Appendix E

Landscape and Urban Design Assessment

FALCONS PLAN CHANGE, ROLLESTON

YOURSECTION LIMITED

Urban Design, Landscape and Visual Impact Assessment

Project No. 2020_117 | B

FALCONS EXTENSION PLAN CHANGE UDLVIA

Project no: 2020_117
Document title: Urban Design, Landscape and Visual Impact Assessment

Revision: B
Date: 9 February 2021
Client name: Yoursection Limited

Author: Dave Compton-Moen
File name: 2020_117 Gillman Wheelans Falcons Landing_UDLVIA_B (plan change)

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	7/12/2020	UDLVIA	SB/DCM	DCM	
B	9/02/2021	Response to SDC RFI	DCM		

DCM URBAN DESIGN LIMITED

Level 3, 329 Durham Street North
Christchurch 8013

1. INTRODUCTION AND PROPOSAL

DCM Urban has been commissioned by Yoursection Limited to prepare an Urban Design, Landscape and Visual Impact Assessment to provide a greater area of residential development in Rolleston South East. The proposal seeks to create a new zone as an extension of existing settlement of Rolleston. The proposal, covering a total approximate area of 25ha, is currently zoned Inner Plains under the Selwyn District Plan. The proposal seeks to establish an Outline Development Plan (ODP) with living Z zones. The ODP is shown on page 3 of the attached figures highlighting indicative connections, underlying zones, and an indicative location for green space.

LANDUSE AND DENSITY – The Plan Change area seeks to achieve a yield of ~280-300 Residential lots, being a mix of General residential density (12hh/ha) and Medium Residential Density (15hh/ha).

MOVEMENT NETWORK – The Plan Change area is bordered by Lincoln Rolleston Road and Falcons Landing. One primary collector road is proposed running through the development from west to east, supported by a series of secondary Roads which connect to the existing local road network, including an extension to Raptor Street in Falcons Landing. The primary road is designed to connect Ed Hillary Drive (in Acland Park – CRETS) through to Lincoln Rolleston Road (subject to development occurring on 7/572 Selwyn Road).

GREEN NETWORK – A single open space/reserve is proposed in the Plan Change area, creating a green space with all future residents within a 300m radius of a reserve. The ODP connects with the existing Branthwaite Drive reserve and playground in Falcons Landing.

BLUE NETWORK – There are no existing waterways within the block.

The proposal has also been assessed against the Urban Design outcomes sought in the New Zealand Urban Design Protocol and the Subdivision Design Guide (2009) which is referenced in Part 2 – District Wide Matters / Subdivision.

2. METHODOLOGY

2.1 INTRODUCTION

The urban design, landscape and visual impact assessment considers the likely effects of the proposal in a holistic sense. There are several components to the assessment:

1. Identification of the receiving environment and a description of the existing urban and landscape character, including natural character;
2. An assessment of the ODP against Urban Design Principles from the New Zealand Urban Design Protocol, with particular regard to Context, Connectivity, Character and Choice.
3. The landscape assessment is an assessment of the proposal against the existing landscape values;
4. The visual impact assessment is primarily concerned with the effects of the proposal on visual amenity and people, evaluated against the character and quality of the existing visual catchment.

The methodology is based on the Landscape Assessment and Sustainable Management 10.1, (NZILA Education Foundation), dated 2.11.2010 and Visual Assessment Best Practice Methodologies (Lisa Rimmer) dated 4.11.2007.

2.2 LANDSCAPE DESCRIPTION AND CHARACTERISATION

Landscape attributes fall into 3 broad categories: biophysical features, patterns and processes; sensory qualities; and spiritual, cultural and social associations, including both activities and meanings.

- Biophysical features, patterns and processes may be natural and/or cultural in origin and range from the geology and landform that shape a landscape to the physical artefacts such as roads that mark human settlement and livelihood.
- Sensory qualities are landscape phenomena as directly perceived and experienced by humans, such as the view of a scenic landscape, or the distinctive smell and sound of the foreshore.
- Associated meanings are spiritual, cultural or social associations with particular landscape elements, features, or areas, such as tupuna awa and waahi tapu, and the tikanga appropriate to them, or sites of historic events or heritage. Associative activities are patterns of social activity that occur in particular parts of a landscape, for example, popular walking routes or fishing spots. Associative meanings and activities engender a sense of attachment and belonging.

Describing the landscape character is a process of interpreting the composite and cumulative character of a landscape, i.e. how attributes come together to create a landscape that can be distinguished from other landscapes. International best practice in characterisation has two dimensions of classification: the identification of distinctive types of landscape based on their distinctive patterns of natural and cultural features, processes and influences; and their geographical delineation. The characterisation of a landscape is not to rank or rate a landscape, as all landscapes have character, but determine what landscape attributes combine to give an area its identity, and importantly to determine an area's sensitivity, resilience or capacity for change.

Table 1: Continuum of Natural Character

Natural	Near-natural	Semi-natural (including pastoral agriculture and exotic forests)	Agricultural (arable and intensive cropping)	Near-cultural	Cultural
Very high-pristine	High	Moderate High	Moderate / Moderate-low	Low	Very Low-nil

2.3 URBAN DESIGN AND LANDSCAPE VALUES

2.3.1 Urban design values

Selwyn District Council is a signatory to the New Zealand Urban Design Protocol which provides:

> *a platform to make New Zealand towns and cities more successful through quality urban design. It is part of the Government's Sustainable Development Programme of Action and Urban Affairs portfolio. Urban design seeks to ensure that the design of buildings, places, spaces and networks that make up our towns and cities, work for all of us, both now and in the future. The Urban Design Protocol identifies seven essential design qualities that together create quality urban design:*

- *Context: seeing buildings, places and spaces as part of whole towns and cities*
- *Character: reflecting and enhancing the distinctive character, heritage and identity of our urban environment*
- *Choice: ensuring diversity and choice for people*
- *Connections: enhancing how different networks link together for people*
- *Creativity: encouraging innovative and imaginative solutions*
- *Custodianship: ensuring design is environmentally sustainable, safe and healthy*
- *Collaboration: communicating and sharing knowledge across sectors, profession and with communities.* [1]

Of particular relevance to this plan change are Context, Character, Choice and Connection.

2.3.2 Landscape values

Following the descriptive phase of landscape assessment, an evaluative phase is undertaken whereby values or significance is ascribed to the landscape.

Where Planning Documents have identified Outstanding Natural Features or Landscapes, the objectives, policies, and rules contained within the plan are used as the basis for landscape significance or value, and it is these values which the proposal is assessed against. Where there is some uncertainty of the landscape value, such as when the District Plan has a broad description of an Outstanding Natural Landscape (ONL), but it is not site specific, or the site neighbours an ONL, it is often necessary to complete an assessment against the values of the District Plan for completeness sake. Most district plans have policies or objectives which are relevant to Landscape and Natural Character if proposed in a rural or sensitive environment.

An accepted approach, where the landscape value of the site is not identified in the District Plan under Section 6(b) of the RMA, is to use criteria identified in Wakatipu Environmental Society Inc. & Ors v QLDC [2000] NZRMA 59 (generally referred to as the Amended Pigeon Bay criteria). The assessment criteria have been grouped into 3 broad categories or 'landscape attributes' which are to be considered:

1. Biophysical elements, patterns and processes;
2. Associative meaning and values including spiritual, cultural or social associations; and
3. Sensory or perceptual qualities.

