

Appendix 3: Supporting Technical Reports



Transport + Location Intelligence

Selwyn Proposed District Plan

Proposed Rural Services Precinct - Transport Review

Prepared for: Selwyn District Council
Job Number: SDC-J050
Issue Date: 19 November 2021
Prepared by: Ashrita Liori, Senior Transportation Planner
Reviewed by: Ann-Marie Head, Associate Director

1. Background

Abley Limited (Abley) were engaged by Selwyn District Council (SDC) to review a submission from Ceres Professional Trustee Limited and Sally Jean Tohill in regard to the transport provisions of the Proposed District Plan as a part of the District Plan Review process. Abley have previously provided advice regarding the District Plan Review over recent years.

SDC have provided the following information:

- RMA Form 5 – submission on a publicly notified Proposal Selwyn District Plan- Submission Details
- Section 32 Rural Services Precinct Report, Ceres Trust, dated 9 December 2020
- Appendix 1: Location of Proposed Rural Services Precinct
- Appendix 2: Certificate of Title
- Appendix 3: Amendments to the Proposed District Plan
- Appendix 4: Indicative Site Plans
- Appendix 6: Transport Assessment
- Appendix 7: Landscape & Visual Assessment

2. Submission Assessment

Ceres Professional Trustee Limited and Sally Jean Tohill (herein referred to as "the submitter") have prepared a submission for the Proposed Selwyn District Plan, which has been reviewed by Abley in relation to the transport provisions. The submission proposes a Rural Services Precinct for two land parcels marked Area 1 and Area 2. The site is close to the boundary of Selwyn District and Christchurch District to the north of the Christchurch Southern Motorway. Surrounding land uses include heavy industrial within the Christchurch District boundaries and a mix of rural and residential zones within the Selwyn District.

Area 1 and Area 2 have been identified by the submitter as ineffective for rural production activity due to the construction of the Christchurch Southern Motorway reducing the size of the sites to 3.5ha and 2.1ha respectively. Area 1 is consented for a tourism maze activity and Area 2 is used by construction vehicles in relation to motorway development.

Given the areas are not foreseen for rural production the submitter has proposed a Rural Services Precinct. An alternative would be to rezone the sites as General Industrial Zone (GI2). The surrounding road network has been upgraded for the Christchurch Motorway development with wide carriageways, good visibility, safer intersections and adequate pavement design, therefore increased vehicle movements from the subject sites can be supported, referring to the suggestions to modify TRAN-R4 and TRAN-R7. Notably, the consented maze tourism activity would be creating

T+64 9 486 0898 (Aklid)
T+64 3 377 4703 (Chch)
E admin@abley.com

Auckland
Level 1, 70 Shortland Street
PO Box 613
Auckland 1140
New Zealand

Christchurch
Level 1, 137 Victoria Street
PO Box 36446
Christchurch 8146
New Zealand

www.abley.com

more different traffic patterns from what be expected within GRUZ; hereby rule requirements TRAN-REQ9, REQ11, REQ12 and REQ15 can be supported for the reasons outlined by the submitter.

We conclude that the requested changes in the submission generally align with the GIZ, therefore from a transport perspective we can support a zone change to GIZ if Selwyn District Council would consider that option. However, a Rural Services Precinct may be more appropriate for other planning matters, and likewise can be supported in terms of transport effects.

3. Amendments to Transport Rules and Rule Requirements

Table 3.1 outlines the requested relief outlined by the submitter regarding the Transport Rules and Rule requirements and our assessment for each matter.

