BASELINEGROUP

Appendix 11: Landscape and Visual Assessment

BIRCHS ROAD PLAN CHANGE, PREBBLETON

BIRCHS VILLAGE LIMITED

LANDSCAPE AND VISUAL IMPACT REPORT

Project No. 2021_085| H

BIRCHS ROAD PLAN CHANGE LVIA

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1. INTRODUCTION AND PROPOSAL

DCM Urban has been commissioned by Birchs Village Limited to prepare a Landscape and Visual Impact Assessment for a proposed Plan Change to provide a greater area of residential development in Prebbleton The Plan Change seeks to insert an Outline Development Plan (ODP) to facilitate the future residential development of the site utilizing the provisions of the proposed Living MD Prebbleton and existing Business 1 zones. The Outline Development Plan identifies the commercial area, a central reserve connection, primary roads and non-vehicular access routes.

Under the proposed Living MD Prebbleton zone, the following scenarios have been assessed:

- **Enabled development:** an upper limit of approximately 856 residential allotments is enabled, based on a minimum net allotment size of 400m^2 The proposed Living MD zone also enables up to three residential units per site (as a permitted activity), which if the application site were developed to the full potential of the zoning, could equate to approximately 2,568 residential units These estimates, while enabled by the proposed zoning, are considered fanciful and highly unlikely to occur in the short, medium or even long term
- **Realistic development:** a realistic yield of 527 allotments (each with one residential unit) which equates to an average allotment size of 650 m^2 It is feasible to consider that there could be up to three residential units per site (as a permitted activity), which could equate to 1,581 residential units. The resultant density under the realistic scenario is between 15 and 46 households per hectare A minimum net density of 15 households/hectare is proposed in the ODP.

The proposed Outline Development Plan states requirements for supporting assessments for infrastructure (water and sewer) and transport networks at the time of subdivision (when consent will be required as a controlled activity), to ensure infrastructure is adequately provided for and upgraded, if required.

The ODP is shown on page 3 of the attached figures.

2. METHODOLOGY

2.1 INTRODUCTION

The landscape and visual impact assessment consider the likely effects of the proposal in a holistic sense. There are three components to the assessment:

1. Identification of the receiving environment and a description of the existing landscape character, including natural character.
2. The landscape assessment is an assessment of the proposal against the existing landscape values.
3. 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 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 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.[1]

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

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

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.

2.5 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.

2 6 PHOTOGRAPHY METHODOLOGY

All photos are taken using a SONY A5270 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 District Plan

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

The Selwyn District Plan recognises Outstanding Natural Landscapes (ONL) and Visual Amenity Landscapes (VAL) 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 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 mature vegetation. 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 Hamptons Road to the north and Birchs Road to the east. To the north of the site lies the edge of Prebbleton development, where expansion with a 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 rural character within the Canterbury Plains and includes shelterbelt planting, residential dwellings and infrastructure associated with rural activity. Overall, the topography 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, with small amounts of native species located near some dwellings. Vegetation is used predominantly for shelter belts 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 for privacy and along parts of the roads. The majority of the site is open grass fields, which is disrupted occasionally by clusters of vegetation and infrastructure such as sheds 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 above the roofline of existing development, though are intermittently screened by large shelter belts and buildings in 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 area. The scale, character, form, and materiality of these structures vary throughout the receiving environment. There are a number of existing dwellings along Hamptons Road and Birchs Road, with the closest residential property approximately 150m from the proposed site boundary. These residential lots are typically separated by large open fields and bound with exotic vegetation to provide privacy and shelter. Within the rural setting, these dwellings are often supported by additional infrastructure such as sheds. The proposal lies approximately 1km to the south of Prebbleton Domain and 1.7km to the south of Prebbleton Township. Existing medium density housing is 527m to the north of the site, with a buffer of low-density housing between this, providing an overall rural suburban character.

Immediately across from the Plan Change area on Birchs Road, a major sports park is proposed by Selwyn District Council. In March 2021, 27 Hamptons Road (Lot 2 DP365486 and Rural Section 39793 – approximately 22ha) were designated by the council for recreational purposes based on the Birchs Road Reserve Concept Master Plan dated August 2020 (see figure. The park will include Sports fields (and associated lighting), walking tracks, dog park, youth space, changing rooms and toilets (up to 370m^2 in area), and a carpark for 285-295 cars.

Overall, the receiving environment has a rural-residential, suburban fringe character with various structures including dwellings, auxiliary structures, power lines and exotic vegetation clustered throughout the landscape with a moderate sensitivity to change. The park forms part of the existing environment and once it is developed, the receiving environment will become more urban in character.

