TWO CHAIN ROAD PLAN CHANGE, ROLLESTON

TWO CHAIN ROAD LIMITED

Urban Design, Landscape and Visual Impact Assessment

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TWO CHAIN ROAD PLAN CHANGE UDLVIA

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1. INTRODUCTION AND PROPOSAL

DCM Urban has been commissioned by Two Chain Road Limited to prepare an Urban Design, Landscape and Visual Impact Assessment for a proposed Plan Change to provide a greater area of industrial development in Rolleston. The proposal seeks to rezone land as Business 2A as an extension of existing industrial development in Rolleston, and to possibly allow for the development of rail sidings into the land. The area, covering approximately 98ha, is currently zoned Inner Plains in the Selwyn Operative District Plan and is located on the northern side of the main south rail line and state highway 1. The proposal seeks to establish an Outline Development Plan (ODP) for the area, which is shown on page 3 of the attached figures.

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 three 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 proposal against the existing urban and landscape values as outlined in the Objectives and Policies of the Operative District Plan;
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 RECEIVING ENVIRONMENT DESCRIPTION AND CHARACTERISATION

2.2.1 URBAN CHARACTER

To describe the character of the receiving urban environment a site visit is undertaken noting the character of existing buildings, their height, setbacks from street frontages and where there are any active frontages. The style and character of individual buildings are noted and grouped where possible, with emphasis placed on buildings with any heritage value. A combination of desktop and site analysis is used to determine the overall character of an urban area and what its 'Sensitivity to Change' may be. For example, an urban area which exhibits a high level of cohesion and uniformity may have a higher sensitivity to a proposal than an area which is more irregular and mixed.

Where a proposal includes signage, an inventory of existing signage is undertaken within the receiving environment, noting their size, orientation, height, relationship to adjoining buildings and illumination. In many examples, corporate colours are signage and will be noted accordingly.

2.2.2 LANDSCAPE CHARACTER

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 AND LANDSCAPE VALUES

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

For urban areas, or adjoining urban areas district plans generally have policies, objectives and rules of the relevant District Plan regarding urban growth, form, building style, land use activity, setbacks and active frontages, height, shading and signage (if relevant).

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

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

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.

2.5 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.

The following table assists with providing consistency between NZILA and RMA terms to determine where effects lie.

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

The NZILA rating of 'Moderate' has been divided into 3-levels asa '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 Operative District Plan

Under the Selwyn Operative District Plan, the sites are zoned Inner Plains.

The Selwyn Operative 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 Operative 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

3.1.1 Urban Form

Located on the north-western edge of Rolleston, the Plan Change area immediately adjoins the existing industrial area of Izone. The site is bounded by the main south rail line and state highway 1 to the south, Walkers Road to the west, Two Chains Road (40m wide road reserve) to the north and the West Coast rail line and Izone to the east. Izone to the east and the newly created Inland port is characterised by large scale warehouses, large areas of hardstand and service or storage yards. The buildings are typically large in scale with the underlying zoning allowing buildings up to 15m in height. As an example, the Warehouse South Island Distribution Centre is a 45,000m^2 building in area under a single span. On the 'Context – Existing Urban Character' aerial on page 9 of the attached figures, the existing urban character to the east of the plan change area is highlighted.

The receiving business environment is undergoing a significant degree of change with the continued development of Izone and the inland port, reflecting the underlying District Plan zoning. Future roads have been constructed and hedgerows/shelter belts removed from the area. The existing built character of the western side of Hoskyns Road is typified by large industrial buildings with significant setbacks, storage yards and large bulk warehousing-like building form. Heights on these buildings vary between 6 – 15m high, with the maximum

permitted height at 15m for Business 2A Zoning. While setbacks vary between zero metres permitted in Business 2 and a minimum of 10m permitted as required within business 2A zoning.

