



**novo group**  
Planning. Traffic. Development.

## **Landscape and Visual Effects Assessment**

# **B2A ZONE EXTENSION PLAN CHANGE**

prepared for

**Rolleston Industrial Developments Ltd**

**Rolleston**

**September 2020**

## **Landscape and Visual Effects Assessment (LVA)**

### **B2A Zone Extension Plan Change**

---

Document Date:	09/11/2020
Document Version/Status:	Draft 3.0
Project Reference:	021024
Project Manager:	Kim Seaton
Prepared by:	Anne Wilkins, Senior Landscape Architect
Reviewed by	Kim Seaton, Senior Planner

---



**Anne Wilkins**

Senior Landscape Architect

BLA (Hons) (NZILA Reg.)

**Dated**

09 September 2020

Rev 2.0

---

#### **Address for service:**

Novo Group Limited  
PO Box 38 123  
Christchurch 8842  
03 365 5570  
[anne@novogroup.co.nz](mailto:anne@novogroup.co.nz)

The information contained in this document prepared by Novo Group Limited is for the use of the stated applicant only and for the purpose for which it has been prepared. No liability is accepted by Novo Group Ltd, any of its employees or sub-consultants with respect to its use by any other person.

All rights are reserved. Except where referenced fully and in conjunction with the stated purpose of this document, no section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Novo Group Limited.



## Table of Contents

1.0 Introduction .....	1
Purpose .....	1
Methodology .....	1
2.0 Proposal Details .....	2
Plan Change Description .....	2
3.0 The Receiving Environment .....	3
Character Context .....	3
Localised Landscape.....	4
Plan Change Site .....	4
4.0 Policy Framework.....	5
Existing Zone Attributes .....	5
5.0 Assessment of Landscape and Visual Effects .....	6
Landscape Character .....	6
Physical Nature .....	6
Amenity Values .....	6
Perceptual and Associative Values.....	8
Key Viewsheds and Audiences.....	8
Visibility Analysis and Influences .....	9
Visual Impacts .....	9
6.0 Design and Mitigation.....	14
7.0 Summary .....	14

## Appendices

Appendix 1 Figures and Supporting Graphics

Appendix 2 Outline Development Plan

Appendix 3 Methodology



## 1.0 Introduction

### Purpose

1. The purpose of this report is to assess the landscape and visual (LVA) matters and potential effects resulting from the proposed plan change for the establishment of an extension to the existing B2A Zone, at Rolleston.
2. The components for the visual assessment are as per the Outline Development Plan in Appendix B.
3. The structure of the report is:
  - a) A description and analysis of the receiving environment, and the character and amenity of the site to frame the proposal context.
  - b) An assessment which will provide the actual and potential effects resulting from the proposed plan change.
  - c) A review of any potential design and mitigation decisions to establish whether the change can be suitably absorbed into the surrounding environment.

### Methodology

4. The assessment of landscape and visual effects was undertaken using best practice methodology as outlined in Appendix C. This aligns the qualitative assessment, with the NZILA Landscape Assessment Guidelines (10.2), and other relevant best practice guidelines.
5. Several site visits have been undertaken over the period of the project development, on the 07.08.19, the 13.01.20 and the 18.01.20 respectively. Observations made on the site visits enabled understanding of the general site conditions and character and the relationship of the site to the surrounding topography, buildings, and vegetation. The likely visibility of the subject site was made to frame the visual assessment. The review of residential dwellings was done via site visit observations and a desktop study to analyse any potential visual effects. Any site-specific views from private properties would require a visit to accurately evaluate exact viewsheds.
6. Photos were taken during visits at key locations for reference and assessment. Additionally, a desktop analysis of site surrounds including GIS, Google Earth and LINZ Maps has been undertaken. These are outlined in the Appendix A.
7. An Outline Development Plan (ODP) has been prepared; and the scope of the assessment will include an assessment of the potential visual impacts of the associated Plan Change. The area for the Plan Change use is dependent on a range of factors, such as demand, operational requirements, expansion, or upgrades. This leaves a degree of ambiguity for the actual appearance of the site over time, so the assessment has been based on visibility and context than built forms.





8. No visualisations or montages have been provided for this initial assessment given the high-level nature of the ODP.
9. The proposal is to extend the adjacent B2A Zone to the west / southwest, so the existing site has been used in the effect's assessment for comparison. The assessment has also been undertaken based on the permitted scale of development within the B2A Zone.
10. The potential scale and site coverage of future built form is determined by the B2A zone rules as per chapter C16 B Zone Buildings. The assessment was undertaken on these building parameters outlined in Chapter 16 of Township Volume, including Rules 16.1, 16.5, 16.6 and 16.7, and is based on a 'worst case' scenario i.e. full build out of the site which would be facilitated / enabled under the proposed rezoning.