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-residential and is used principally for small lifestyle blocks. The area will undergo a significant level of modification when the proposed Birchs Road Reserve is developed, creating a more urban character to the receiving environment, albeit with a high level of space and amenity. The proposed development will modify the character of the landscape from a more open and rural-residential to a more suburban character, where infrastructure and amenities are concentrated. Aspects of the existing character will be maintained through controls on fencing and the provision of landscape planting but there will be a noticeable change from rural to urban. In the urban areas of Prebbleton, the character of existing housing is typically single storey detached dwellings, which the proposal intends to continue albeit at a higher density.

The natural landscape character is highly modified, having been cleared for agricultural land use, this is reflective in the quality and quantity of exotic vegetation in the area and active agricultural practices. Existing amenity of the natural landscape is to be enhanced and retained through the planting and development of green/stormwater corridors through the site. The network of blue and green corridors enhances the amenity of the site and provide pedestrian/cyclist connections to adjoining developments, existing networks, and access to areas which are not currently accessible.

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, the development will retain a high level of amenity while utilising the benefit of the reserve.

3.3 EFFECTS ON 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 in Prebbleton towards the south. Located at the edge of existing residential settlement, the continuation of residential dwellings at similar or slightly higher density is likely to be seen as an anticipated natural extension when compared to the broader context. While the proposed density is relatively high compared than the existing land use, the proposed plan change retains similar levels of amenity when compared to existing and proposed development within Prebbleton. 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 in an in-sequence development adding to the development capacity of Prebbleton and considers the anticipated population growth of the town. The small commercial and community areas will assist in providing amenities for future residents and park visitors without the need to use a car.

SELWYN DISTRICT PLAN – TOWNSHIP VOLUME

The proposed plan change covers existing Inner Plains rurally zoned land. 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 an Urban design/urban form and 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, special layout, pedestrian networks and proposed blue and green networks to create a well-functioning urban environment. A degree of spaciousness will be created through the road reserves and proposed green network while also recognising the need to provide greater housing stock. Fencing of front yards will be restricted to create a perceived 'wider' street corridor while also providing a higher level of passive surveillance over the public realm. The proposed Plan Change proposes pedestrian and cycle links to the park to ensure future residents can enjoy its facilities.

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 a green corridor with a shared pedestrian / cyclist connection through the development to the proposed Birches Road Reserve, creating a high level of public amenity and connectivity Medium density development is proposed within the development, and this is supported by the provision of a

green corridor and a small retail area. These aspects will greatly aid the mitigation of built form and retention of open and spacious character by providing high amenity corridors to 'break up' the development.

The Birchs Road Reserve will provide significant amenity values for future residents.

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*

There are no natural features of note within the Plan Change area, with existing vegetation consisting of exotic species sporadically placed Where possible, existing large trees will be maintained and incorporated into the design this will assist with providing an established feel to the development and additional amenity The proposed green network is to be landscaped to a high level of amenity, ensuring an open character is maintained close to higher density housing and allowing future residents to easily access the new reserve across Birchs Road The incorporation of shared pedestrian / cyclist networks through these corridors will allow for a high level of natural surveillance across the public spaces

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 within the Plan Change area The Plan Change area does border the proposed Birchs Road Reserve which will add significant amenity to future residents As outlined above, where possible large existing trees will be retained and incorporated into the design This will assist in creating an established feel to the design, provide amenity and in some locations mitigate the additional density provided

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 80 – 120m in length. This provides block lengths that are small in scale to allow for walkability and easy navigation without overly relying on roading to provide connectivity. The use of green networks throughout the site also encourages a high degree of connectivity and permeability within and in/out of the proposal, particularly where these connect to existing networks. Shared paths further encourage alternative modes of transport such as cycling and walking. It is intended for these paths to link through to the Birchs Road Reserve and the Lincoln-Prebbleton cycleway.

A small commercial area, likely to contain a childcare centre, is proposed on Birchs Road. This neighbourhood centre could provide a dairy, hairdresser, takeaway or café facility, or similar. Tenancies are likely to be small, ranging from 60-120 m^2 with a maximum retail floor area of 527 m^2. The childcare centre would be additional to this, likely to be 500-800 m^2 in size with play facilities. The development is serviced by the Number 80 bus with an existing bus stop already located adjacent to the proposed shops.

The block layout will allow easy access to Birchs Road Reserve for all future residents of the Plan Change area.

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 and future development. Development will face internally where practical to provide a stronger relationship between dwellings and internal streets. Future designs will account for the road classification of Birchs Road, its transport function requirements and create connections to Birchs Road Reserve.