Further east in Izone, the heights of existing buildings vary with the most common being or 1 or 2 storeys but with high roof studs. Some sites are large and contain storage for these businesses including storage for a large concrete fabricator on the intersection of Stoneleigh Road and Hoskyns Road. The buildings within this area have a similar profile being large warehouses with large sloping roofs. Prefabricated concrete walls or metal siding makes up the exterior of these buildings. These walls are commonly a plain white or grey colour and are often found to be painted or labelled with signage of the building occupying the site. Visible from Hoskyns Road is the existing coal storage and Caltex truck stop which contain large storage tanks facilities on site which create a large visual disruption from the surrounding warehousing by being significantly taller and structurally complex.

The IPortI Business Park site is developing with large warehouse buildings and a petrol station, truck stop, and the supporting roading infrastructure. An NPD truck stop is located along Jones Road, just before the rail junction on the eastern edge of the development site. The NPD truck stop contains a 10m high illuminated road sign along Jones Road. To the east of Hoskyns Road, beyond the IPort Business Park, is Lyttelton Port's Inland Port called Midland Port. This site contains several large groups of stacked containers. Each stack is approximately 4 containers wide and reaches a height of approximately 12 – 15 metres high. The inland port is supplied by a rail service which connects to the main south rail line. The site is illuminated by perimeter lighting at approximately 25 metres high, assumed to give sufficient clearance above the containers.

The landscaped bunds, the Main South Rail Line and the SH1 visually separate the proposal from the residential areas of Rolleston located to the south. The residential areas consist of large, single storey detached dwellings on large sites, typically between 600m^2 and 1,600m^2 in area. The density of these areas is typically low although some higher density development is starting to occur. An existing earth bund, estimated to be 3m high with a 1.8m timber fence on top, and planted with well-established native species runs parallel to SH1 for the majority of Rolleston's northern edge with SH1.

In terms of connectivity, the Plan Change area enjoys a high level of accessibility to the state highway and main south rail line as well as the West Coast rail line.

3.1.2 Landscape Character

In Landscape terms, the receiving environment is located within the Lower Canterbury Plains which are characterised by agricultural activity, rural dwellings of differing bulk and location, and large open paddocks often delineated by established shelter belts and exotic trees. The relatively flat landscape flows from the base of the Southern Alps to the Port Hills in an assortment of agricultural fields, with a lattice of roading and shelterbelts throughout. The existing site is bound by State Highway 1 to the south and Two Chain Road to the north. To the east of the site lies the existing boundary of the Business 2 zone, where expansion with a typical industrial character increases the scale and frequency of development. To the south of the proposal site and State Highway 1 lies the northern boundary of Rolleston's residential living. The proposal is located on relatively flat topography, on a site which has a typical rural character common throughout the Canterbury Plains. The proposal site contains rural residential properties, established shelterbelts and auxiliary structures associated with rural living. 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, with small amounts of native plants around residential dwellings. Vegetation is used predominantly for shelter belts running along paddock boundaries and around dwelling to block prevailing winds, to provide privacy and to delineate boundaries. Common species include Pine, Macrocarpa and Eucalyptus varying in height between 7 – 20m. The northern boundary of the plan change area, along Two Chain Road, is notable for the large pine and eucalyptus trees some of which are in excess of 20m in height. There are large amounts of vegetation towards the eastern and southern boundaries as well, along with a dense area of pine trees in the northwest corner of the plan change area. The majority of the proposed site is open grass paddocks, interrupted by clusters of vegetation occasionally.

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 only 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 possible intermittently, being screened by existing development and clustered vegetation such as shelterbelts. 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. Dwellings to the north have a typical rural character and are separate by large open fields and clusters of vegetation. These dwellings have an irregular bulk and location and are often supported by auxiliary structure such as sheds. Development to the west includes Rolleston Prison, and development to the east includes Rolleston industrial zone which is characterised by a mix of medium and large-scale warehouse buildings, service yards and large areas of hardstand. The plan change is approximately 900m to the north of the Rolleston railway station.

