless Section 4 of the LVA report outlines the extent of vegetation to be removed within the designation boundary. Refer also to Appendix 4 Proposed Designation Plan'.*

Based on this, I accept this response.

**Proposed Planting:** I noted that within Section 4 of the LVA, planting does not form part of the proposals, and therefore the assessment has been prepared on this basis. The LVA recommends a Landscape Management Plan is prepared in accordance with various NZTA landscaping guidelines. There are a number of effects or reasons provided in the LVA which refer to proposed planting (some of which will result in a positive effect) however it is difficult to agree with these findings without certainty on any formal planting proposals. For instance, Section 8 of the LEA notes that:

*for the majority of viewing audiences the proposal will result in negligible and positive effects. For residents on Dunns Crossing Road this is primarily influenced by the scale of additional planting and offset of vehicular traffic. Visual effects on future LLRZ properties directly adjacent the roundabout have the potential to be Low-Moderate. While proposed planting will demarcate the western edge and help to*

*soften and reduce the prominence of the roundabout the visual presence of traffic will appear pervasive for adjacent LLRZ properties.*

This conclusion relies on the presence of proposed planting, however aside from being included as a recommendation, no evidence of this proposed planting was provided within the LVA.

Following this response, the Applicant responded by supplying a Draft version of the ULDF, which provides a helpful understanding to what is likely to be proposed. I do however consider that it would be essential for council to have an opportunity to review and comment on this and LMP at an appropriate time.

**Lighting effects:** I noted that the effects arising from street lighting of the roundabout and its approach roads is addressed in the assessment, but no detail is provided on the lighting strategy. Further information on these structures, in my view is necessary (i.e. how many streetlights are proposed and where they will be situated) to fully establish their impact on the landscape, and on views.

In response, the Applicant directed me to review Appendix O of the Lighting Assessment. My response to this, was that I was expecting the author of the LEA to undertake this assessment from a landscape perspective. I stated that:

*A more considered landscape effects nighttime assessment is required to better understand the nighttime effects of the additional lighting to residents on Dunns Road Crossing and Fountain Place. The LEA will need to interpret Appendix O (Lighting Assessment) and provide a landscape/ visual assessment based on this on those residential properties where the level of lighting will be noticeably higher (as detailed in the LVA - Section 6.2.1).*

The Applicant, in their Further Response stated:

*Appendix O Lighting Assessment outlines the applicable Lighting Standards as well as District Plan criteria, noting that the Project (as a designated state highway) is not strictly required to comply with the POSP criteria but have considered as these provide a guide to acceptable lighting in the surrounding context. Appendix O confirms that the proposed design complies with these requirements and standards. The extent of proposed lighting has been further reviewed, with specific consideration of residential dwellings adjacent to the proposal, at Dunns Crossing Road and Fountain Place.*

- The roads within the existing environment are not illuminated.*
- The Lighting Assessment addresses the potential for Spill lighting, Glare, Skyglow effect, and Headlight Sweep, concluding that adverse effects will be less than minor.*
- Mitigation measures have been suggested to manage potential construction lighting effects - these could be considered in conjunction with the recommendations/conditions responding to RFI 8.*
- In assessing the nighttime visual effects, it is acknowledged that the degree of lighting will be a change from what is currently experienced, but that the proposal meets the technical standards required and this increase in lighting can be reasonable expected in this environment (SH1).*

- *The separation distance between the Project and residential properties in conjunction with the LMP and ULDF will assist in providing further visual screening of the proposal over time.*

I have reviewed Appendix O, along with the comments made by the Applicant above. I disagree with the statement that roads in the existing environment are not illuminated. I note lighting poles on all roads currently, including on Fountain Place, Newman Road and Dunns Crossing Road. Despite this, I am comforted that:

*Luminaires are generally pole mounted at a height of 14m above ground level, and aimed away from residential units, providing less glare and spill light than might otherwise be observed; and*

*AS/NZS 1158 requires a Threshold Increment (glare control) below 15% and Upward Waste Light Ratio (UWLR) shall not exceed 1%. Because of these factors, and the use of full cut-off luminaires, the effects of glare, unwanted spill light, and upward waste light (that would contribute to sky-glow) on the environment will be less than minor<sup>2</sup>.*