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 the Birchs Road Reserve to the east. While the park (Designation D421) has an underlying zoning of Inner Plains, the future character will be more urban in character albeit with an open feel. The proposal does not leave rural zoned land with three or more boundaries against living or business zones. It is highly likely Prebbleton will continue to develop within the area bounded by the transmission lines to the south, west and north to surround Birchs Road Reserve.

3.4 EFFECTS ON VISUAL AMENITY

The visual context of the receiving environment is considered to be a 1km 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 southeast from 81 Hamptons Road
2) View southwest from 42 Hamptons Road
3) View northwest from 176 Birchs Road
4) View southwest from 176 Birchs Road
5) View northwest from 233 Birchs Road

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 southeast from 81 Hamptons Road	Vehicle users along Hamptons Road	<50m	Open	The view from this point has open views across Hamptons Road and open grass paddocks to the proposal Existing vegetation is dispersed in large clusters and used to delineate property boundaries. Hamptons Road is lined with large Poplar trees behind a post and wire fence. Power lines frame the view to the left and run along the length of the road.	Low	Minor	The proposed plan change area is openly visible While there will be a loss in the existing 'open' character, due to the developments close proximately to existing development it will appear as a natural extension of the township and therefore is seen to have minor effects. Views will be possible of a mix of residential densities a small commercial area, childcare and associated infrastructure. Whether Enabled Development, or Realistic Development occurs with 527 households or 1,581 households are developed, the likely visual effects from this viewpoint are considered comparable with both scenarios having a suburban character, albeit one with more density.
	Residents at 14, 20 and 26 Taylor Place				High		
2. View southwest from 42 Hamptons Road	Vehicle users along Hamptons Road	<50m	Open	The existing view from this location has screened views of the proposed site due to established vegetation, with open views across Hamptons Road towards the site. To the left of Hamptons Road runs a shared pedestrian and cyclist pathway An existing post and wire fence delineates the boundary of the proposal site Power lines run parallel to Birchs Road, adjacent to the site Existing vegetation screens and forms the skyline above rural residential dwellings.	Low	Minor	
	Pedestrian and Cyclists along Birchs Road				Medium		
3. View northwest from 176 Birchs Road	Pedestrian and Cyclists along Birchs Road	<50m	Open	This viewpoint has open views across Birchs Road towards the proposal The proposed site is screened by mature, exotic vegetation. The shared pedestrian and cyclist network can be seen to the right of the view, running parallel to the road. Timber post and rail fencing is visible in front of the mature vegetation and is used to delineate the site boundary along the road corridor Power lines run adjacent to the site, intermittently breaking into the skyline above trees	Medium	Minor	The proposed plan change area is openly visible Development Birchs Road will be managed to promote and maintain a more open character where possible, but the character will change considerably with the development of the commercial area, childcare and residential development. The character of this view would change from one more open and rural in nature to a more dense, suburban development The development will be viewed as an extension of Prebbleton and will be viewed in the context of the new reserve and infrastructure being developed on the eastern side of Birchs Road. Whether Enabled Development, or Realistic Development occurs with 527 households or 1,581 households are developed, the likely visual effects from this viewpoint are considered comparable with both scenarios having a suburban character, albeit one with more density
	Vehicle users along Birchs Road				Low		
4. View southwest from 176 Birchs Road	Pedestrian and Cyclists along Birchs Road	<50m	Open	Partial views from this point look across Birchs Road onto open paddocks. A combination of post and wire and post and rail fencing spans the foreground of the view, separating the paddocks from the roadside berm. Power lines are visible, running adjacent to the proposed site, creating the skyline The shared pedestrian and cyclist pathway continues on the other side of Leadleys Road Through the trees the roofline of an existing structure is faintly visible.	Medium	Minor	
	Vehicle users along Birchs Road				Low		
5. View northwest from 233 Birchs Road	Pedestrian and Cyclists along Birchs Road	<50m	Open	The viewpoint openly looks towards the proposed site over Birchs Road Existing views are partially screened by gorse hedging lining the road. Large power pylons are visible beyond the hedge, heading into the background. In the distance mature vegetation breaks into the skyline above the gorse, consisting of shelterbelt planting and clustered exotic trees	Medium	Minor	The proposal is openly visible from this view Proposed roading, green corridor, and pedestrian and cyclist network are visible from this location. Aspects of openness will be retained through these elements, in conjunction with the management of fencing and vegetation along boundaries. Development will intermittently form the skyline. The restoration of amenity planting through the green corridor will provide a more aesthetic, open character Effects are anticipated to be minor Whether Enabled Development, or Realistic Development occurs with 527 households or 1,581 households are developed, the likely visual effects from this viewpoint are considered comparable with both scenarios having a suburban character, albeit one with more density
	Vehicle users along Birchs Road				Low		
	Residents at 233, 225 and 207 Birchs Road				High		

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 residential lifestyle to one that is denser and more suburban in nature. It is considered that whether the development is for 527 households or 1,581 households, there will be no fundamental change to visual amenity, although there will be a greater likelihood of two storey houses as opposed to predominantly single storey dwellings. There will be change, but once the development occurs the receiving environment will be residential with density, not necessarily resulting in adverse effects. Any adverse effects from density can be successfully addressed with mitigation measures and these are outlined below.