Overall, the receiving environment has a rural, semi-open character transiting to urban fringe/peri-urban. The existing environment has various structures including dwellings, auxiliary structures, power lines and exotic vegetation clustered throughout the landscape typical of rural landscapes.

3.2 EFFECTS ON URBAN AND LANDSCAPE CHARACTER

In terms of urban character, the Plan Change will be viewed as an extension of the Izone and IPort business zones to the east. The state highway and rail-line along with the existing bund plus landscape treatment along the northern edge of existing residential development means the proposed plan change will not have an effect on the residential character of Rolleston to the south.

The landscape character of the Plan Change area and to the west is a mix of semi-open, rural land used principally for agricultural and institutional purposes and smaller compartmentalised lots. The proposed development will modify the landscape from one that is semi-open and agricultural in character to one that is

characterised by large scale industrial warehouse buildings, large areas of hardstand and landscape planting. Aspects of rural character can and will be maintained through the retention of existing vegetation along the Two Chain Road frontage while within the site the character will be consistent with that of the IPort or Izone areas. From within the site and along Two Chain Road and State Highway 1 the Plan Change will be viewed as an extension of the business areas to the east.

In terms of natural character, the area is already highly modified, having been cleared for agricultural and institutional use. This is reflective in the lack of native vegetation present in the wider area. Existing amenity of the natural landscape is to be enhanced and retained through the planting and development of a green corridor along Two Chain Road bounding the proposal.

Overall, the character and land use of the area will shift from open and agriculturally focused to having an industrial character. Through mitigation measures, adverse effects for the Two Chain Road frontage can be addressed.

3.3 EFFECTS ON URBAN 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.

While the proposed Plan Change is outside of the Urban Growth boundary outlined in the Our Space:2018-2048[2] document and the Rolleston Structure Plan (2009)[3], the rezoning of the Plan Change to Business 2A would add significant development capacity for Rolleston to ensure it maintains being a well-functioning urban environment, as per Policy 8 of the National Policy Statement: Urban Development[4]. Rolleston's residential capacity has grown considerably over the past 20 years, and it is important that its supporting business areas grow correspondently to provide employment and wealth opportunities. The position of the proposed plan change area is important, noting the site will be viewed as an extension of the existing business zones and physically separated from residential and rural areas.

The proposed plan change area is considered to naturally extend existing industrial development at Rolleston, in-sequence. At the edge of the existing industrial zone, the continuation of development at a similar density is likely to be seen as an anticipated natural extension when compared to the broader context and is not an isolated or separate element. While the zone change will result in a built form which is greater than the existing Inner Plains land use, the proposed plan change retains similar levels of density when compared to adjoining development to the east. The change to a Business 2A zoning 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, with a consolidated urban form. The site is well serviced by road and rail with the ability for rail lines to be extended into the site if desired. It is considered that the Plan Change area is an in-sequence

[2] https://www.greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB-FINAL.pdf

[3] https://www.selwyn.govt.nz/__data/assets/pdf_file/0008/14399/090923-RollestonStructurePlanMap.pdf

[4] https://environment.govt.nz/assets/Publications/Files/AA-Gazetted-NPSUD-17.07.2020-pdf.pdf

development adding to the industrial development capacity of Rolleston, while retaining a similar level of amenity for existing and proposed development.

SELWYN OPERATIVE DISTRICT PLAN – TOWNSHIP VOLUME

The proposed plan change area is 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 an Urban Design/Form and Landscape perspective are as follows:

Objective B3.4.1

A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.

Policy B3.4.6

(a) To provide Business 2 and 2B Zones with few requirements for aesthetic or amenity values, but which have sufficient provisions: to safeguard people's health and well-being and to avoid pollution of natural resources or potential 'reverse sensitivity' effects.

(b) To provide a Business 2A Zone which can cater for business activities requiring large footprint buildings and/or sites but which have sufficient provisions to safeguard people's health and well-being and avoid pollution of natural resources or potential 'reverse sensitivity' effects.