## 2.0 Proposal Details

### Plan Change Description

11. The site is located at Lot 3 DP 52556 Maddison's Road and is currently zoned as Rural Inner Plains. The site immediately adjacent; the developing IPort industrial area, is zoned 'Business 2A Zone'. The wider site to the north is Rural Inner Plains with some residential in the vicinity.
12. The Plan Change application is to extend the existing Business 2A Zone to cover the plan change site to outline the proposed ODP. Generally, the Plan Change will be:
  - a) Subject to the Selwyn District Plan provisions as outlined in the main Plan Change application. These pertain to access, landscaping and (any) mitigation as shaped by the relevant assessments.
  - b) Subject to the existing Business 2A Zone rules, with only minor amendments to acknowledge the plan change site.
13. The key objective is to ensure the site seamlessly incorporates into the adjoining Business 2A Zone, and that any potential adverse effects at the rural-urban interface are addressed.
14. The outline development plan (ODP) has been developed for the site, consistent with the ODPs of the existing Business 2A Zone (refer appendices E22 and E43 of the Township Volume of the District Plan). This includes provision for landscape treatments required at the rural-urban interface, and an indication of where key road connections are to occur. The ODP indicates that the plan change area is to be utilised for industrial land uses, consistent with the existing provisions of the Business 2A Zone rules.
15. The proposed height of any proposed built forms would be as outlined by Table C16.2 Business 2A Zone. The built forms could be up to 15 metres (buildings) or 25m (structures) high. The built forms would generally be setback from road boundaries by 10 metres and setback from any boundaries with rural zoned property also by a minimum of 10m (Rule 16.7.2.7), though any buildings adjoining Maddisons Road or the easter/south eastern rural boundaries would in reality be setback a greater distance due to the requirement for landscaping on those boundaries (as outlined in the proposed ODP).



16. Primary vehicle access to the site has been specified on the west boundary. The existing vehicle access off Maddisons Road will not be available for use when rural use of the land ceases. Any future vehicle access to Maddisons Road will require resource consent, including assessment of the effects of creating breaks in the boundary landscape treatment specified in the ODP.
17. Landscape and buffer areas have been concentrated on the north and east boundaries alongside the rural-residential areas. Landscaping would be developed in these areas, for screening, softening and integration<sup>1</sup>. Primarily, the key means to achieve this will be through the ODP, and with reference to existing Landscape Treatment Areas specified in the District Plan.

## 3.0 The Receiving Environment

### Character Context

18. The environment is located within the Canterbury Plains approximately 12km west of Christchurch in an industrial-rural fringe area in the Selwyn District. The landscape is distinctly characterised by this juxtaposition. The site sits immediately between these two landscapes, on the fringe of the industrial Port and LPC sites.
19. The wider rural environment is marked by large flat rectangular paddock patterns segregated by roads, irrigation, channels, swales and/or shelterbelts. This is punctuated by rural residential dwellings, and rural structures such as sheds, as well as supporting infrastructure such as power poles, stormwater systems, minor substations and ancillary features that service the wider rural and Canterbury area.
20. The industrial landscape counteracts this outer rural area. The landscape is made up of existing and expanding industrial, retail and residential blocks. The area is experiencing rapid growth post-earthquake in Christchurch and many of these developments are currently in construction and dynamic. The area contains both large and medium density sites, with the specific buildings, forms and structures depending on the land-use. A number of larger warehouses and industrial facilities lie north of the State Highway linked to the west of the subject site. Ancillary signage, lights, infrastructure and supporting features are also present typical of an industrial environment.
21. The area is heavily associated with movement and transport networks. The landscape contains the key State Highway 1 network running through wider Canterbury to wider areas of the South Island. The major South Island rail network traverses parallel to this network.
22. The closest settlement in the area is the town of Rolleston which lies approximately 1.8km to the south. The nearest subdivision is a residential area, contained by bunding and fences along the State Highway to the north. The Rolleston suburban area is expanding, with larger areas of retail and commercial areas developing to support the residential growth occurring.

---

<sup>1</sup> See Mitigation section.



23. Overall, the landscape context is especially dynamic; given the fringe nature of the landscape, with intersecting land uses and characteristics, the rapidly developing future land-uses and expansion, and the strong network corridors traversing through the area.

## Localised Landscape

24. The landscape to the north is open paddocks and pasture land for farming and rural activities. These are typical Canterbury Plains geometric regular paddocks, delineated by farm fencing and shelterbelts. The built forms of these environments are typically represented by rural farmsheds, woolsheds, haystacks reaching upwards of 12 -2m heights, and sporadically located across open associated environments, such as paddocks, stock and grazing yards.
25. Vegetation in the area is mostly exotic tree stands, shelterbelts, small pockets of woodland areas and feature planting around rural residential areas. One woodland area lies immediately on the northwestern boundary adjacent to the site, made up predominantly of *Pinus radiata* trees.
26. The area contains several important movement network corridors in the vicinity. Between the State Highway and Jones Road is the main Canterbury rail corridor, and the Rolleston train station in the near vicinity. There is a busy intersection located at the juncture of SH1, the entrance to Rolleston and Hoskyns Road (access to Maddisons Road).
27. The area is bustling, with industrial developments. There are several large format retail areas on the corner of Jones Road and Roskyns Road. The site is located immediately adjacent to and intersecting with, two key developing areas: IPort and LPC Port. These two sites form important contextual features; for visual impact, context and for the future of the landscape character. These areas details are:
  - a) The site is bordered to the west by IPort the industrial and logistics park located on 122 hectares of industrial-zoned land. The development is to support agribusiness and freight movements through the Canterbury region.
  - b) To the south is the proposed LPC Midland Port site, which is a transport node for storage for *'receiving, storing and consolidating containers and as a distribution point where containers are transferred between trucks and trains'*<sup>2</sup>.