2.4 VISUAL ASSESSMENT METHODOLOGY

In response to section 7(c) of the RMA, an evaluation is undertaken to define and describe visual amenity values. As with aesthetic values, with which amenity values share considerable overlap, this evaluation was professionally based using current and accepted good practice. Amenity values are defined in the Act as *"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."* The visual assessment looks at the sensitivity of receptors to changes in their visual amenity through the analysis of selected representative

[1] https://www.mfe.govt.nz/sites/default/files/urban-design-protocol-colour.pdf

viewpoints and wider visibility analysis. It identifies the potential sources for visual effect resulting from the Proposal and describes the existing character of the area in terms of openness, prominence, compatibility of the project with the existing visual context, viewing distances and the potential for obstruction of views.[2]

The visual impact assessment involves the following procedures:

- Identification of key viewpoints: A selection of key viewpoints is identified and verified for selection during the site visit. The viewpoints are considered representative of the various viewing audiences within the receiving catchment, being taken from public locations where views of the proposal were possible, some of which would be very similar to views from nearby houses. The identification of the visual catchment is prepared as a desktop study in the first instance using Council GIS for aerials and contours. This information is then ground-truthed on site to determine the key viewpoints and potential audience. Depending on the complexity of the project a 'viewshed' may be prepared which highlights the 'Theoretical Zone of Visual Influence' (TZVI) from where a proposal will theoretically be visible from. It is theoretical as the mapping does not take into account existing structures or vegetation so is conservative in its results (given the scale and form of the proposal, the creation of a TZVI was not considered necessary).
- Assessment of the degree of sensitivity of receptors to changes in visual amenity resulting from the proposal: Factors affecting the sensitivity of receptors for evaluation of visual effects include the value and quality of existing views, the type of receiver, duration or frequency of view, distance from the proposal and the degree of visibility. For example, those who view the change from their homes may be considered highly sensitive. The attractiveness or otherwise of the outlook from their home will have a significant effect on their perception of the quality and acceptability of their home environment and their general quality of life. Those who view the change from their workplace may be considered to be only moderately sensitive as the attractiveness or otherwise of the outlook will have a less important, although still material, effect on their perception of their quality of life. The degree to which this applies also depends on factors such as whether the workplace is industrial, retail or commercial. Those who view the change whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity and a greater sensitivity to those commuting. For example, walkers or horse riders in open country on a long-distance trip may be considered to be highly sensitive to change while other walkers may not be so focused on the surrounding landscape. Those who view the change whilst travelling on a public thoroughfare will also display varying sensitivity depending on the speed and direction of travel and whether the view is continuous or occasionally glimpsed.
- Identification of potential mitigation measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and generate potentially beneficial long-term effects.
- Prediction and identification of the effects during operation without mitigation and the residual effects after the implementation of the mitigation measures.

[2] Reference: NZILA Education Foundation - Best Practice Guide – Landscape Assessment and Sustainable Management/ Best Practice Guide – Visual Simulations (2.11.2010)

2.5 EFFECTS METHODOLOGY

Analysis of the existing landscape and visual environment is focused upon understanding the functioning of how an environment is likely to respond to external change (the proposal). The assessment assesses the resilience of the existing character, values or views and determines their capacity to absorb change. The proposal is assessed in its 'unmitigated' form and then in its mitigated form to determine the likely residual effects. The analysis identifies opportunities, risks, threats, costs and benefits arising from the potential change.

Assessing the magnitude of change (from the proposal) is based on the NZILA Best Practice Guide – Landscape Assessment and Sustainable Management (02.11.10) with a seven-point scale, being:

EXTREME / VERY HIGH / HIGH / MODERATE / LOW / VERY LOW / NEGLIGIBLE

In determining the extent of adverse effects. taking into account the sensitivity of the landscape or receptor combined with the Magnitude of Change proposed, the level of effects is along a continuum to ensure that each effect has been considered consistently and in turn cumulatively. This continuum may include the following effects (based on the descriptions provided on the Quality Planning website):

- **Indiscernible Effects** No effects at all or are too small to register.
- **Less than Minor Adverse Effects** Adverse effects that are discernible day-to-day effects, but too small to adversely affect other persons.
- **Minor Adverse Effects** Adverse effects that are noticeable but will not cause any significant adverse impacts.
- **More than Minor Adverse Effects** Adverse effects that are noticeable that may cause an adverse impact but could be potentially mitigated or remedied.
- **Significant Adverse Effects that could be remedied or mitigated** An effect that is noticeable and will have a serious adverse impact on the environment but could potentially be mitigated or remedied.
- **Unacceptable Adverse Effects** Extensive adverse effects that cannot be avoided, remedied or mitigated.

Identification of potential mitigation or offsetting measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and/or generate potentially beneficial long-term effects. The following table assists with providing consistency between NZILA and RMA terms to determine where effects lie.

NZILA Rating	Extreme	Very High	High	Moderate-High	Moderate	Moderate-Low	Low	Very Low	Negligible
RMA Effects Equivalent	Unacceptable	Significant		More than Minor		Minor	Less than Minor		Indiscernible

The NZILA rating of 'Moderate' has been divided into 3-levels as a 'Moderate' magnitude of change to always result in either 'More than Minor' or 'Minor' effects but maybe one or the other depending on site conditions, context, sensitivity or receiving character and its degree of change. Identification of potential mitigation or offsetting measures: These may take the form of revisions/refinements to the engineering and architectural design to minimise potential effects, and/or the implementation of landscape design measures (e.g. screen tree

planting, colour design of hard landscape features etc.) to alleviate adverse urban design or visual effects and/or generate potentially beneficial long-term effects.

Prediction and assessment identification of the residual adverse effects after the implementation of the mitigation measures. Residual effects are considered to be five years after the implementation of the proposed mitigation measures, allowing for planting to get established but not to a mature level.

2.6 PHOTOGRAPHY METHODOLOGY

All photos are taken using a SONY A6000 digital camera with a focal length of 50mm. No zoom was used. In the case of stitched photos used as the viewpoint images, a series of 4 portrait photos were taken from the same position to create a panorama. The photos were stitched together automatically in Adobe Photoshop to create the panorama presented in the figures.

2.7 STATUTORY DOCUMENTS

Relevant statutory documents in terms of Landscape Values and Visual Amenity are referred to below are the Resource Management Act 1991, and the Selwyn District Plan.

2.7.1 Resource Management Act 1991

Section 6 of the RMA identifies matters of national importance:

> *"In achieving the purpose of this Act, all persons exercising functions and powers under it, it relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*

s.6 (a) *The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and development;*

s.6 (b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;*

s.6 (c) *The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna."*

Other matters are included under Section 7:

> *"In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to-*

(c) *The maintenance and enhancement of amenity values."*

2.7.2 Selwyn Proposed District Plan

Under the Selwyn District Plan, the site is zoned Inner Plains.

The Selwyn District Plan recognises Outstanding Natural Feature and Landscapes (ONL) and Visual Amenity Landscapes (VAL – described in NFL-SCHED2) but the proposal is not located in either an ONL or VAL. There are several policies in the Rural Objectives and Policies of the Selwyn Proposed District Plan which relate to Landscape Values and amenity which have been addressed in 3.3 below.

3. ASSESSMENT OF EFFECTS

3.1 EXISTING SITE CHARACTER

The receiving environment of the Lower Canterbury Plains is characterised by large open paddocks, with boundaries often delineated by well-established shelter belts of exotic species and rural dwellings surrounded by large trees. The relatively flat landforms flow from the base of the Southern Alps to the Port Hills in an assortment of agricultural fields, criss-crossed with roadways and shelterbelts. The existing site is bound by Lincoln Rolleston Road to the north east and by existing residential development to the north (Falcons Landing) and west (Acland Park). To the north of the proposal lies the southern edge of the existing Rolleston Township, where expansion of typical suburban character increases the number of dwellings, hard surfaces, and infrastructure present in the landscape. The proposal is located on relatively flat topography, on a site which is typical of a rural property within the Canterbury Plains and includes shelterbelt plantings and structures associated with rural activities. Overall, the topographical attributes of the receiving environment are low with no defining features.

The existing land type of the Lower Canterbury Plains was acknowledged by Boffa Miskell in the Canterbury Regional Landscape Study Review (2010) as forming part of the L2 – Lower Plains Land Type. A landscape formed from low angle coalescing outwash fans and associated low terraces of the major rivers that slice through the plains, comprising Pleistocene glacial outwash gravels and minor inland dune belts.