Response

The plan change proposes a Business 2A zoning to provide additional land for the development of business and industrial activities to support the growing residential population in Rolleston. Rolleston's residential population has grown significantly in the past 20 years with the need for this growth to be balanced with opportunity to allow for a variety of different activities while maintaining the character and amenity values of adjoining areas.

The proposed plan change is physically separated from residential areas by the state highway and rail corridor while adjoining the existing Business zone. Landscape treatments are proposed along Two Chain Road to ensure existing levels of amenity and character are maintained and avoid potential 'reverse sensitivity' effects. The site is large enough to provide sufficient space for large footprint buildings without creating visual dominance or shading issues.

Policy 3.4.32

Encourage sites in Business 2, 2A and 2B zones and the Business 3 zones which adjoin a road to have the road frontage of the site landscaped or screened.

Response

The plan change proposes to adopt Landscape Treatment 3 along Two Chain Road, with existing vegetation retained and supplemented with an additional row of tree planting.

Objective B4.3.2

For townships outside the Greater Christchurch area, new residential or business development adjoins existing townships at compatible urban densities or at a low density around townships to achieve a compact township shape which is consistent with the preferred growth direction for townships and other provisions in the Plan.

Response

The proposal adjoins existing business development to the east and intends to extend and achieve a similar urban density to that existing business zones. The site is bounded by major infrastructure (SH1 and the rail line) on two sides, a correctional institution on one side and rural on the fourth. The proposal is consistent with the preferred growth direction of Rolleston, with industrial development restricted to the north of SH1 and residential development to the south. Overall Rolleston's development boundary will be more defined with the plan change in place, with a strong built edge on either side of SH1. The site benefits from being part of Rolleston's urban form but is also separated from residential areas enough to negate any potential boundary issues.

The greatest boundary issues are considered to be those along Two Chain Road where mitigation measures are suggested to avoid or reduce any potential adverse amenity effects on adjoining rural properties.

Objective B4.3.3

For townships within the Greater Christchurch area, new residential or business development is to be provided within existing zoned land or priority areas identified in the Regional Policy Statement and such development is to occur in general accordance with an operative Outline Development Plan.

Response

The proposed Plan Change sits outside of priority areas identified in the Regional Policy Statement, with any future development proposed to follow the Outline Development Plan in the attached figures. My response is outlined above under National Policy Statement: Urban Development.

Objective B4.3.4

New area for residential or business development support the timely, efficient and integrated provision of infrastructure, including appropriate transport and movement networks through a coordinated and phased development approach.

Response

The Proposed Plan Change is designed to connect with the existing main south rail line and state highway 1 to utilise and improve existing infrastructure. The proposed plan change is co-ordinated so as to maximise the plan change area's ability to link with the main rail network, allowing freight to be placed directly onto trains for distribution. Being at the rail intersection of the main south line and the west coast line, the site has the ability to create a rail hub serving and supporting business development.

Policy B4.3.73

Encourage land rezoned for new business development to adjoin an existing Business zone of similar character, where sites are available and appropriate for the proposed activity.

Response

The proposed plan change is an extension of the existing Business areas (B2 and B2A) to the east.

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 northeast from Runners / Walkers Road
2) View southeast from 83 Walkers Road
3) View southwest from 110 Two Chain Road
4) View southwest from 7 Two Chain Road
5) View west from Main South Road near 6 Brookside Road
6) View northwest from 77 Main South 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)	Sensitivity of VSR	Magnitude of Change	Mitigation Measures	Effects after mitigation
1	Vehicle users along Runners Road and SH1	0	OPEN	Low	Negligible	-	Indiscernible
2	Residents at 83 Walkers Road and 208 Two Chain Road	20	OPEN	High	Low	MM1, MM2, MM3	Less than Minor
	Vehicle users along Walkers Road and Two Chain Road	0	OPEN	Low	Negligible	MM1, MM2, MM3	Less than Minor