## Plan Change Site

28. The proposed plan change site is an open flat area, divided into approximately six large paddocks. The coverage is mostly exotic grassland or dug out earth for crops.
29. The site is largely a flat and open environment. Mildly undulating terrain exists in the north west area of the site. Vegetation on the site is limited, apart from the mature shelterbelt hedging. The entirety of the southern and the western boundaries are demarked by tall and well-established shelterbelts, running unbroken along each site border. Portions of less established shelterbelts runs along the eastern boundary, starting approximately 175m

---

<sup>2</sup> As per LPC Website



back from Maddisons Road. The heights of these shelterbelts range from approximately 12 – 15m.

30. The built features are minimal, made up of a small collection of farming sheds to the north of the site, approximately 90 metres south of Maddisons Road. The buildings are open style farmsheds, a small silo and another enclosed corrugated shed. There are several rows of established shelterbelts containing these farm sheds.
31. Bordering the site is open, wire farm fencing. The site has one split, unsealed vehicle crossing off Maddisons Road. The access is demarked by open steel frame wire gates for entry to the farm sheds and presumably stock control. Other infrastructure is limited, only present in the form of timber power poles traversing across the west of the site.

## 4.0 Policy Framework

### Existing Zone Attributes

32. The key objectives are outlined in the Selwyn District Plan, within the Township Volume, Part B, in the matters outlined by the following.

<b>Policy B3.4.6</b>	<ol style="list-style-type: none"> <li>a) <i>To provide Business 2 and 2B Zones with few requirements for aesthetic or amenity values, but which have sufficient provisions: to safeguard people's health and well-being and to avoid pollution of natural resources or potential 'reverse sensitivity' effects.</i></li> <li>b) <i>To provide a Business 2A Zone which can cater for business activities requiring large footprint buildings and/or sites but which have sufficient provisions to safeguard people's health and well-being and avoid pollution of natural resources or potential 'reverse sensitivity' effects.</i></li> </ol>
<b>Policy B3.4.32</b>	<i>Encourage sites in Business 2, 2A and 2B Zones and the Business 3 Zones which adjoin a road to have the road frontage of the site landscaped or screened.</i>

33. The policy recognises the range of activities in an area. The Plan Change would allow for a range of activities, however the proximity to a highly diverse, mixed environment, with built up areas of industry and business, means more intensive activity will be able to be absorbed into the environment. The amenity of the area is not high, given the lack of wide open, pleasant, and / or undisturbed areas. Mitigation, in the form of ODP controls and landscaping, will also act to maintain rural amenity values, reduce any potential for reverse sensitivity and create integration into the wider landscape character.

<b>Policy B4.3.73</b>	<i>Encourage land rezoned for new business development to adjoin an existing Business zone of similar character, where sites are available and appropriate for the proposed activity.</i>
-----------------------	---

34. The proposed plan change extension meets the requirements of this policy by co-locating these areas adjacent to one another and integrating the land-uses to a collective area.



35. Additionally, the landscaping and the overall built form requirements regarding building bulk and location (etc) under Chapter 16 B Zone Buildings, can be met. These are recommended in the mitigation section following.

## 5.0 Assessment of Landscape and Visual Effects

### Landscape Character

36. The landscape character currently is mixed. The rural nature, characterised by the open, expansive pastoral use punctuated by roads, fences and shelterbelts, is located immediately adjacent to the highly developing industrial and business areas. Generally, the industrial use represents the key visual attributes in the west and south, and the rural area is representative to the (wider) north.
37. The rural character is already diminished due to the built-up and developing urban industrial nature of these areas. These are concentrated around the vicinity of the main intersection of State Highway 1, Hoskyns Road and the entrance to the township, Rolleston Drive.
38. Overall, the landscape, given its movement towards industrial areas of agribusiness and rural support sites, and the adjacent future development site, will be appropriately suited for the plan change. The extension of the B2A Zone at this site can be appropriately 'enveloped' in this overall area, flowing seamlessly adjacent to the development to the west and the south. This indicates the development can be suitably absorbed into the landscape character over the long-term.

### Physical Nature

39. The environment is modified and/or built-up. A rural area is not natural but altered; adapted for stock grazing or crops. Any occurring physical changes will not be to an undisturbed landscape. The physical landscape, given that it is modified farmland with minimal areas of existing vegetation or waterways, has a low to moderate sensitivity to change.
40. The nature of the development will increase the physical modifications and require a higher degree of earthworks and therefore change across the site, as compared to the current rural environment. The development will likely require a high-level of servicing and support for its functioning. The key to ensure low physical effects will be the treatment of features such as runoff, built forms construction measures and long-term functionalities that may have tangible potential [physical] adverse effects.