Vegetation types in the receiving environment are predominantly exotic species. Vegetation is used predominantly for shelter belts running along the paddock boundaries and includes species such as Pinus radiata, Cupressus macrocarpa and Eucalyptus varying in height between 7 – 15m. The shelter belts are orientated to block the prevailing winds and are primarily located to delineate property boundaries, around existing dwellings and adjacent to parts of the roads. The majority of the site is open grass fields, which is disrupted occasionally by clusters of vegetation and residential dwellings.

Indigenous vegetation has been identified in the Canterbury Regional Landscape Study as being reduced to small, isolated, and scattered remnants because of the large-scale land use changes seen throughout the plains. This has resulted in 0.5% of the plains supporting native vegetation. This is seen in the existing vegetation patterns found on site, comprising largely of exotic species, which have been used for their ability to fulfil a role as fast growing shelterbelts. This is typical of the rural setting surrounding the site. Overall, the vegetation cover in the area has a low sensitivity to change, given the high level of fast growing introduced exotic species.

In terms of sensory qualities, the flat open geometric fields are back dropped by the Southern Alps to the west and the Port Hills to the east. Expansive views are often possible, though are intermittently screened by large shelter belts and buildings at various locations. The infrastructure and shelter belts, though disrupting the continual views, have become integral to the rural aesthetic and identity. The natural characteristic of the environment is considered to be modified, with a rural character as opposed to a natural character. The land surrounding the proposed site mirrors the overall character of the region.

In terms of built form, dwellings and farm structures are common throughout the wider area. The scale, character, form, and materiality of these structures vary throughout the receiving environment. There are a

number of existing dwellings along Lincoln Rolleston Road, as well as a number of proposed dwellings in the neighbouring subdivisions of Falcons Landing, Faringdon and Acland Park. The closest rural property is approximately 50m from the proposed site boundary. Some of these rural dwellings are supported by additional infrastructure such as sheds and storage buildings and are typically separated by large open fields and exotic vegetation.

Overall, the receiving environment has a rural / suburban fringe character being in immediate proximity to existing residential development.

3.2 EFFECTS ON LANDSCAPE CHARACTER

Landscape character is the combination and composition of biophysical elements such as topography, vegetation, built form and sensory qualities perceived by humans. Landscape character is also spiritual, cultural, and social associations.

The character of the receiving environment is open, rural and is used principally for agricultural purposes. The proposed development modifies the character of the landscape from a more open and agricultural to a more suburban character where infrastructure and amenities are concentrated. Aspects of rural character will be maintained through the control of fencing types and the provision of landscape planting. A sense of open character is promoted through the proposed bulk and location as it is not greater than current residential development and vegetation, such as shelterbelts. To retain open character where possible, higher density development is to be concentrated towards the centre of the site, with lower density dwellings towards the boundary to provide a buffer between the existing rural and suburban land types. The character of existing housing is typically single storey detached dwellings, which the proposal intends to continue.

The natural landscape character is highly modified, having been cleared for agricultural land use. This is reflective in the lower quality vegetation present in the area. Existing amenity of the natural landscape is to be enhanced where possible through the planting and use of green space. Shared pedestrian/cyclist connections to adjoining developments and access to areas which are not currently accessible enhances the amenity of the site.

Overall, the character and land use of the area will shift from open and agriculturally focused to a more concentrated, high amenity development. Through mitigation measures, open character and significant landscape components will be retained and enhanced, where possible.

3.3 EFFECTS ON URBAN DESIGN AND LANDSCAPE VALUES

NATIONAL POLICY STATEMENT – URBAN DEVELOPMENT

Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

a. *unanticipated by RMA planning documents; or*

b. *out-of-sequence with planned land release.*

The proposed plan change area is considered to naturally extend existing residential development at Falcons Landing, Acland Park and Faringdon to the south of Rolleston Township. At the edge of existing residential settlement, the continuation of residential dwellings at a similar density is likely to be seen as an anticipated natural extension when compared to broader context. While the proposed density is relatively higher than the

existing land use, the proposed plan change retains similar levels of density when compared to surrounding development. It is considered appropriate for its setting on the edge of the township when considering the significant addition to development capacity that contributes to well-functioning urban environments. It is considered that the Plan Change area is an in-sequence development adding to development capacity of Rolleston, while retaining a similar level to existing surrounding development. In this aspect, Selwyn Road appears to be the natural edge to urban development in this direction.

URBAN DESIGN VALUES (NEW ZEALAND URBAN DESIGN PROTOCOL – NON STATUTORY)

While non-statutory, the New Zealand Urban Design Protocol provides guidance to create high quality urban environments based on the 'seven c's'. The following is an assessment of the proposal against these design qualities:

CONTEXT

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment.

In terms of context, the proposed plan change is linked to the existing suburban development of Falcons Landing and Acland Park, being of a similar scale, layout and built typology. In terms of context the proposal is appropriate to its setting. Overall, the receiving environment has a rural, semi-open character on the outskirts of residential suburban development. The existing environment has various structures including dwellings, auxiliary structures, power lines and exotic vegetation clustered throughout the landscape typical of rural landscapes.

CHARACTER

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.

The character of the proposal is likely to be similar to the adjoining residential developments with a density of 12HH/ha and a mix of single and double storey residential dwellings. A small area of medium density residential is proposed towards the centre of the development, adjacent to a proposed neighbourhood green space. A hierarchy of street types is proposed through the plan change area with character, in terms of fencing and landscape treatment likely to be controls imposed through covenants

CHOICE

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses, and creates resilient and robust towns and cities.

The ODP area is designed to achieve a minimum net density of 12 households per hectare with higher density residential units located within Medium density (15hh/Ha) areas adjacent to key open spaces and green corridors. The aim is to create diversity and variety of housing typology without compromising lifestyle. The provision of smaller residential lot sizes are recognised as an important method to reduce sale prices and meet the demands of a greater proportion of the community, particularly first home buyers seeking a warm, energy efficient home that meets modern lifestyle needs. The density provides for a mix of dwelling types and lot sizes

to cater to a wide range of the residential market. It allows for people of different ages and incomes to mix and create a diverse community, as well as for people to move within the development as their needs change.

CONNECTIONS

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily

Walkability and connectivity are key principles of the ODP with a hierarchy of street types and connections provided throughout the area. The aim of the movement network is to provide a range of modal options for residents, to reduce car-dependency for short local trips while recognising private vehicle use is necessary for longer trips. The ODP encourages connectivity using primary and secondary routes running through the area from west to east, with a primary connection linking Ed Hillary Drive (CRETS road in Acland Park) to Lincoln Rolleston Road. Both primary and secondary routes will provide pedestrian and cycle facilities on both sides of the road, street trees and parking.

Smaller tertiary streets (not shown) or local/neighbourhood streets will ideally run north-south to create a highly connected and permeable neighbourhood. These roads are not shown to allow future design flexibility at the final subdivision stage. The design of the local streets will encourage slow vehicle movements combined with pedestrian and cycle facilities, either separate or shared depending on the design of the street. The layout of the blocks will have a predominantly north-south orientation where possible to maximise solar gain into rear yards (outdoor living spaces) of all properties. Supporting the road network, off road pedestrian and cycle paths will connect through to existing networks where they exist.

SELWYN DISTRICT PLAN – TOWNSHIP VOLUME

The district plan has zoned the land Inner Plains. The Selwyn District Plan has identified Outstanding Natural Landscapes and Features. The ODP is not located within a Landscape of value. The Objectives and Policies which are considered relevant to this Plan Change from a Landscape perspective follow:

Objective B4.1.1

A range of living environments is provided for in townships, while maintaining the overall 'spacious' character of Living zones, except within Medium Density areas identified in an Outline Development Plan where a high quality, medium density of development is anticipated.

The proposed plan change has given careful consideration and application of design treatment to such matters as road hierarchy, diversity of density, spatial layout, connections to existing and future development and retaining a sense of open and spacious rural character. The Plan Change has located higher density development to the centre of the site to soften the transition between rural and suburban development. An overall 'spacious' character is likely to be maintained even with the increased density through a mix of housing types and sizes.