The receiving environment will maintain aspects of openness in the public realm through the incorporation of stormwater and open space reserves, alongside pedestrian and cyclist networks. These will also provide connectivity and accessibility throughout the wider site, and surrounding development. Management of fencing and bulk and location of the development will also help create a sense of openness surrounding the development boundary. The highest likely effects after mitigation will be experienced by those residential properties closest to the proposal, along Hamptons and Birchs Road. Though there is a change from rural to suburban, from this location the effects are minor as the proposal will appear as a natural extension of existing and future development. Views from surrounding residents are currently screened through existing mature vegetation and fencing surrounding their dwellings resulting in Minor to Less than Minor effects. Motorists have a temporary view of the development and are anticipated to expect change in land from rural to suburban, especially with the development of childcare and commercial area, as they travel to/from Prebbleton township. Effects for motorists are considered Less than Minor to Indiscernible. Pedestrians and cyclists are also anticipated to expect change in land use as they travel between Lincoln and Prebbleton, resulting in Minor to Less than Minor effects.

Overall, the scale and bulk and location of the proposal would allow it to appear as a natural extension of existing development within Prebbleton and would be consistent with the establishment of the Prebbleton Reserve, with the anticipated effects being minor.

4. MITIGATION MEASURES

The following mitigation measures are suggested to either avoid, remedy or mitigate any potential effects on Landscape Character, Landscape Values and/or Visual Amenity from the proposed Plan Change. Several of the measures are adopted from the Urban Design Statement prepared for this application:

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 Living MD Prebbleton zone and the corresponding provisions in the District Plan
MM2	Retain and protect existing established trees where possible during the subdivision stage.
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, Prebbleton Reserve, childcare), prioritizing 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	Avoid direct vehicle access onto Birchs Road from individual properties to allow for a high-quality landscape treatment along this corridor, creating a high amenity southern entrance into Prebbleton when travelling from Lincoln • This is provided for on the ODP
MM6	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.
MM7	Solid fencing should preferably be restricted to rear and side yards to retain an open character along streets and existing roads (in particular Hamptons and Birchs) 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. CONCLUSIONS

In terms of the National Policy Statement: Urban Development, Policy 8, the proposed Plan Change will add significant residential capacity with a proposed density of at least 15 hh/Ha. This is higher than the recommended density in the Township objectives and policies for the Living Z zone but is considered appropriate to meet the outcomes desired by the NPS: UD (2020) and the proposed Living Medium Density zone. Any amenity effects on existing and future residents can be successfully mitigated through the proposed mitigation measures outlined above, whether an Enabled Development or a Realistic Development scenario eventuates. Either scenario works under the same 'building envelope' in terms of maximum height.

The ODP design allows sufficient flexibility for additional density to be incorporated without creating adverse amenity effects.

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-residential landscape character and values on the

edge of Prebbleton. The development of Birchs Road Reserve reinforces the transitioning nature of the receiving environment from one which is rural-residential to being more urban in character. Medium density areas are an integral component of the design and will be developed in conjunction with their proximity to open space and amenities, including shops. The site will change from a rural-residential character to one which is compartmentalised and 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 LANDSCAPE AND VISUAL IMPACT ASSESSMENT FIGURES

BIRCHS ROAD PLAN CHANGE

FOR BIRCHS VILLAGE LIMITED

4 APRIL 2022

REVISION F

dcm URBAN

BIRCHS VILLAGE PLAN CHANGE

Project no: 2021 085
Document title: LANDSCAPE AND VISUAL IMPACT ASSESSMENT FIGURES
Revision: F
Date: 4 April 2022
Client name: BIRCHS VILLAGE LIMITED

Author: David Compton-Moen / Sophie Beaumont
File name: 2021 085 Geddes Prebbleton Plan Change LVIA F

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	29/04/2021	LVIA Figures	SB	DCM	DCM
B	10/5/2021	BIRCHS ROAD PARK ADDITION	DCM	RG	AB
C	21/05/2021	MINOR AMENDMENTS	SB	DCM	
D	22/11/2021	UPDATED ODP	DCM	SE	AB
E	10/03/2022	ZONING CHANGE	DCM	SE	AB
F	4/04/2022	ODP UPDATE	DCM	SE	AB