### Amenity Values

41. Amenity as defined under the Act as "*appreciation of [its] pleasantness, aesthetic coherence and cultural and recreational attributes*". The aim of maintaining amenity values is to ensure that the area sits as seamlessly and harmoniously into its surroundings as possible.
42. Amenity is mostly derived from the surrounding rural landscapes with primary production areas and a more pleasant outlook on to the distant Plains or geographical features to the north. What existing rural amenity there is, has even now been diminished by the presence



of the highway, the industrial areas, developing areas and the heavily built out township and surrounding spaces related to Rolleston. The area will add to the built form of the area versus the spaciousness which would be achieved through retaining open paddocks. However, comparative to the other industrial and business developments in the immediate area, this is likely to have a small impact on the already adapted amenity of the landscape.

43. The resulting impact of the site change includes a loss of rural open space and will reduce the appearance of expansiveness. The addition of any built forms and large structures will inevitably detract from views to open spaces and will change the existing amenity. The site being immediately adjacent to future development area mitigates this, as it can be absorbed (into the built-up area) rather than take away from the wider rural plains i.e. fringe effect.
44. The impact of the adjacent existing and future industrial and business areas (particularly the IPort and the LPC Midland Port) is key. Firstly, it impacts the current perception of the area, and secondly it adapts the landscape to be able to 'hold' or absorb changes. The mix of land uses, and juxtaposition of existing and future developments means the existing landscape coherency and readability is currently very low.
45. Regarding 'naturalness' in the area; there is very little in the area that is non-modified or not built-up in nature. The area lacks any large areas of open spaces unbroken by features, built forms or roading or transport corridor infrastructure. Similarly, no outstanding features or landscapes are present in the vicinity of the site.
46. Aesthetics are mixed, providing no overriding main descriptive appearance or common thread that is unique to the area. Given the nature of various developments over differing eras and times, the result has been mixed built forms of all materiality, of industrial, residential and rural character. No evident overarching design aesthetic or cohesive appearance exists in the wider area. Amenity in the context of the area is predominately low, or in the least highly inconsistent.
47. There are anticipated building heights within the IPort and the storage containers at LPCs Midland Port adjacent, these sites are likely to infill with additional built forms. The height limit in these locations, as specified for the Business 2A Zone, is 15m for a building and 25m for a structure<sup>3</sup>. The built development of the proposed rezoned site will be a continuation of the same building heights and bulks.
48. The site would become industrial which would change the existing rural aesthetic. This is anticipated for a Business 2A Zone, particularly if the site is built-out at maximum height levels anticipated / allowed for under the zoning, as this will increase the 'busyness' and built-up appearance of the site.
49. It is likely that some rural amenity values will be affected, especially based on a worst case scenario (fully built out at height) but in the overall context of the area being highly developed already and the fact that the area is an 'extension' of this already existing built-up area, this is likely to be acceptable.

---

<sup>3</sup> A structure being less than 10m<sup>2</sup> in area. Township Volume, Rule 16.6.2.



## Perceptual and Associative Values

50. The area is dynamic, expanding and evolving, meaning the landscape will be *more susceptible and adaptable to change*. The industrial and large-scale developments emerging and existing in the area, offsets any alterations at the Plan Change site. The association is one of growth and change, meaning any new elements would be easier to absorb.
51. The business zone off Hoskyns Road, the Rolleston intersection and the IPort and LPC are key features that would create perception that large scale industrial features are expected in this type of landscape. This diminishes the risk that the development site would be out of place or unforeseen.
52. The overriding character is diverse, intersecting the areas rural and industrial aesthetics and characteristics. There is a distinct transitional area where the character changes from industrial / commercial to rural; and the site lies within this transitional area. This means the site is suitable landscape given its connection to both the surrounding rural area and the required proximity to key connection corridors and industrial infrastructure.

## Key Viewsheds and Audiences

53. The visual range is generally from either business sites, residential or rural-residential dwellings or from roads. The visual audiences can be grouped into:

**a) Those within the immediate surrounding areas, with direct or indirect views onto the subject site:**

- i) Rural-residential dwellings off Maddison Road and off surrounding local roads in the vicinity including Jones Road, Weedons Ross Road and Hoskyns Road.
- ii) Residential dwellings in Rolleston.
- iii) Transient users along local road, specifically SH1 and Maddisons Road, including railway users.
- iv) Recreational user groups, specifically Weedons Reserve.
- v) Industrial users in existing development areas to west and south.

**b) Those at wider and distant surrounding areas, with potential views to the subject site:**

- i) Rural and residential groups to the north including West Melton and surrounds.
- ii) Rural and residential properties to the east including Templeton, Prebbleton and wider Christchurch.
- iii) Recreation, rural and residential groups at the Port Hills, Tai Tapu and other hilly areas to the south.