Policy B4.1.10

Ensure there is adequate open space in townships to mitigate adverse effects of buildings on the aesthetic and amenity values and "spacious" character.

The Plan Change includes open green space and pedestrian connections through the development to retain a high level of public amenity and connectivity. The use of lower density residential towards the perimeter of the site helps retain the spacious character by mitigating potential adverse effects of higher density development located toward the centre.

Policy B4.1.11

Encourage new residential areas to be designed to maintain or enhance the aesthetic values of the township, including (but not limited to):

- *Retaining existing trees, bush, or other natural features on sites; and*
- *Landscaping public places.*

The proposed plan change aims to enhance the quality and quantity of vegetation through the site. Including a recreation reserve becomes one aspect of a larger green network which links through the exiting development of Falcons Landing, Acland Park and Faringdon. The green network is to be landscaped to a high level of amenity, ensuring an open character is maintained. This also allows a high level of natural surveillance over the public space.

Policy B4.2.4

Encourage the retention of natural, cultural, historic, and other features within a subdivision and for allotment boundaries to follow natural or physical features, where it maintains the amenity of an area.

There are no natural, cultural, or historic features of note. Utilising reserve spaces and a wider green network helps provide sufficient space for allotment boundaries around these areas for restoration and recreation. By responding to the natural features of the landscape, the proposed plan change can maintain and enhance the amenity of the area.

Policy B4.2.10

Ensure that new residential blocks are small in scale, easily navigable and convenient to public transport services and community infrastructure such as schools, shops, sports fields and medical facilities, particularly for pedestrians and cyclists.

The proposed plan change, though not displaying local roading, promotes the ability for residential blocks to have a north – south aspect and varying between 800 – 1200m. This provides block lengths that are small in scale to allow for walkability and easy navigation without overly relying on roading. The use of green networks throughout the site also encourage a high degree of connectivity and permeability within and in/out of the proposal. Off-road shared paths further encourage alternative modes of transport such as cycling and walking through the wider landscape.

Policy B4.2.12

Ensure that subdivision designs encourage strong, positive connections between allotments and the street and other features, whilst avoiding rear allotments where practical.

Possible future connections to surrounding developments are included in the proposed plan change, helping to foster positive connections to existing development. Higher density units open onto high amenity spaces building on the positive relationships associated with these land uses.

Policy B4.3.2

In areas outside the Greater Christchurch area, require any land rezoned for new residential or business development to adjoin, along at least one boundary, an existing Living or Business zone in a township, except that low density living environments need not adjoin a boundary provided they are located in a manner that achieves a compact township shape.

The north west edge of the proposed plan change adjoins to existing Living Z zones in Rolleston.

Policy B4.3.3

Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business.

The proposed plan change adjoins existing Living Zones to the north and west. The proposal does not leave rural zoned land with three or more boundaries against living or business zones.

3.4 EFFECTS ON VISUAL AMENITY

The visual context of the receiving environment is considered to be a 2km offset from the edge of the proposed development. This distance has been used due to the receiving environment's flat topography, resulting in views from further away either not being possible or being indiscernible at distance. A series of key viewpoints were selected to show a representative sample of the likely visual effects which could result from the proposal (refer to Appendix 1 for the relevant photos). Viewpoints are generally located on public land, and where possible located as close as possible to existing or proposed residential dwellings. In assessing the potential effect of a proposal, the quality and openness of the view is considered These were as follows:

1) View south from 8 Nobeline Drive
2) View west from 178 Lincoln Rolleston Road
3) View west from 153 Lincoln Rolleston Road
4) View south east from 1 Flight Close
5) View north east from 5 Clement Drive

In assessing the potential effects on visually sensitive receptors, the key viewpoints outlined above have been used as a reference point where it is considered that the effects are likely to be similar to the viewpoint and for a group of viewers. The viewpoint is a representative view, as close as possible to the view likely to be experienced from a private residence or property but obtained from a public location.

The following table outlines the potential visual effects each Visually Sensitive Receptor might receive. The effects take into account the likely sensitivity of the receptor (based on type), combined with the likely magnitude of effects (a combination of distance from the proposal and degree of change) to determine what the likely residual effects from the proposal will be.

Table 2: Assessment of Effects on Visually Sensitive Receptors

Viewpoint	Visually Sensitive Receptors (VSR)	Distance from Proposal (m)	Type of View (open, partial, screened)	Description of existing view (from public location)	Sensitivity of VSR	Magnitude of Change	Description of Effects
1. View south from 8 Nobeline Drive	Residents at 8 Nobeline Drive Vehicle users along Lincoln Rolleston Road	50m	Partial	Views from this point are screened looking across Lincoln Rolleston Road towards the proposal site. The right of the view is dominated by residential development and closed board timber fencing delineating boundaries. Exotic shelterbelts are visible running adjacent to Lincoln Rolleston Road and throughout the distant view. Infrastructure such as power lines and street lighting breaks into the skyline above development and vegetation.	Low	Low	The proposed plan change area is openly visible. There will be a change in landscape from one that is of typical rural character to s more dense, suburban development. Though there will be loss in the existing 'open' character the development will appear as a natural extension of existing development which will absorb the scale of change. The management of fencing along Lincoln Rolleston Road will retain a sense of openness.
2. View west from 178 Lincoln Rolleston Road	Residents at 178 and 202 Lincoln Rolleston Road Vehicle users along Lincoln Rolleston Road	<50m	Partial	The existing view from this location is screened by mature shelterbelts running adjacent to Lincoln Rolleston Road on either side. Existing development is visible in the distance with closed board timber fencing delineating property boundaries. Power line and lighting infrastructure breaks into the skyline above vegetation and development.	High Low	Low	The proposal is openly visible from this view. While the development of dwellings reduces the rural character of the receiving landscape, the development will appear as a natural extension of existing residential development in the distance. The existing infrastructure such as dwellings, lighting and power lines will help absorb the level of change proposed. The character of this view would change from one rural in nature to one that is more suburban. Development will form the skyline.
3. View west from 153 Lincoln Rolleston Road	Residents at 148, 151 and 156 Lincoln Rolleston Road Vehicle users along Lincoln Rolleston Road	<50m	Partial	This viewpoint has partial views of the proposal site. The left side of the view is dominated by mature vegetation running adjacent to a residential driveway. Open grass paddocks delineated by post and wire fencing and shelterbelts can be seen to the right of the driveway. In the foreground a small stone fence is visible with exotic shelterbelts extending along Lincoln Rolleston Road. Power line infrastructure breaks into the skyline above vegetation and runs adjacent to the residential driveway and along Lincoln Rolleston Road.	High Low	Low	The proposed plan change area is openly visible. Fencing along the boundaries of Lincoln Rolleston Road will be managed to promote a more open character. The character of this view would change from a more open and rural landscape to a more dense, suburban development. Existing power line infrastructure will help absorb the level of change. The development will appear as a natural extension of the existing development to the right of this view.
4. View south east from 1 Flight Close	Residents at 1, 3, 4, 5 and 7 Flight Close Vehicle users along Flight Close	<50m	Screened	Views from this point are screened by closed board timber fencing at the boundary of existing development. Juvenile native vegetation and street trees are present along the fence line and to the left of the view. The view is dominated by the outskirts of existing development including open style timber fencing, vegetation and roading infrastructure. Mature exotic vegetation and shelterbelts are visible in the background, breaking into the skyline above the fence.	High Low	Very Low	The proposal is not openly visible from this view. The roofline of the proposed development may form the skyline above the fence line, though will appear as a natural extension of the existing development. The character of this view will not change and will remain suburban in nature.
5. View north east from 5 Clement Drive	Residents at 1, 3, 6 and 9 Clement Drive Vehicle users along Clement Drive	250m	Screened	This viewpoint looks towards the proposed site over residential development. Views are screened by a closed board timber fence at the boundary of existing development. Residential development is highly visible from this location and breaks into the skyline of the view. Mature exotic vegetation is visible in the distance.	High Low	Negligible	The proposed plan change area is not visible from this view beyond existing residential development. The character of the view will not change and will remain suburban in nature.