DCM URBAN DESIGN LIMITED

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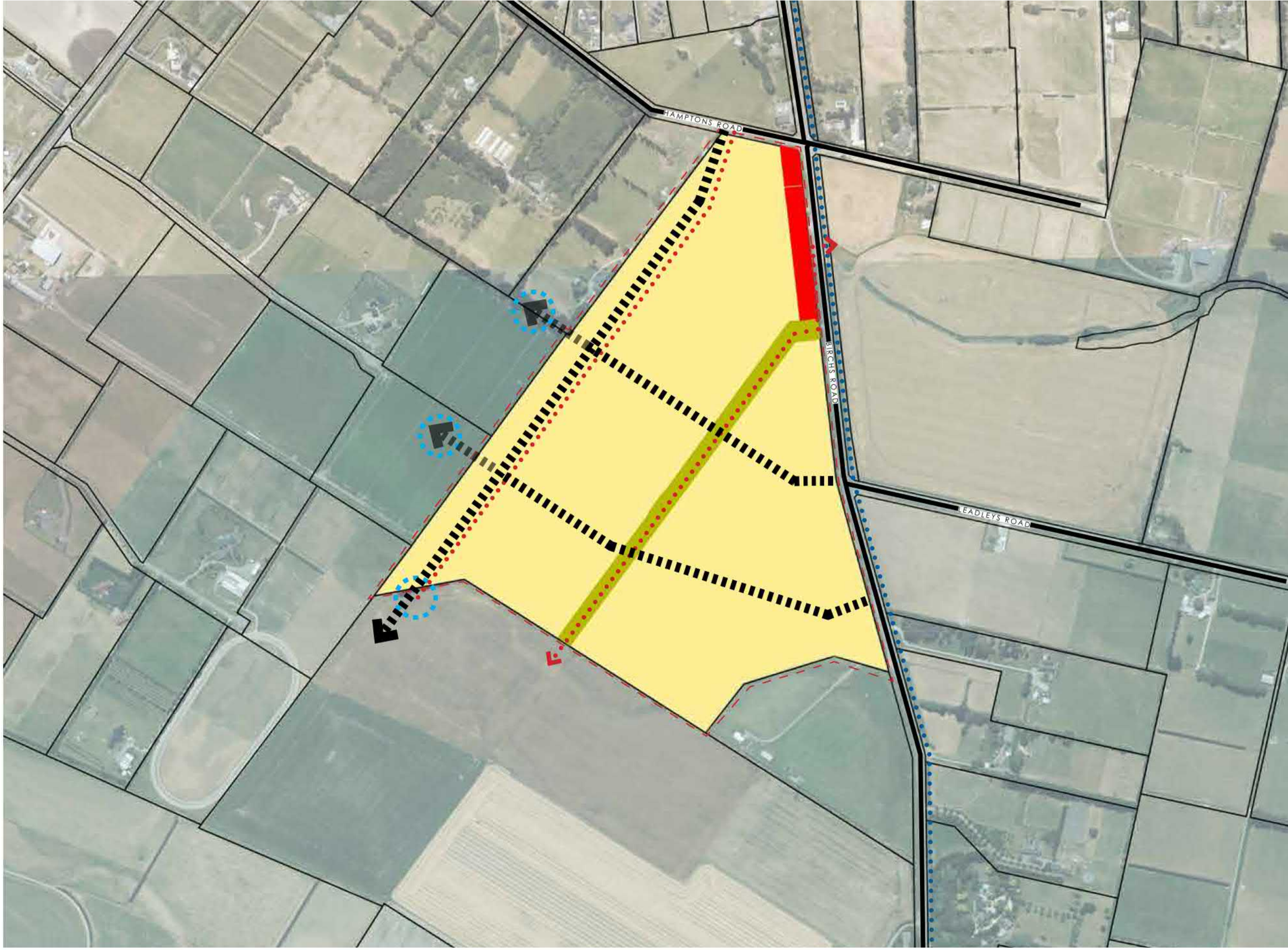
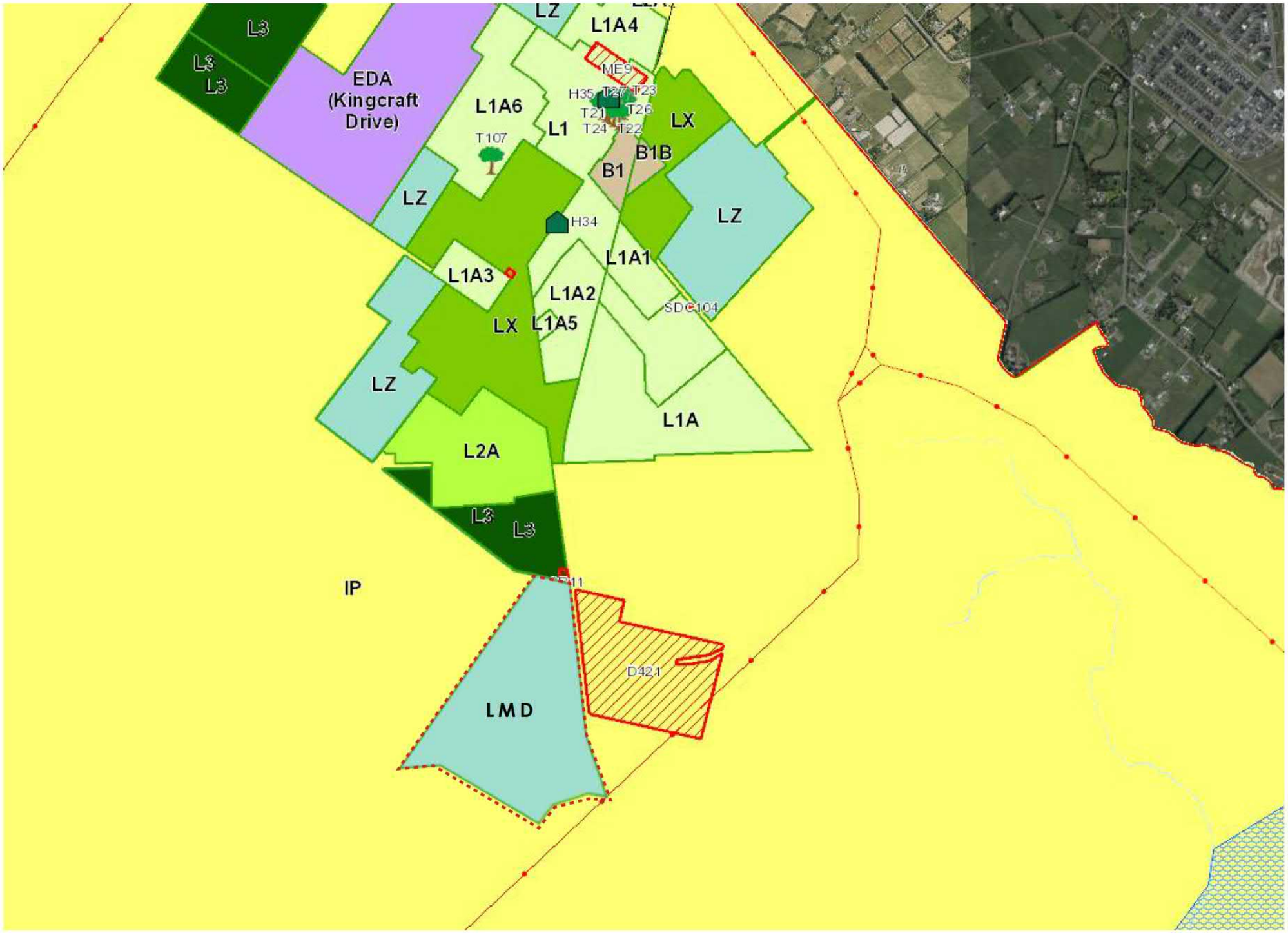
CONTENTS