## Visibility Analysis and Influences

54. Visibility does not necessarily directly relate to an adverse effect, if structures can be suitably placed, absorbed, and deemed appropriate for their location. Context is key. In this environment, the proposed potential development will provide a clear visual counterpoint to the lower levels of the surrounding rural-residential backdrop. However, to the south the built-up nature of the business and industrial areas will significantly offset this as large structures, buildings, warehouses, and the shipping containers of the LPC site will act to counterbalance any development.
55. The prominence of the site would diminish with distance. Distance, when paired with atmospheric and other conditional factors (cloud etc.) is a mitigating factor. Foreground views, such as vegetation or other buildings, would additionally screen and interrupt direct views.
56. Many audiences are in transit, translating to short-term viewing. This is namely those traversing down the state highway, the local and arterial route roads and railways, as well as the surrounding rural roads linking through to the south or inland areas. Also, the short-term temporary views from those visitors, employees, or other, of the business and industrial areas in the vicinity. Broadly speaking, the visual impact of transient views is generally lowered, given it is at a temporal scale i.e. only for a 'passing time'. There are a broad range of travellers going through SH1, being both visitors, locals and tourists, so the viewing audiences from these locations could be very broad.

## Visual Impacts

### Rural-residential dwellings; Maddisons Road area<sup>4</sup>

57. There are rural-residential dwellings in the vicinity, located mainly to the north / north-east. There are approximately 18 – 20 dwellings within 1km of the subject site. The area in closest proximity is concentrated to the west in a small 'pocket' of lifestyle / rural residential dwellings to the north east of the site off Maddisons Road. There are approximately 14 dwellings which are located off the intersection of Weedons Ross Road (721 through to 810 Maddisons Road) the closest being approximately 160 metres from the eastern boundary. Wyndom Aviation site is directly north across from the site, which is setback and relatively screened from the street.
58. There is a (new) house being built directly across the road from the subject site. As the house is newly established, there is no existing buffering or screening in place<sup>5</sup> along the southern boundary that would prevent direct views. Some low-level earth bunding to the south of the house, has been established presumably to create future buffering from the road. Very few of the other rural residential dwellings have direct views onto the site. Many of these properties have established landscaping, trees and fencing preventing any wide sweeping views.
59. Views across rural landscapes, meaning open expansive pasture areas, are only evident to the north. Views south already have evident interruptions to the skyline with existing buildings. Effectively the open space has been already been disrupted due to the prominent

<sup>4</sup> And other local roads as listed.

<sup>5</sup> As observed at the most recent site visit January 2020.





structures of the LPC and Industrial IPort. However, it is of note that areas of the LPC and Iport are largely screened from this residential area by tree stands and shelterbelts.

60. The (worse case) scenario of a build out of the site, with setbacks, and building forms up to 15m and structures up to 25m, would change the current view from those parties in close proximity down Maddisons Road. As the full perspective of the adjacent B2A Zone (forms) are somewhat hidden by existing shelterbelts and planting, the existing 'built-up' context is not predominantly present to offset this change (compared to areas to the east, west and south). The proposed removal of shelterbelt hedging and planting, would additionally 'open out' more of the surrounding areas of B2A zoning to the south.
61. Existing mitigating factors include:
  - i) The backdrop of the built-up areas being the industrial areas, though it is of note that the containers and buildings are mostly screened via existing vegetation.
  - ii) Rural residential existing landscaping and gardens that act to screen direct views out to the wider rural landscape, paired with the orientation and internal setback, typical of rural-residential houses.
62. The visual impact for rural residential properties down Maddisons Road, would be **moderate-high**. Landscaping mitigation would screen and soften the northern and eastern boundaries of the site, so it is likely that any impact could be reduced over time. For other wider rural-residential areas, the impact is likely to be lessened as changes are offset by foreground rural 'open' areas and distance, resulting in a **low-moderate** impact.

#### Residential dwellings; Rolleston

63. Rolleston is bordered in the north by a large timber fence, earth bunding and thick planting. This was formed at the time of establishing the residential subdivision, in order to contain, encompass the town and provide acoustic screening for residential dwellings. The importance of this, is that it has resulted in a well-established separation and thick screening from areas, and subsequently views, to the north. Additionally, the landscape of Rolleston is very flat with no real contrast in elevation, further limiting views to the north.
64. The introduction of development could interrupt the skyline. However, this will be experienced at distance, as the closest dwelling is at least 1.3 km<sup>6</sup> away, as well as being viewed across substantial vegetation and other buildings and the LPC site.
65. The foreground is already very highly developed. The nature of the industrial area is built-up with large warehouses, specifically, the areas of 4x high 'stacked' shipping containers at the LPC site, and the large warehouses at the IPort site. For any direct or indirect views, these will be experienced in the context of the already highly modified and developed industrial area (as outlined in the landscape character and amenity assessment).
66. Views to adjacent geographical features are limited from Rolleston. The nature of the Rolleston development is inward facing and not out towards the wider northern rural landscape. Views to the distant hills and South Island mountain range(s) is not particularly evident as the orientation of most dwellings and commercial / retail spaces are centrally

<sup>6</sup> As demarked from the southern boundary of the site.



focused. As a result, horizon / skyline interruptions are unlikely as views to the north are very minimal.

67. Existing potential mitigating factors include:

- i) The future development areas and the industrial character of the area immediately adjacent acts to 'absorb' any changes.
- ii) The highly evident development of buildings and ancillary features adjacent to the site and within Rolleston. The large scale of shipping containers at LPC; acting as a break / screen.
- iii) The dynamic landscape that is being highly modified and developing.
- iv) The orientation of dwellings / Rolleston being largely internalised and not outwards towards the north.
- v) Well established screening, vegetation, earth bunding and fencing along the border of Rolleston.