3.5 SUMMARY OF EFFECTS ON VISUAL AMENITY

The likely visual effects are described above in the Assessment of Effects table.

The proposal would result in an overall change in character from open and rural to one that is more dense and suburban in nature. The receiving environment is to maintain aspects of openness through the management of fencing along Lincoln Rolleston Road and the improvement of connectivity and accessibility throughout the wider site. The management of bulk and location of the development will also help create a sense of openness through the centralisation of denser development. The highest likely effects after mitigation will be experienced by those residential properties closest to the proposal along Lincoln Rolleston Road. Though there is a change in the overall character of the receiving environment, a low magnitude of change is anticipated from these residential properties as the proposal will become an extension of existing development. Motorists have a temporary view of the development and are anticipated to expect change in land from rural to suburban as they travel to/from Rolleston township.

Overall, the scale and bulk and location of the proposal would allow it to appear as a natural extension of existing development within Rolleston, with a low to very low magnitude of change anticipated.

4. MITIGATION MEASURES

The following mitigation measures are suggested to either avoid, remedy or mitigate any potential effects on Urban Design, Landscape Character, Landscape Values and/or Visual Amenity from the proposed Plan Change:

MM1	Provide a diversity of house size and lot size to provide choice, with higher density development located close to high amenity and business areas. • This is provided for through the proposed location of both General and Medium density residential;
MM2	Locate higher density towards the centre of the development, buffered by lower density development along the edges of the plan change • This is provided for through the placement of any medium density centrally, close to proposed open space.
MM3	Create streets which have a high level of amenity, provide for different modal allocation, and allow for an efficient use of land by having a street hierarchy with different road reserve widths depending on their classification. Encourage the use of low impact design techniques including grass swales and detention basins • These considerations would be addressed through the detailed design and consenting of any subdivision proposal(s) within the plan change area.
MM4	Create a well-connected walking and cycling network which combines with the green / blue network and existing facilities connecting to key destinations (school, childcare, town centre), prioritising walking and cycling with a mix of on-road, separate, and off-road facilities to promote active transport modes

	• Key connections are identified on the ODP and may be supplemented through additional connections provided for at the time of subdivision consent.
MM5	Provide a quantity of greenspace and facilities appropriate for the future population with green links extending through the plan change area and connecting with adjoining residential and rural areas. • This is provided for on the ODP.
MM6	Solid fencing should preferably be restricted to rear and side yards to retain an open character along streets and existing roads (in particular Lincoln-Rolleston Road) or at a minimum front boundary fencing will have restrictions. Side fencing should not extend forward of the front wall closest to the street of a house or would need to be limited in height. • This is a matter that would be incorporated into developer covenants that manage and implement specific design outcomes sought within the plan change area.

5. C O N C L U S I O N S

In terms of the National Policy Statement: Urban Development, Policy 8, the proposed Plan Change will add significant residential capacity with a proposed density ranging between 12 and 15 hh/Ha. This is higher than the recommended density in the Operative District Plan Township objectives and policies for the Living Z zone, but is considered appropriate to meet the outcomes desired by the NPS:UD (2020) and consistent with RESZ-O3 objective:

> *A wide range of housing typologies and densities are provided for to ensure choice for the community and to cater for population growth and changing demographics.*

Any amenity effects on existing and future residents can be successfully mitigated through the proposed mitigation measures. The proposed ODP provides a high level of connectivity and is consistent with the context and character of the receiving environment.

In terms of landscape character and values of the area, subject to the mitigation proposed, the proposal will result in an acceptable magnitude of change on the existing rural landscape character and values. Medium density areas will be 'internalised' within the development with lower density development providing a buffer with adjoining rural areas. The site will change from one rural and open in character to one which is more suburban in nature, with the change partially mitigated through fencing controls and landscape planting.

In terms of visual amenity, the rural properties will experience a change in the openness of views across the space, noting that many of the adjoining properties are surrounded by well-established shelter belt and boundary plantings restricting views out. Adjoining suburban residential properties, current and future, overlooking the Plan Change area will have a mix of open, partial, and screened views of future development.

APPENDIX ONE - URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT FIGURES

FALCONS LANDING EXTENSION PLAN CHANGE
FOR YOURSECTION LIMITED

PROJECT No. 2020_117
09 FEBRUARY 2021
REVISION B

dcm URBAN

FALCONS LANDING EXTENSION, ROLLESTON PLAN CHANGE

Project no: 2020_117
Document title: URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT
Revision: B
Date: 9 February 2020
Client name: YourSection Limited

Author: David Compton-Moen
File name: 2020_117 Gillman Wheelans Falcons Landing_LVIA (plan change)

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	08/12/2020	UDLVIA Figures	SB	DCM	
B	9/02/2021	SDC RFI	DCM		