LEGEND

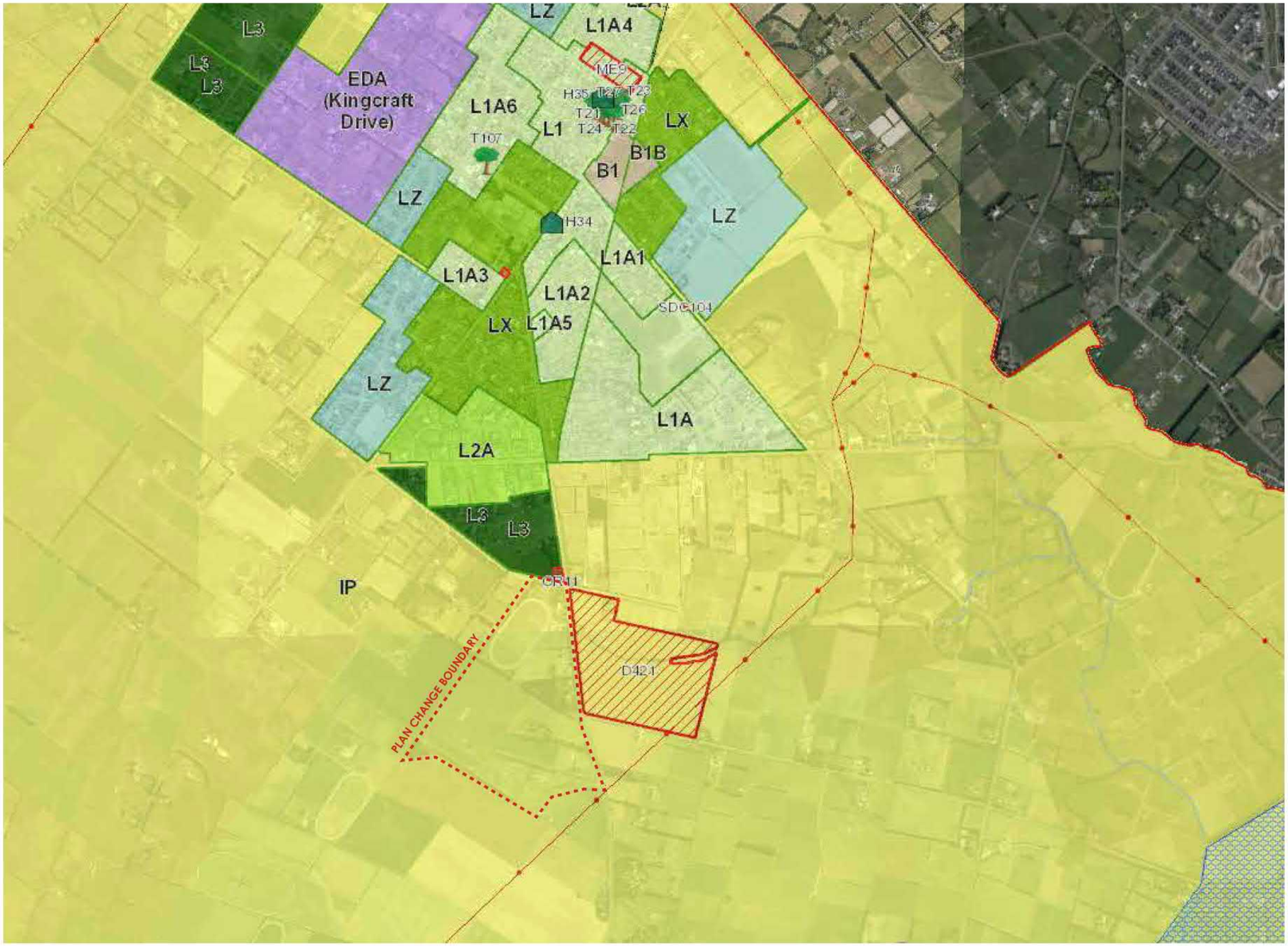
- Plan Change Boundary
- Living Medium Density (MD)
- Business 1
- Childcare / Community
- Indicative Primary Road
- Indicative Pedestrian / Cycle Route
- Open Space Reserve
- Future Roading Connection
- Existing Pedestrian / Cycle Route



A. OUTLINE DEVELOPMENT PLAN



Map / image source: Selwyn District Council



Planning Zones

- Existing Devlopment Area
- Living 1
- Living 2
- Living 3
- Living X
- Living Z
- Inner Plains
- Business 1

Map / image source: Selwyn District Council

Birchs Road Park Draft Concept Masterplan

A. BIRCHS ROAD PARK CONCEPT MASTER PLAN (NTS)

A. LOCATION MAP FOR CHARACTER PHOTOS AND KEY VIEWPOINTS

LEGEND

CHARACTER PHOTOS

- A Existing Cycle Network
- B Future Development
- C Rural Residential
- D Residential Development

VIEWPOINT LOCATIONS

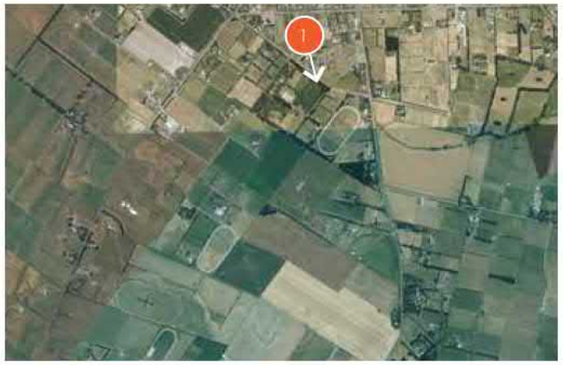
- 1 View South East from 81 Hamptons Road
- 2 View South West from 42 Hamptons Road
- 3 View North West from 176 Birchs Road
- 4 View South West from 176 Birchs Road
- 5 View North West from 233 Birchs Road

A Existing Cycle Network A separated shared network runs paralell to Birchs Road, creating a safe connection between Prebbleton and Lincoln townships for cyclists and pedestrians The route is approximately 8km between the two towns and would take around 20 minutes by bike

B Future Development The proposed location of a multi-purpose sport and recreation park for Prebbleton The 22ha area is proposed to contain sports fields, a dog park, and bike trails to accommodate anticipated population growth

C Rural Residential Rural dwellings are typically set back from the road and surrounded by established planting. Dwellings are typically separated by open grass paddocks and delineated by established planting such as shelterbelts.