3	Residents at 110 Two Chain Road	20	OPEN	High	Low	MM1, MM2, MM3	Less than Minor
	Vehicle users along Two Chain Road	0	OPEN	Low	Negligible	MM1, MM2, MM3	Less than Minor
4	Vehicle users along Two Chain Road	0	OPEN	Low	Negligible	MM1, MM2, MM3	Less than Minor
5	Visitors / Residents at Rolleston Highway Motel	0	OPEN	High	Low		Less than Minor
	Vehicle users along SH1	0	OPEN	Low	Negligible		Indiscernible
6	Vehicle users along SH1	0	PARTIAL	Low	Negligible		Indiscernible

3.4.1 Summary of effects on visual amenity

In terms of visual effects, the proposed development is not seen to generate unexpected levels of effects given the scale of the proposal and the surrounding context.

Effects on nearby residents

The bulk and form of the proposal is consistent with the character of the receiving environment and is considered an anticipated activity. Residents outlined above at 110 and 208 Two Chain Road are two rural residential properties. Both properties are set back from the road and have established vegetation and additional structures located between the property boundary and the main dwelling. Given the location of the proposal and the permitted baseline of surrounding activity, any adverse effects are considered to be less than minor.

For residents and visitors outlined above at Rolleston Highway Motel, effects are considered Less than Minor. The complex is a two-storey motel with parking located off Chaucer Street and the units having an outlook over SH1. Individuals staying in these units are likely to be temporary visitors who chose the location due to its proximity to a more built-up area of Rolleston. Effects on these individuals are anticipated to be Less than Minor due to the existing outlook being SH1 and current industrial development.

Effects on the streetscape and users

Views of the proposal are generally open from the surrounding roads. Given the scale and character of the proposed development compared with the existing permitted baseline, negligible adverse effects are likely for streetscape users.

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	Landscape Treatment 3 from C24 BZ Subdivision Selwyn District Operative Plan - Retain and enhance the existing trees and shelter belt along Two Chain Road to provide a visual buffer between the development and adjacent rural land. A secondary planting strip consisting of one or more of the following species shall be located to the south of the existing primary shelterbelt/trees in generally that location as identified in the Outline Development Plan in Appendix 1: • Macrocarpa • Totara • Leyland cypress • Kahikatea • Pittosporum
MM2	The number of public roads off Two Chain Road is limited to 3.
MM3	A shared pedestrian cycle path is formed along the Two Chain Road and Walkers Road frontage to provide connectivity.

5. CONCLUSIONS

In terms of urban design and form considerations, and while the proposed Plan Change is outside of the Urban Growth boundary outlined in the Our Space:2018-2048 document, the rezoning of the Plan Change to Business 2A would add significant development capacity for Rolleston to ensure it maintains being a well-functioning urban environment, as per Policy 8 of the National Policy Statement: Urban Development. Rolleston's residential capacity has grown considerably over the past 20 years, and it is important that its supporting business areas grow correspondently to provide employment and wealth opportunities. The position of the proposed plan change area is important, noting the site will be viewed as an extension of the existing business zones and physically separated from residential and rural areas.

The proposed plan change addresses each of the Selwyn District Plan's Objectives and Policies in B4: Growth of Townships to ensure a high level of amenity. The site is highly connected and accessible for all modes of transport, and with the ability for the rail network connectivity to be improved.

In terms of landscape character and values of the area, subject to the mitigation measure proposed, the proposal will result in an acceptable magnitude of change on the existing rural landscape character and associated values. The existing character of the plan change area is modified and contains no natural features of note. The partially open character of the site will change to a character which is more industrial and compartmentalised, which will be partially screened through the existing vegetation, but will be viewed as an extension to the existing industrial area.

In terms of visual amenity, the adjacent rural properties will experience a change in surroundings from semi-open views across the rural land to views that are more restricted and screened by vegetation. Adjacent residential properties overlooking the plan change area will have a mix of partial and screened views of the development. Changes experienced by these residents is considered Low given boundary treatment, existing width of Two Chain Road and the level of surrounding development which already exists.