DCM URBAN DESIGN LIMITED

Level 3, 329 Durham Street North
Christchurch 8013

CONTENTS

LEGEND

Plan Change Boundary

Living Z

Low Density

Medium Density

Primary Road

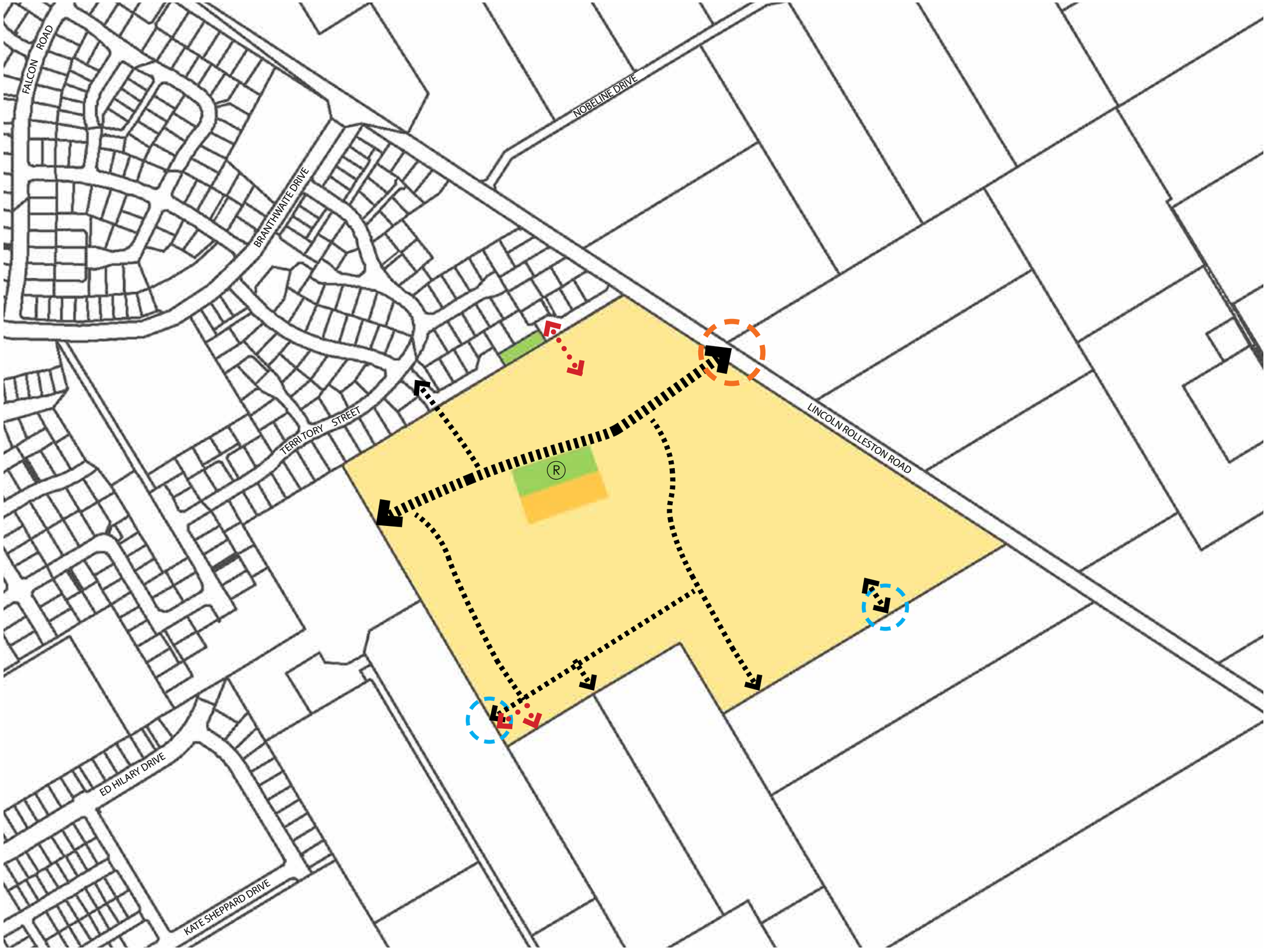
Secondary Road

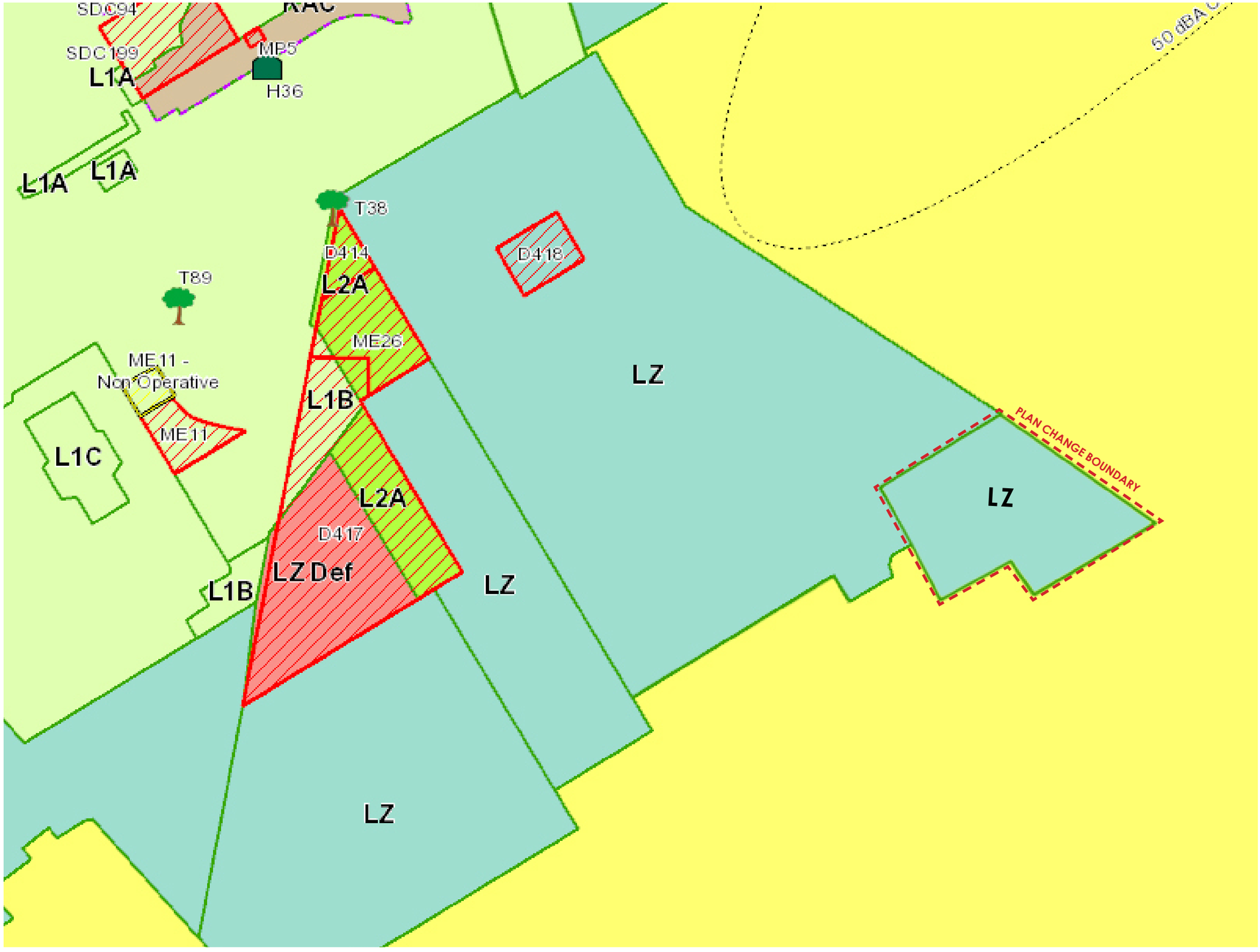
Shared Pedestrian / Cycle Path (off road)

