

**BEFORE THE HEARING COMMISSIONER  
APPOINTED BY THE SELWYN DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** Private Plan Change Request 80  
**OF**

---

**SUMMARY STATEMENT OF BRONWYN ELIZABETH FAULKNER**

**ON BEHALF OF SELWYN DISTRICT COUNCIL**

**LANDSCAPE (& VISUAL)**

**20 October 2022**

---

## Introduction

- 1 My full name is Bronwyn Elizabeth Faulkner. My qualifications and experience are set out in my statement of evidence dated 27 September 2022.
- 2 I repeat the confirmation given in that statement that I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court.
- 3 Unless otherwise discussed below, I consider that matters identified in my evidence in chief have been resolved to my satisfaction.
- 4 I have reviewed the evidence of Mr Compton-Moen (applicant's landscape architect), Mr Collins, (Selwyn District Council's Transport expert) and Attachment 2: *Revisions to the Proposal* of Ms Seaton's Evidence.
- 5 I have one Attachment to this evidence which I refer to later.
- 6 The matters addressed in this summary evidence are the:
  - (a) Minor points for clarification with respect the Two Chain Road mitigation.
  - (b) Number of entrances on to Two Chain Road
  - (c) Mitigation on the southern and eastern boundaries.

## Two Chain Road Mitigation

- 7 I confirm that the proposed mitigation depicted in the amended Typical Section will sufficiently mitigate the landscape related effects of the activities occurring within the Site for the Two Chain Road residents.
- 8 With respect to the Two Chain Road landscape mitigation there is just one minor matter outstanding. I recommended in my review that the following detail should be added to the Typical Section. I note these have not been included and request they be added to the Landscape Treatment Five details (page 32 of Attachment 2: *Revisions to the Proposal* of Ms Seaton's Evidence). The details to be added are as follows;
  - (i) The (existing) trees need to be managed and maintained to provide dense visual screening of at least 8m in height.
  - (ii) Dead or dying trees should be replaced as required.

### **Number of entrances on to Two Chain Road**

- 9 I recommend that access to the Site from Two Chain Road should be restricted to one, to minimise the adverse impacts on rural amenity for the residents on Two Chain Road, resulting from heavy traffic movements in to and out of the entrances.
- 10 Both Mr Fuller (applicant's transport expert) and Mr Collins agree that: *A single access point onto Two Chain Road could be made to operate acceptably from a transport safety and efficiency perspective. However, a single access point would create a low level of resilience and a less efficient transport network.* My preference remains for just one entrance at the eastern end of the Site. However, two entrances are certainly preferable to three being sought in the plan Change application.

### **Mitigation along Railway/SH1 and Eastern boundaries**

- 11 I recommend that a landscape strip is required along the Site's southern boundary adjoining the railway and SH1. Mr Compton-Moen does *not consider the state highway to be a sensitive environment but one which is characterised by heavy vehicles and road infrastructure<sup>1</sup>, and that mitigation measures are not considered necessary.*
- 12 I contend that the SH1/rail corridor is part of the Rolleston township, not simply a road passing through it. I therefore believe that it is valid to consider the quality and amenity of the corridor environs and the impacts that activities along it's edges may have.
- 13 Industrial development on the Site would create a 2km long industrial interface with the southern gateway approach to Rolleston and therefore the long-term visual amenity of the corridor should, in my view, be at least maintained or enhanced. The proposed industrial area would have a prominent and enduring presence in the community, and I consider that quality design outcomes are warranted.
- 14 There are two instances that I am aware of in the Plan that require landscape strips between the Business Zone and the railway reserve, presumably these have been required for the purpose of enhancing that interface. The examples are;

---

<sup>1</sup> 45 Mr Moen's evidence

- (a) Rule 16.1.3.1 requires landscape strip between the Business 2 Zone and the railway reserve as depicted in Appendix E28 comprising a 10m wide planted strip including a cypress hedge and specimen trees of cedar and oak.
  - (b) Rule 16.1.4, depicted in Appendix E32 requires a landscape strip between the railway and Business 2 Zone comprising a lemonwood hedge and oak trees.
- 15 Attachment 1 shows where these landscape strips have been required along the industrial edges to the east of the plan change site. The planting that I am recommending for the Site would be an extension to what is currently required along the rail/SH1 interface.
- 16 A framework of substantial trees would visually soften the bulk of large buildings and other industrial structures along the corridor edge. I recommend that Landscape Treatment Four (in Rule 24.1.3.13) would be an appropriate scale of mitigation along this boundary combined with the retention of existing trees as appropriate. Landscape Treatment Four requires a minimum of 5.0m width with trees achieving at least 8m height. I suggest Oak (*Quercus robur*) would be an appropriate species given their prevalence in the SH1/rail corridor already.
- 17 As acknowledged in my evidence it is anticipated that gaps in the planting will be required to facilitate future rail siding access to the Site. The need to provide for future rail access does not necessarily justify having no planting at all along this 2km interface.
- 18 My rationale for recommending that the existing trees on the curved eastern boundary should be retained is the same as I have discussed above. In addition, the presence of a stand of substantial trees here amidst an increasingly industrial setting will provide a natural counterpoint to the built environment.

**Bronwyn Elizabeth Faulkner**

Dated this 20 day of October 2022