Table 3.1 Summary of the required Rule and Rule requirement changes

Rule / Rule Requirement	Summary from the Section 32 report	Assessment
TRAN-R4 Vehicle Crossings	<i>The proposed change will allow the Rural Services Precinct to comply with a higher number of 250 vehicle movements per day (as applied in the General Industrial Zone) compared with 40 vehicle movements per day. The surrounding transport network is dominated by State Highway infrastructure where the volume of traffic to be generated by activities proposed in the Rural Services Precinct will have a negligible impact on the capacity of the network; its safety or efficiency. Accordingly, it is reasonable to allow a higher traffic volume for vehicle crossings before a resource consent is triggered.</i>	<p>Abley support this recommendation from the submitter to allow for 250 veh/d as opposed to 40veh/d, noting that the consented maze tourism activity has projected up to 80veh/hour during peak weekend times (as stated in Appendix 6: Transport Assessment).</p> <p>Surrounding roads are sealed, plus intersections and footpaths have been upgraded to support increased traffic.</p> <p>Note: Changing the zone from GRUZ to GIZ will give the same outcome for this rule</p>
TRAN-R7 Rural Vehicle Movements and Associated Parking	<i>It is proposed to exclude the proposed Rural Services Precinct from TRAN-R7 Rural vehicle movements which limits vehicle movements onto a local road to 60 equivalent car movements per day. Having regard to the capacity of the road network adjoining Areas 1 and 2; and the fact that transport assessments for both the maze development and Nor West Contracting have supported higher traffic movements onto the adjoining road network, it is inefficient to require this standard to apply to the Rural Services Precinct. The purpose of the Precinct is to enable more economically efficient use of the land; and the Transport Assessment in Appendix 6 has established that this can be achieved safely from Areas 1 and 2 subject to, appropriate standards for vehicle access</i>	<p>Abley support this recommendation for the same reasons as above.</p> <p>Note: Changing the zone from GRUZ to GIZ will give the same outcome for this rule, as it would preclude the subject sites from GRUZ-only rules.</p>

Rule / Rule Requirement	Summary from the Section 32 report	Assessment
TRAN-REQ9 On-site parking	<i>It is proposed to add the Rural Services Precinct to TRAN-REQ9 On-site parking to ensure that there is a standard for the minimum dimensions of parking spaces within the site. If the Precinct were not added to this rule there would be no applicable district plan standards for parking within Areas 1 or 2. The proposed amendment therefore assists with management of potential transport effects arising from increased built development and activity on Areas 1 and 2 compared with development that may occur on a farm.</i>	<p>Abley support this recommendation.</p> <p>Area 1 is consented for maze tourism, therefore parking design is applicable to this consented activity as it would give structure to a carpark designed for casual users.</p> <p>Note: Changing the zone from GRUZ to GIZ will give the same outcome as parking dimension standards apply to GIZ.</p>
TRAN-REQ11 Cycle parks and facilities	<i>It is proposed to add the Rural Services Precinct to TRAN-REQ11 Cycle parks and facilities to ensure that future activities anticipate choice in transport modes to the land concerned. In addition, it is noted that the Precinct is close to the Little River Rail Trail cycleway and this is potentially an attractive link for a Rural Tourism Activity.</i>	<p>Abley support this recommendation as it promotes active modes as viable transport options and aligns with Selwyn District Council's strategy for promoting cycling across the district.</p> <p>It has been identified that Area 1 will be a maze tourism activity, therefore regular users/staff may commute via bicycle there. Also, the sites are close to Little River Rail Trail which continues across Shands Road in the vicinity of the subject sites.</p> <p>Note: Changing the zone from GRUZ to GIZ would result in the same outcome for this rule requirement.</p>
TRAN-REQ12 Vehicle loading	<i>Similarly, it is proposed to add the Rural Services Precinct to TRAN-REQ12 Vehicle Loading which requires sites generating more than 4 heavy vehicle movements per day to provide on-site loading. Without this amendment there would be no requirement for loading applied to Areas 1 and 2. The proposed amendment therefore assists with management of potential transport effects arising from increased built development and activity on Areas 1 and 2 than would occur on a farm.</i>	<p>Abley support this recommendation which would apply if 4 heavy vehicle movements are occurring daily. This may be triggered for Area 2, which is currently used for construction trucks in relation to motorway development, as opposed to Area 1.</p> <p>Note: Changing the zone from GRUZ to GIZ would result in the same outcome for this rule requirement.</p>

Rule / Rule Requirement	Summary from the Section 32 report	Assessment
TRAN-REQ15 Queuing spaces	<i>It is also proposed to add the Rural Services Precinct to TRAN-REQ15 Queuing Spaces which requires sites in listed zones to provide specified lengths of queuing space within the site. Without this amendment there would be no requirement for queuing spaces applied to Areas 1 and 2. The proposed amendment therefore assists with management of potential transport effects arising from the increase in built development and activity on Areas 1 and 2 compared with what would occur on a farm.</i>	<p>Abley support this recommendation, which seeks to mitigate the effects of increased traffic. The maze tourism activity during peak weekend time would benefit from having internal queuing spaces, reducing queuing within carpark lanes. Area 2 with its current land use activity of motorway-related construction would also benefit from having this rule requirement.</p> <p>Note: Changing the zone from GRUZ to GIZ would result in the same outcome for this rule requirement.</p>

We have assessed the Rules, Rule Requirements, Matters for Control or Discretion and Schedules under Part 2 of the proposed Selwyn District Plan, and based on our desktop assessment, Abley can confirm that no other transport-related amendments are recommended for the subject sites.