Possible Future Connection

Proposed Roundabout

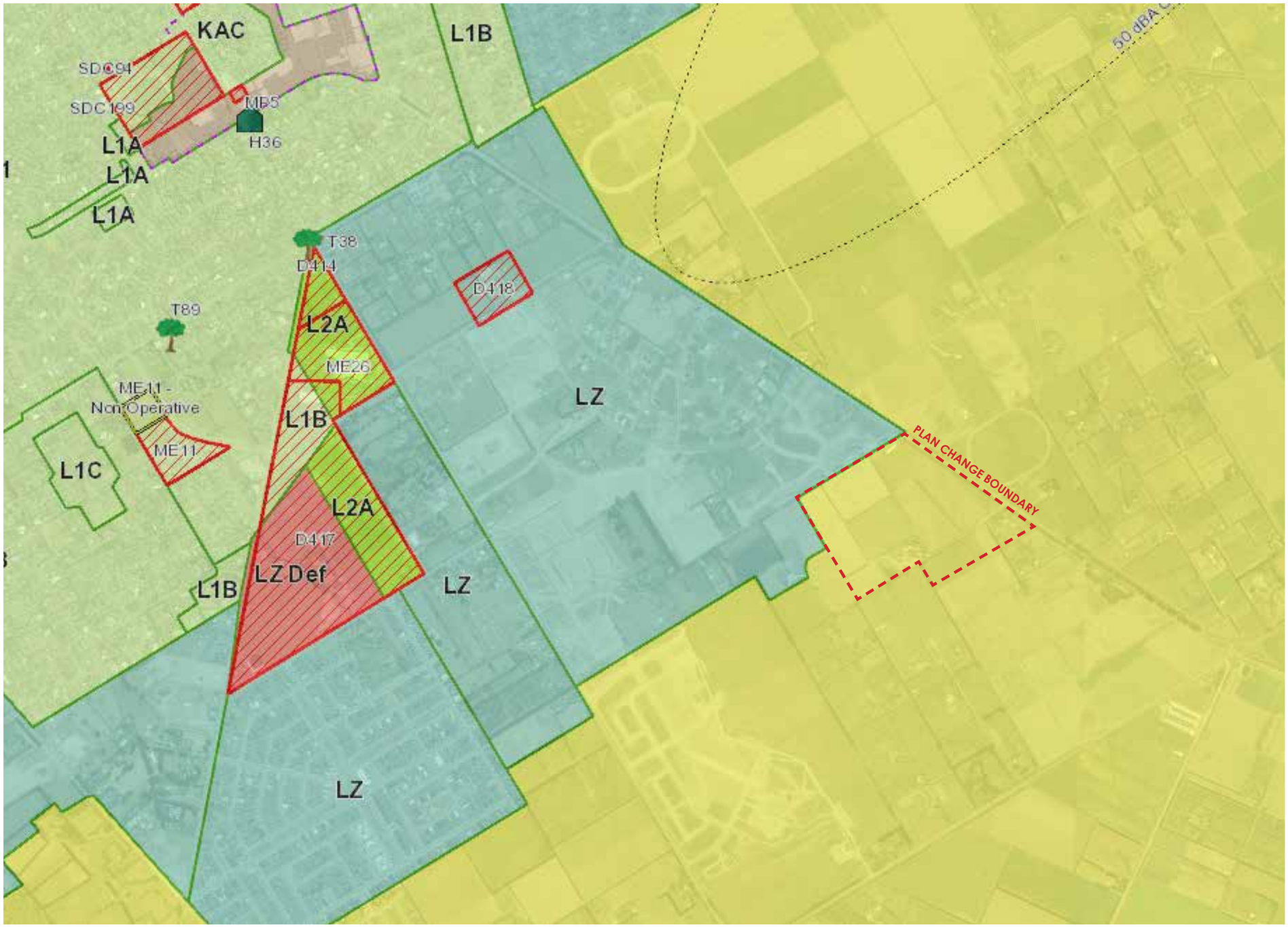
Recreation Reserve



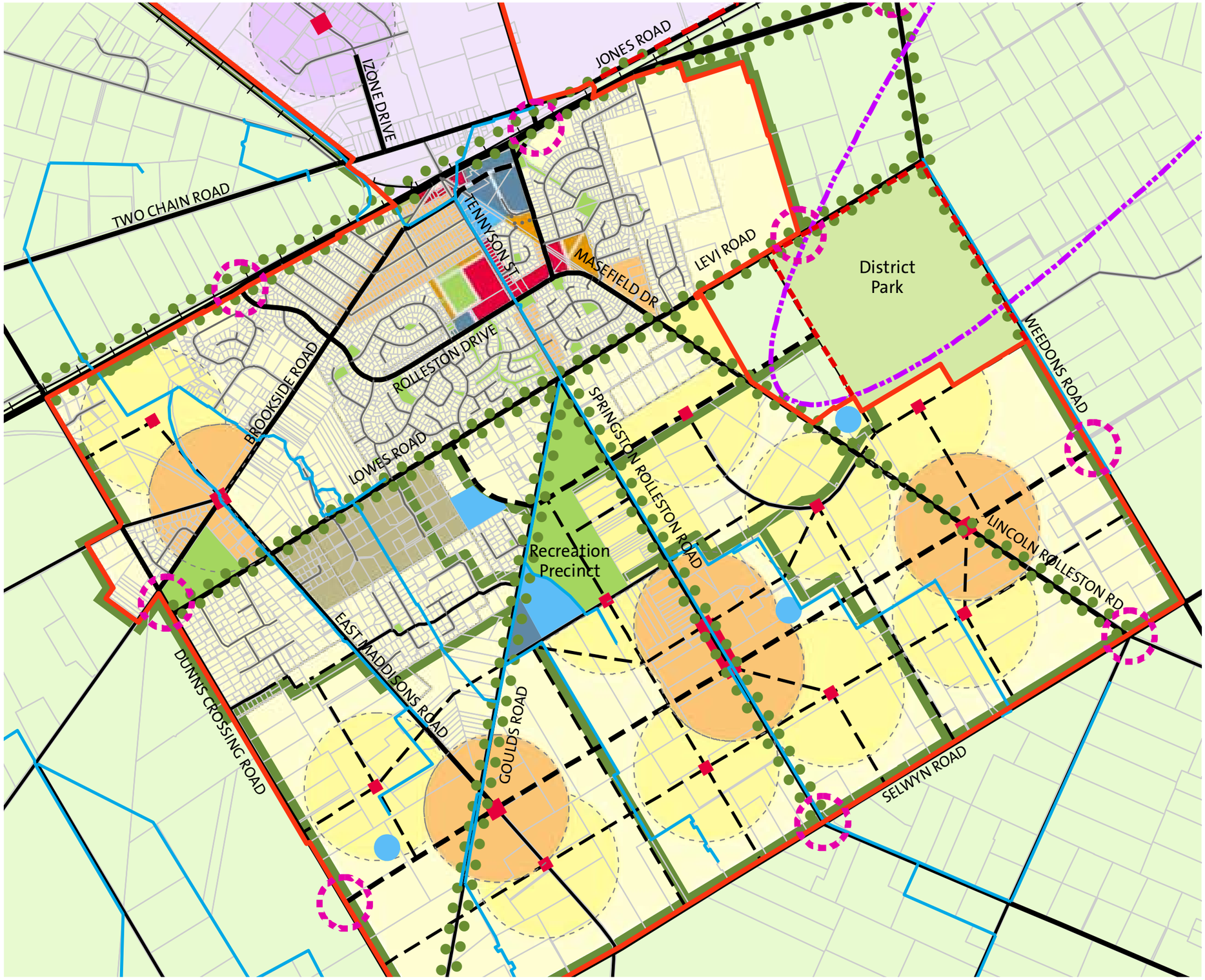


PROPOSAL - DISTRICT PLAN ZONING

FALCONS LANDING EXTENSION PLAN CHANGE

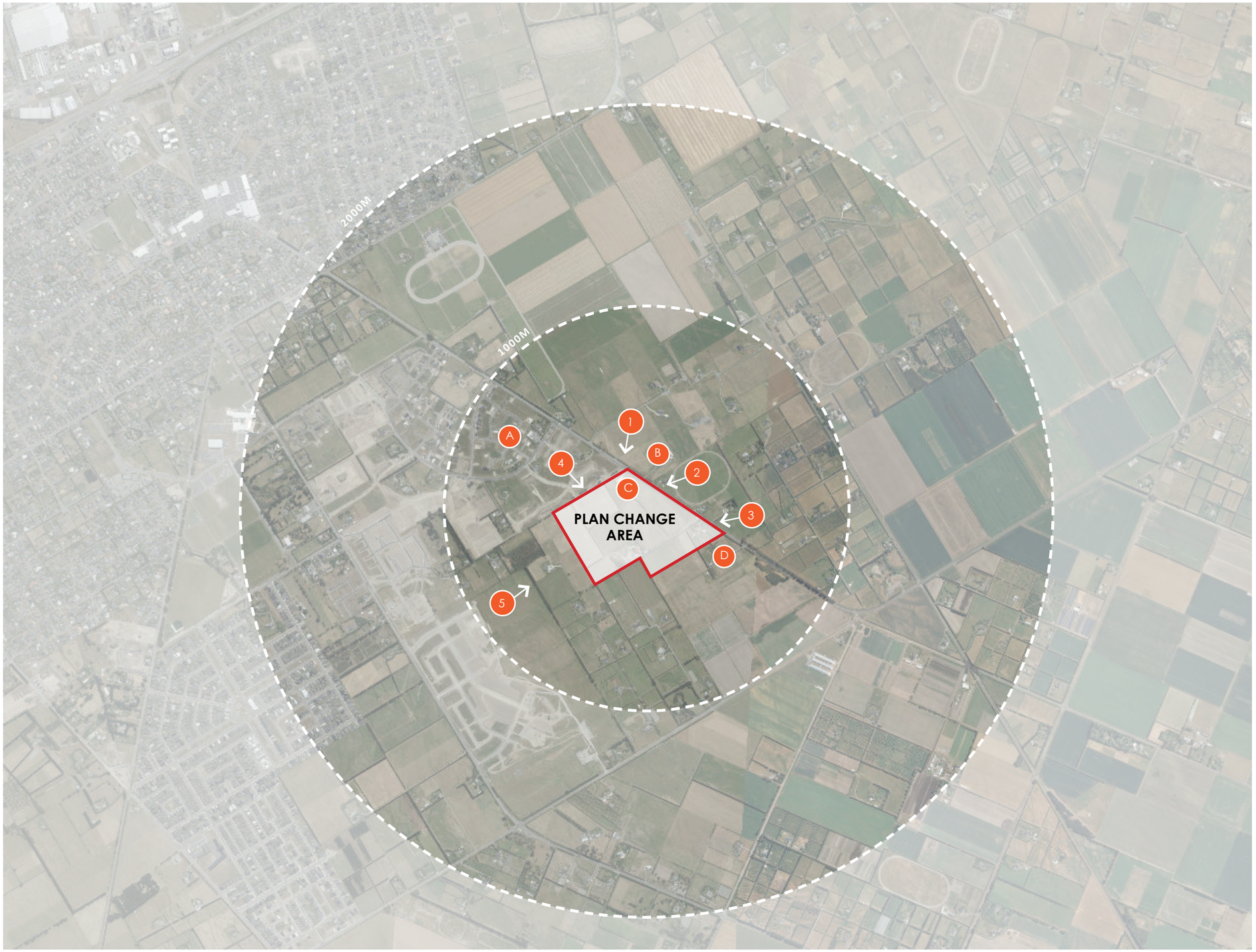


Map / image source: Selwyn District Council



LEGEND

- Study Area
- Railway
- National Arterial
- Main (primary) roads
- Proposed main (primary) roads
- Local (secondary) roads
- Proposed local (secondary) roads
- Local (minor) roads
- Walking and Cycling Link
- Town Centre
- Neighbourhood Centre
- Local Centre
- Comprehensive Housing
- Medium Density Residential (20HH/Ha)
- Medium Density Residential (15HH/Ha)
- Low Density Residential (10HH/Ha)
- Low Density Residential (7HH/Ha)
- Community Facilities
- Education Facilities
- Green Corridors and Green Belt
- District Park
- Recreation Precinct and Reserves
- Rural land
- Avenue Planting
- Izone Southern Business Hub
- Water Races
- Noise Contour
- 5 Minute Walk (400m)
- Key Gateways



LEGEND

CHARACTER PHOTOS

- A Residential Development
- B Rural Residential Housing
- C Existing Vegetation
- D Surrounding Land Use

VIEWPOINT LOCATIONS

- 1 View south from 8 Nobeline Drive
- 2 View west from 178 Lincoln Rolleston Road
- 3 View west from 153 Lincoln Rolleston Road
- 4 View south east from 1 Flight Close
- 5 View north east from 5 Clement Avenue

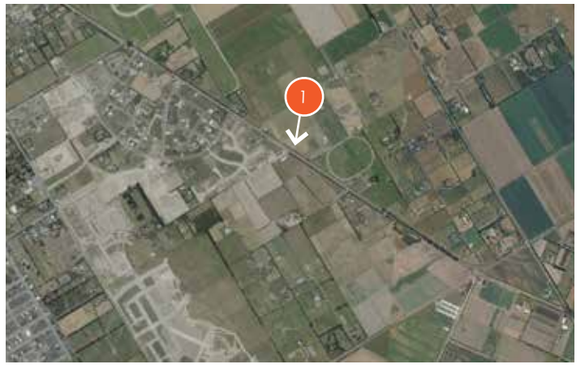
A. LOCATION MAP FOR CHARACTER PHOTOS AND KEY VIEWPOINTS

A Residential Development - Existing housing is predominantly single storey, 3-4 bedrooms with double garage on lots typically ranging from 650m² to 800m². There are a variety of materials, colours and forms present throughout the development.

B Rural Residential - Properties are typically screened by mature vegetation and are setback from the roadside. Housing changes between single and double storey and has a vareity of colours and styles present. Vegetation around the dwellings is predominantly exotic and is sporadically clustered.

C Existing Vegetation - Within the Plan Change area vegetation is primarily exotic and is tpically sporadic in bulk and location. Species such as Pine, Macrocarpa and Eucalyptus are common through the area, used for shleterbelts and privacy.