68. Given the range of existing mitigating factors, the visual effects are **low-moderate**.

#### **Local Roads; SH1 etc.<sup>7</sup>**

- 69. There are many roads in the vicinity of the works. Roads bordering the site area, are Jones Road (Main South Road), Maddisons Road, Weedons Ross Road, and Hoskyns Road. Other major roads in the vicinity include the key State Highway 1, Rolleston Drive, Newtons Road, West Melton Road, Railway Road and Wards Road.
- 70. Traversing either west to east, or vice versa, down SH1, views to the site will be evident (within 1.5km at closest) to the receptor. Speeds along this road are up to 100km in areas, meaning any visibility would be fleeting while moving at considerable speeds. There is a 'pause point' at the intersection at the entrance to Rolleston township that the development site may be visible. However, there are many built elements, such as the railway tracks and associated infrastructure, the industrial area and the IPort, that act to counteract any visual impact from this intersection.
- 71. The new motorway changes are currently underway adding to the dynamic nature of the changing landscape. The new overbridge located to the south of Rolleston, traverses at a higher elevation to that of the existing flat motorway meaning elevated views down onto the site could be evident. When moving at speed across the overbridge, these will be experienced for only a short time.
- 72. Views to the wider hills and Southern Alps mountains are evident, particularly on clear days. The distant geographical features form part of the experience of the Canterbury Plains. The subject site is 'attached' to an adjacent industrial area, meaning any built forms will be associated with the industrial area, rather than standing out distinctly on the horizon line in the middle of flat open rural environment. The adjacent business industrial area can

<sup>7</sup> As outlined in the following sections



effectively absorb the proposed building height as the area will form one 'break' in the wider landscape.

73. Any removal of sections of shelter belts along the southern boundary may mean direct views through to the site, meaning the potential for more obvious and direct views through to the site. Visual interruption in the form of dominant built forms would act to interrupt these views and reduce scenic value.
74. Existing potential mitigating factors includes:
  - i) The speed at which views are experienced, mostly upwards of 80km.
  - ii) The existing built-up infrastructure in the area that would offset DPMA built forms.
  - iii) The containers at LPC are a large dominant visual element, particularly from the State Highway. These also form a backdrop to the north and the south from surrounding local roads.
  - iv) Transient views, and exposure to the (potential) view is temporary only. This generally lessens the impact, compared to the permanent 'fixed' nature of views from dwellings.
75. Experienced at speed and temporarily, the development is likely to be able to be absorbed into the character of the industrial area adjacent. The effects upon road users are **moderate**.

#### **Recreational area; Weedons Reserve**

76. The Weedons Reserve is situated off the intersection of Weedons Ross Road and Maddisons Road. It contains a golf course, clubrooms, playground, a dog park and a tennis court amongst several other pocket park areas that are ancillary to the larger golf course.
77. Weedons School is located at 135 Weedons Ross Road across from the Reserve, as well as a cemetery located at 179, at the intersection of Maddisons Road. Limited visual impacts are anticipated for these sites, given existing surrounding vegetation and their nature i.e. limited / temporary use only. For the purposes of this assessment, given they are adjacent to and within 1km of the site, have been included in the spectrum of recreational uses (though not typically outlined as such).
78. The existing potential mitigating factors includes:
  - i) The landscape is very well screened with vegetation and large tree copses to the west. The views to the site are likely to be very minimal, if any.
  - ii) The user groups are only party to any apparent pocketed views for a limited time<sup>8</sup>.
  - iii) The landscape is not pristine and does not rely on wider associated rural landscape values to enhance the recreational use i.e. views out to the wider surrounds and / or rural landscape do not make up the 'pleasantness' of the reserve.

<sup>8</sup> This could pertain to several hours depending on use; i.e. school room or golf course could be for more extended hours.



79. The recreational areas are used by a limited scope of groups, that are temporary audiences only. The anticipated effects on these areas are **low**.

### Industrial Areas

80. The nature of the visual audience at the industrial area is transient, being staff, employees and visitors that will be exposed to views for the short term. This is paired with the expectation of industrial features within the area. Effectively, receptors are already within a highly developed landscape being largely visually cluttered, and built-up. The visual amenity is already minimal, such is the nature of the existing and future industrial area.
81. The existing potential mitigating factors includes:
- iv) The landscape is modified and is industrial in nature.
  - v) Viewing audience is transient, only experiencing views for a short period of time.
82. The nature of the industrial area, being modified developed and highly built out, means any visual impact to this area is significantly reduced, and the likely visual effects would be **low**.