Appendix 1

Figure 1 Site context: Proposed Selwyn District Plan Map with subject sites, Area 1 and Area 2, image overlay from submitter's Appendix 6: Transport Assessment



Memorandum

To: Jon Trewin, Selwyn District Council
From: Jeremy Trevathan, Acoustic Engineering Services
File Reference: AC16218 – DW406 – 01 – R1
Date: Friday, 26 November 2021
Project: DW406 – Noise and Vibration – General Advice
Review of Ellesmere Motor Racing Club submission
Pages: 5

Meeting

☐

Telephone

☐

Memorandum

☒

File Note

☐

Dear Jon,

As requested, we have undertaken a review of the Ellesmere Motor Racing Club (EMRC) submission on the Proposed Selwyn District Plan (PSPD).

The EMRC submission has requested two additional inclusions within the PSPD including:

- The addition of an Ellesmere Speedway Control Area
- The addition of reverse sensitivity rules

As part of the submission, EMRC has proposed wording for specific rules. We have reviewed the aspects of the submission which are relevant in terms of noise. We expect the remaining aspects will be considered further by the other experts.

Based on our review of the submission, there are two main questions to answer – are the controls which the Speedway are proposing appropriate for the existing situation? and are the controls which the Speedway are proposing appropriate for new developments?

Please find our comments below.

1.0 PROPOSED SPEEDWAY ACTIVITY

A review of other criteria related to motorsport noise shows that there are a range of factors which contribute to the degree of adverse impact on residential areas due to noise from motorsport events including:

- The absolute level of the noise
- The number of events each year
- The time at which the event takes place

- The spread of events during the year
- The amount of warning (prior notification) provided to residents about upcoming events

1.1 Absolute noise levels

1.1.1 Proposed activity

EMRC have provided a noise monitoring report from Marshall Day Acoustics (MDA) which was undertaken during one race meeting. During this meeting, noise levels of 77 dB L_{Aeq} were recorded at the notional boundary of the nearest neighbouring property.

EMRC have also provided an image showing the approximate locations of where the 65 dB L_{Aeq} and 55 dB L_{Aeq} contour lines would sit. We note that this was provided by AES during the PSDP process, and was a rough estimate based on the MDA measurements. It was not intended to be the proposed Noise Control Overlay within the Plan.

No noise level restrictions appear to be proposed for the EMRC activity – i.e. the proposed plan wording does not require the speedway to comply with the proposed Noise Control Overlay.

1.1.2 Typical speedway restrictions

In terms of absolute noise levels, it is common for New Zealand and overseas motorsport facilities to adopt a maximum design objective for noise from motorsport facilities received at residences during actual racing for new proposed facilities of 65 dB L_{Aeq} . For example, this has been implemented for the International Speedway of Brisbane, Hampton Downs Motorsport Park in Waikato and Colin Dale Park in Manukau.

However, for established activities a higher noise level is often considered to be appropriate when the number and timing of events is limited. Other speedway activities typically allow up to 75 dB L_{Aeq} at neighbouring properties.

It is usual for there to be a noise limit to be included for the activity. These can include proposed noise limits at the nearest notional boundaries, or boundary noise limits. There are also typically separate noise limits for noise from racing activities, and noise from the remainder of the activities on the site.