D Land Use - Majority of the existing land within and surrounding the Plan Change area (excluding residential development) is occupied for rural activity. Infrastrucutre such as irrigation, sheds and auxilary structures are common through the landscape and an aspect typical in rural character.



A. IMAGE LOCATION

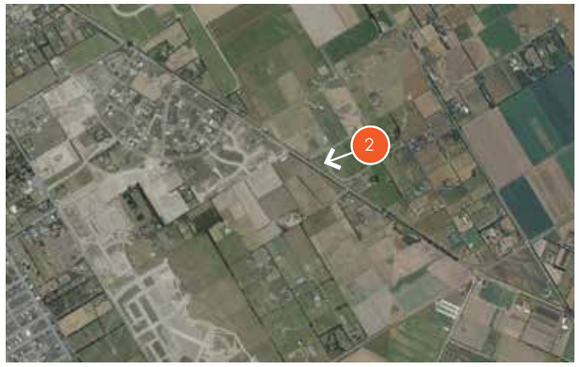
APPROXIMATE PROPOSAL LOCATION

URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP1 - VIEW SOUTH FROM 8 NOBELINE DRIVE

FALCONS LANDING EXTENSION PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 13th October 2020 at 1:09 pm
Height of 1.7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

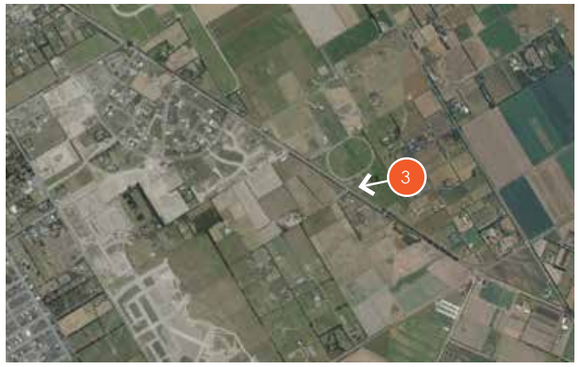
APPROXIMATE PROPOSAL LOCATION

URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP2 - VIEW WEST FROM 178 LINCOLN ROLLESTON ROAD

FALCONS LANDING EXTENSION PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 13th October 2020 at 1:12 pm
Height of 1.7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

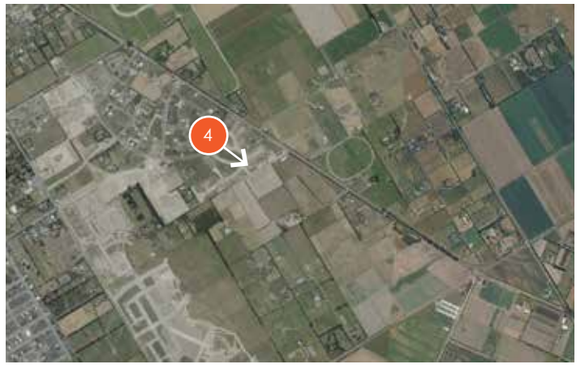
APPROXIMATE PROPOSAL LOCATION

URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP3 - VIEW WEST FROM 153 LINCOLN ROLLESTON ROAD

FALCONS LANDING EXTENSION PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 13th October 2020 at 1:19 pm
Height of 1.7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

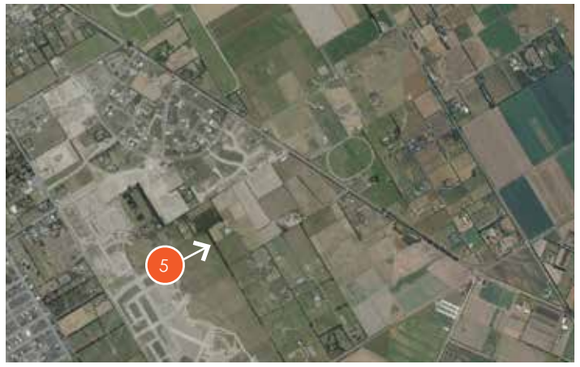
APPROXIMATE PROPOSAL LOCATION

URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP4 - VIEW SOUH EAST FROM 1 FLIGHT CLOSE

FALCONS LANDING EXTENSION PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 13th October 2020 at 1:30 pm
Height of 1.7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

APPROXIMATE PROPOSAL LOCATION

URBAN DESIGN, LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP5 - VIEW NORTH EAST FROM 5 CLEMENT DRIVE

FALCONS LANDING EXTENSION PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 13th October 2020 at 1:46 pm
Height of 1.7 metres
Photos merged in Photoshop CS to create panorama