I also note, as outlined by the Applicant to my response, that:

*Along the majority the Project, there are buffer distances between the road carriageway and the adjacent residential properties, and this will assist in mitigating any effect of headlights on the owners and occupiers of the existing residential units on from 388 Dunns Crossing Road to 406 Dunns Crossing Road and 1 Newman Road. The effects from headlights will be less than minor because the vehicles will not generally be moving directly towards aforementioned residential properties.*

*Any additional landscape planting proposed between the proposed road corridor and residential properties will offer additional visual barriers that will further reduce the lighting effects<sup>3</sup>.*

Based on this, I am satisfied with the Applicant's response concerning lighting.

**Visual effects on residents at Dunns Crossing Road:** The LEA identifies that:

*the removal of the roadside vegetation and the creation of open grassed areas surrounding the new road would amplify the visibility of new roading, creating a stark environment that contrasts against the residential interface.*

The project description also notes that a section of the mature pine shelterbelt which extends along the southbound edge of the SH1 carriageway would also be removed to facilitate the intersection however, I noted that this was not captured within the visual assessment. I commented that the removal of this vegetation would open up additional, longer distance views of SH1 from those properties located between SH1 and Newman Road (and just south of Newman Road), changing their outlook (and perception of the landscape) from one of largely rural character to one which is largely occupied by road infrastructure (i.e.

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<sup>2</sup> Appendix O: Lighting Assessment Report

<sup>3</sup> AEE

carriageway, lighting, signage, stormwater infrastructure). I noted that further consideration of effects on these residents taking account of this vegetation removal would be useful in understanding the full impact on this viewing audience.

*The applicant responded by stating the following will mitigate potential effects on residential properties on Dunns Crossing Road:*

- *Planting around the stormwater basins and the residual land between Dunns Crossing Road and the southern leg of the roundabout including between SH1 and the new Dunns Crossing Road turning head and south of Newman Road.*
- *Implementation of the LMP through the detailed design stages will address the outlook toward new roading infrastructure. Given that the shelterbelt in question is further west of the development, it is considered that any additional further views are able to be managed by the recommendations made.*
- *Additionally, the zoning of the land west of Dunns Crossing Road is LLRZ, so it is expected that the outlook of the existing residents will become one with more suburban residential character. Furthermore, this land is subject to PC73, and the decision has confirmed that this land will be rezoned General Residential.*

It is accepted that PC73 will change the character of this part of Rolleston and that this is anticipated through the planning framework. Also, having now seen the draft ULDF and the level at which proposed planting and landscaping is provided, I am reasonably comforted that a high level of amenity will be provided for the residents on Dunns Crossing Road. However, any finalised planting plans will need to be reviewed by a qualified expert.

**Effects on views for Road Users:** A description of the effect on road users is presented in Section 6.2.3 of the LEA, however no effect rating is given. I asked the applicant to provide some further information on this. The applicant responded:

*The description of effects for road users within Section 6.2.3 of the LVA report outlines the nature of effect for three different types of road user views. The quality and experience for this viewing audience is expected to be enhanced by the proposal, resulting in positive effects.*

I am satisfied by this response, especially in light of seeing the draft ULDF.

### Summary Review

In summary, the LEA follows best practice methods for assessing landscape and visual effects. It provides a useful summary of the existing environment and of the proposed intersection. The assessment has considered effects at an appropriate landscape scale and has identified the viewing audience that is likely to be impacted. There were some areas where further information and/or clarity was required to assist in the preparation of this final review and following these responses, I consider that these requests have now been satisfactorily answered by the applicant.

Despite this, I do consider that it would be essential for the consenting authority to have an opportunity to review and comment on the ULDF and LMP at an appropriate time and recommend that this review by the consenting authority be a condition of consent.

Yours sincerely

**BOFFA MISKELL LTD**

A handwritten signature in black ink, appearing to read 'JBentley', with a large, stylized initial 'B'.

James Bentley  
Associate Partner Landscape Architect