### Potential Visual Impacts on Wider Areas

83. For rural-residential areas further north the retention of existing large areas of rural landscape and open paddocks will buffer the site. Distance, existing vegetation and offset in the form of surrounding buildings, will largely mitigate visual impacts.
84. Areas in Christchurch with views to the site will be limited given the generally flat and low-lying nature of the town. Skirting areas such as Hornby and Prebbleton could be exposed to broken views. This is likely to be minimal given the nature of the flat landscape i.e. these areas are located on the same ground plane, and at the same level, as the subject. The residential / commercial / industrial activities at Templeton also act to buffer the site. Views from Templeton will be very limited in scope give the distance – upwards of 7km – and the expansive landscapes in the fore and mid ground buffering the site.
85. Views from the very far north parts of the Malvern Hills, specifically that have recreational areas such as the walks, hikes, and ski fields, could occur. Again, distance and offset from one another will be largely mitigating.
86. Views from the wider Port Hills areas to the south will be limited. The orientation of occupied areas is north and there could be oblique views to the wider Canterbury Plains from sections of the hills in Tai Tapu and Landsdowne. Distance will be a major mitigating factor being almost 20 kilometres away from the subject site.
87. The existing potential mitigating factors includes:
- i) Distance, at a minimum will be upwards of 7 kilometres.
  - ii) Flat landscape that means views 'down' are not readily available and any existing vertical elements screen potential views or at the very least break up views.



- iii) The existing built-up infrastructure, Templeton, and other ancillary towns, in immediately surrounding areas.
- iv) Multitude of various breaks, interruptions, and various screening in the foreground and mid ground.

## 6.0 Design and Mitigation

- 88. The proposed landscaping in the ODP is recommended to ensure an integration to the surrounding environment. For the most part the key for landscaping is screening at the rural/urban interface. Furthermore, the inclusion of planting meets the general requirements of the District Plan, supporting 'increasing general biodiversity in the rural environment'.
- 89. Landscaping does not provide immediate screening as any vegetative planting will take time to establish. Therefore, the design and implementation of any landscaping is encouraged as soon as practicable to establish boundary screening prior to the future development. This aligns with a more considerate approach for a comprehensive landscape development that evolves interactively rather than as a reaction to development. This will give time for the planting to establish and mature, to be at a suitable scale and height for effective medium – long term mitigation.

## 7.0 Summary

- 90. Landscape character is varied, given the mix of environments and land uses. The subject site is on a fringe area, bridging between business, residential and rural environments, additionally influenced by the strong presence of the state highway road and the rail corridors.
- 91. Amenity values are limited to some areas of rural open space, over all being low due to the complex nature of the intercepting land uses, agribusiness, rural, residential and transport corridors. The area is not pristine or unmodified. Perceptive and associative values of the place are an actively developing and dynamic landscape that is partial to change.
- 92. Visibility is evident. The effects are likely to be varied, depending on where the visual receptor is located, and the type of audience are i.e. transient or fixed. Fixed views are limited to the residential and rural residential areas sparsely located in close vicinity, mostly along or off Maddisons Road.
- 93. The potential adverse visual effects are likely to be highest on rural residential areas to the north / east on Maddisons. Effects in the short term are likely to be lessened over time with the establishment of landscaping and buffering along boundaries. This mitigation will further alleviate any potential visual impacts.
- 94. Future development and the immediately adjacent IPort and LPC sites act as a major offsetting element. A Plan Change is suitable, given that can be appropriately absorbed, with mitigation, into this landscape. This is predominantly given the connection to both the surrounding rural area, the transport corridors, and the expanding industrial area.



## **Appendix 1**

### **Figures and Supporting Graphics**

## List of Figures

Figure 1:	Site Location and Context (Source: LINZ Maps)	2
Figure 2:	Site adjacent to IPort and LPC Midland Port development context to the west (Source: Novo Group)	3
Figure 3:	Rural residential properties in the vicinity of the subject site (Source: Canterbury Maps)	5
Figure 4:	Viewpoints and Photo References (Source: Novo Group)	6
Figure 5:	LPC Midland Site (Source: LINZ Maps)	7
Figure 6:	View east towards subject site from IPort Drive Road (Source: Novo Group)	7
Figure 7:	View east towards subject site from LPC Midland Port site (Source: Novo Group)	7
Figure 8:	View north from Johns Road across LPC site (Source: Novo Group)	8
Figure 9:	View north from within entrance to Weedons Reserve (Source: Novo Group)	9
Figure 10:	View northwest from Weedons Ross Road (Source: Novo Group)	10
Figure 11:	View south directly adjacent to subject site from Maddisons Road (Source: Novo Group)	11
Figure 12:	View east from Maddison Road (Source: Novo Group)	12





FIGURE 1: Site Location and Context





FIGURE 2: Site adjacent to IPort and LPC Midland Port development context to the west





FIGURE 3: Rural residential properties in the vicinity of the subject site  
*Maddisons Road dwellings (and properties numbers) shown. Located in the same rural block or in close(est) vicinity to the subject site.*





FIGURE 4: Photo Locations and References  
*Circle shown at 1km mark for reference of proximity*





FIGURE 5: LPC Midland Port site existing containers



FIGURE 6: View east towards subject site from LPC Midland Port site



FIGURE 7: View east towards subject site from IPort Drive Road  
*Development shown in foreground. Shelterbelt within subject site shown in background.*







FIGURE 8: View north from Johns Road across LPC site  
*Rail siding entering LPC site from Johns Road with containers in foreground (site not visible).*





FIGURE 9: View north from within entrance to Weedons Reserve  
*Thick vegetation shown along the western boundary shown,. Also shown the Weedons Reserve golf club building.*