D Residential Development Existing housing is typically single storey, 3 4 bedrooms with double garages on lots ranging from 700m² to 5,000m². There are a variety of materials, colours and architectural froms present throughout the diffrerent existing developments.



A. IMAGE LOCATION

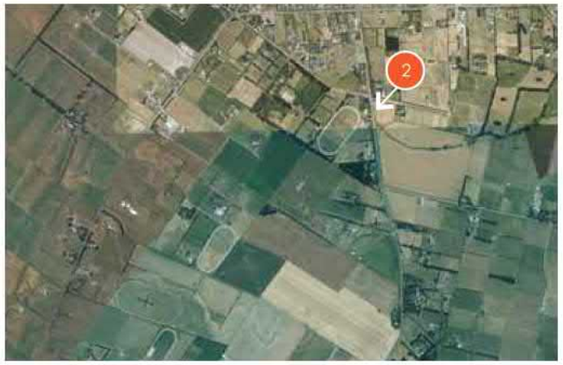
APPROXIMATE PROPOSAL LOCATION

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP1 - VIEW SOUTH EAST FROM 81 HAMPTONS ROAD

BIRCHS ROAD PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 27th April 2021 at 3:03 pm
Height of 1 7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

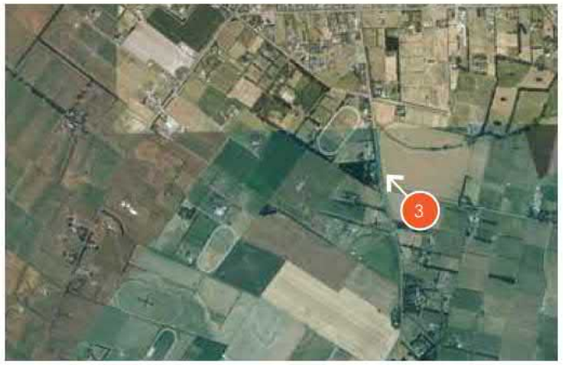
APPROXIMATE PROPOSAL LOCATION

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP2 - VIEW SOUTH WEST FROM 42 HAMPTONS ROAD

BIRCHS ROAD PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 27th April 2021 at 3:21 pm
Height of 1 7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

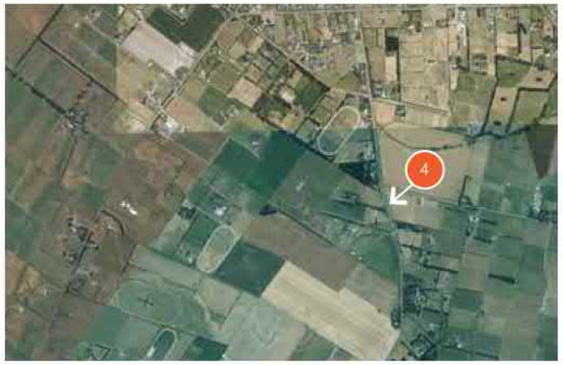
APPROXIMATE PROPOSAL LOCATION

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP3 - VIEW NORTH WEST FROM 176 BIRCHS ROAD

BIRCHS ROAD PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 27th April 2021 at 3:10 pm
Height of 1 7 metres
Photos merged in Photoshop CS to create panorama



A. IMAGE LOCATION

APPROXIMATE PROPOSAL LOCATION

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP4 - VIEW SOUTH WEST FROM 176 BIRCHS ROAD

BIRCHS ROAD PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 27th April 2021 at 3:11 pm
Height of 1 7 metres
Photos merged in Photoshop CS to create panorama

A. IMAGE LOCATION

APPROXIMATE PROPOSAL LOCATION

LANDSCAPE AND VISUAL IMPACT ASSESSMENT

VP5 - VIEW NORTH WEST FROM 233 BIRCHS ROAD

BIRCHS ROAD PLAN CHANGE

Image captured on Sony A6000
Focal length of 50mm
Date: 27th April 2021 at 3:14 pm
Height of 1 7 metres
Photos merged in Photoshop CS to create panorama