FIGURE 10: View northwest from Weedons Ross Road  
*Open space and rural paddocks across to subject site with shelterbelts.*







FIGURE 11: View south directly adjacent to subject site from Maddisons Road





FIGURE 12: View east from Maddison Road







*(New) rural residential property shown situated across from the subject site. Farmshed shown east of subject site.*



## **Appendix 2**

### **Outline Development Plan**

KEY:

-  ODP Boundary
-  ODP Area
-  Landscape Treatment Area 1
-  Landscape Treatment Area 4
-  Potential Future Links
-  Possible Future Road Connections

Future development site adjacent (see  
Selwyn District Plan, Appendix 43)

B2A ZONE EXTENSION PLAN CHANGE  
ROLLESTON

OUTLINE DEVELOPMENT PLAN

DRAWING STATUS  
**FINAL DRAFT**

REVISION  
10 [23.01.20]  
2.3 [18.09.20]

B

STAGE CONSENT	DRAWN
SCALE 1:4000 @ A3	DATE 18.09.20
JOB NO. 021024	DWG NO. DPMA-DRG-LA-100-A





## **Appendix 3**

### **Methodology**





**Table One: Effects Analysis**

Pigeon Bay Criteria	Effect in Application	Meaning
<b>i) Natural Science</b>	<b>Physical / Biophysical Effects</b>	<i>Those tangible effects on landforms and vegetation resulting from the Project. It includes effects on existing properties in the direct landscape and adjacent environments.</i>
<b>iv) Transient Values</b>		<i>The physical effects also relate to short term and long-term cumulative effects over time.</i>  <i>The transient values: occasional presence of wildlife; or its values at certain times of the day or of the year</i>
<b>ii) Legibility Values</b>	<b>Perceptual or Sensory Effects</b>	<i>Effects on people's perceptions of landscape including visual and aesthetic qualities like visual coherence and legibility in the landscape that the proposed site currently inhabits, and the community it is adjacent to.</i>
<b>vi) Shared and Recognised Values</b>	<b>Amenity Effects</b>	<i>"Those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes" (s7 RMA). The criteria are used to define amenity values including aspects such as a sense of spaciousness (wide open spaces), privacy, quietness and absence of traffic and bustle, an environment relatively uncluttered by structures and artificial features, etc.<sup>1</sup></i>
<b>v) Tangata Whenua Values</b>		
<b>vii) Historic Values</b>	<b>Associative Effects</b>	<i>Human connotation with a place or a landscape. Including spiritual, cultural or social associations.</i>
<b>iii) Aesthetic Values</b>	<b>Visibility analysis and influences</b>	<i>The physical orientation and visibility, including fixed views from the properties in the vicinity, the view from any recreational areas, and the transitional views by various road users. and the distance of the proposal from key viewpoints.</i>
	<b>Nature, audience and sensitivity</b>	<i>Being that of the viewing location (orientation of view; public or private locations) and that of the viewing audience (e.g. homeowners and recreationalists) on a per viewpoint basis. Considers the overall scale and bulk of the proposal in relation to the surrounding fabric, and character and existing amenity values.</i>

<sup>1</sup> Goodman, de Lambert, Dawson, McMahon & Rackham (2000). *Impact of development on rural landscape values*. Ministry for the Environment.



**Table Two: Landscape and Visual Effects Rating Scale**

Relation to Planning Rating	Rating	Description
Less than minor	<b>Negligible</b>	<ul style="list-style-type: none"> <li>• <i>Effects are not present.</i></li> <li>• <i>The assessment of a “negligible” level of impact is usually based on distance.</i></li> </ul>
	<b>Very Low</b>	<ul style="list-style-type: none"> <li>• <i>Effects are acceptable.</i></li> <li>• <i>Does not require mitigation.</i></li> </ul>
Minor	<b>Low</b>	<ul style="list-style-type: none"> <li>• <i>Effects are minimal.</i></li> <li>• <i>Unlikely to require mitigation</i></li> </ul>
	<b>Moderate</b>	<ul style="list-style-type: none"> <li>• <i>Effects are apparent and could be cumulative.</i></li> <li>• <i>Mitigated to an appropriate level.</i></li> </ul>
More than minor	<b>High</b>	<ul style="list-style-type: none"> <li>• <i>Effects are distinct in nature and likely to be cumulative.</i></li> <li>• <i>The potential for additional mitigation to reduce effects to a lower degree.</i></li> </ul>
	<b>Very High</b>	<ul style="list-style-type: none"> <li>• <i>Effects are very distinct.</i></li> <li>• <i>Mitigation is unlikely to reduce the degree of effect to any discernible degree.</i></li> </ul>
	<b>Extreme</b>	<ul style="list-style-type: none"> <li>• <i>Effects are unacceptable for the environment.</i></li> <li>• <i>Cannot be mitigated.</i></li> </ul>

*Note: The use of the NZ Institute of Landscape Architects’ ‘Best Practice Note - Landscape Assessment and Sustainable Management 10.1. has been applied for the effects rating scale. The ‘Relation to the Planning Rating’ is an interpretation of the scale of the ‘Okura’ Environment Court decision.*