1.2 Timing of events

1.2.1 Proposed activity

The proposed rules restrict the speedway activity to the following:

- Total number of public racing events does not exceed 15 within a one year period
- Total number of training days does not exceed 20 within a one year period
- The use of the track for motor sport activity shall only occur between 0800 and 2200 hours and no more than 3 times in any 7-day period

1.2.2 Typical speedway restrictions

Examples of restrictions on other speedway activities include the following:

[Nelson Speedway](#)

- No more than 15 races per season (October to April) required to finish by 2200 hours except under special circumstances
- An additional 2 practice meetings limited to between 1200 and 1800 hours
- Only 2 two-day race meetings within any season
- No racing on Public Holidays

Ruapuna Speedway

- No more than 15 race meetings per year, limited to between 1800 and 2200 hours, and not on Mondays or Public Holidays
- An additional 5 practice days per year, limited to between 1200 and 1800 hours

1.3 Discussion

Overall, limitations on the absolute noise levels and the timing of events should be able to ensure that the noise effects at the neighbouring residential properties are acceptable. However, while some restrictions are proposed for the EMRC Speedway activity in terms of limitations of numbers of events and hours of operation, they are limited, with no proposed noise limits for the speedway activity itself.

In addition, while the activity is a well-established existing activity, there is also no information provided or assessment of what the current noise effects are at the existing neighbouring properties. This would be required before a review of the acceptability of any proposed Plan provisions are carried out.

We have the following additional comments:

- As one of the factors which affects the neighbour's reaction to noise from speedway activities is the absolute level, a noise limit requirement within the DP should be included (either through a notional boundary noise limit or an updated Noise Control Overlay). This will require the worst-case noise levels from the activity to be determined by an appropriate person, or comment provided that the measurements from the race meet presented within the submission are the worst-case noise levels.
- The limitations on the number of events to 15 per year are typically in line with other Speedways throughout the country; however, the number of additional practice days is much higher. To help to determine the level of effect these limitations would have on the existing neighbouring dwellings, further information on the existing activity should be provided – i.e. is this number of events already being carried out, or is this an increase from the existing activity.

2.0 REVERSE SENSITIVITY RULES

2.1 Proposed rules

EMRC have requested that a new noise rule relating to a specific 'Noise Sensitive Activity within the Ellesmere Speedway Noise Control Overlay' is inserted within the Proposed Selwyn District Plan, which can be summarised as follows:

The establishment of any building for a noise sensitive activity, or any addition or alteration to an existing building which creates a new habitable room or will be occupied by a noise sensitive activity:

- *Where located between the 55 dB and 65 dB noise contours, would be a permitted activity provided it met the following:*

- All habitable rooms shall be designed, constructed and maintained to achieve an indoor design noise level of 40 dB L_{Aeq} from noise generated by the Ellesmere Speedway; and
- Outdoor living areas shall be screened from the Ellesmere Speedway to achieve an indoor design noise level not exceeding 50 dB L_{Aeq}

- Within the 65 dB Noise Control Overlay, would be a non-complying activity

As outlined above, the proposed Noise Control Overlay was a rough indication of where the contour lines may sit relative to the activity provided by AES. More robust modelling of the activity should be provided to determine where they actually sit prior to it being included within the Plan. However, assuming that the Noise Control Overlay provides approximately the right order of scale, the 65 dB L_{Aeq} contour covers two existing dwellings. The 55 dB L_{Aeq} contour covers an approximate 1 km radius with five existing dwellings and the golf course.

The proposed rule would therefore implement the following restrictions:

- The two dwellings within the 65 dB L_{Aeq} contour would not be able to undertake any alterations / additions to their dwellings. No new dwellings would be able to be built on any areas of land within the contour which is currently undeveloped.
- The five dwellings within the 55 dB L_{Aeq} contour would need to have an acoustic assessment undertaken for any alterations / additions. There are a number of sites within the contour which may be able to be currently build a residential dwelling. This restriction would require the dwelling to meet internal and external noise level requirements.

We note that we are not aware of any reverse sensitivity provisions within other District Plans with regard to speedways. The provisions that we have seen (where these are included in District Plans for larger speedways) are typically structured around a specified number of annual events and restrictions on the time when speedway events finish, rather than providing reverse sensitivity provisions for new development.

Including a restriction on any noise sensitive activities within the 65 dB L_{Aeq} contour may also imply that the noise levels received at the existing dwellings are not currently acceptable – as noise levels of up to 77 dB L_{Aeq} could be expected in this situation. As above, an assessment of the noise effects from the existing activity needs to be carried out prior to any additional reverse sensitivity rules being implemented – as currently this puts all of the restrictions on the neighbouring sites, and minimal restrictions on the speedway.

If a higher noise level is deemed to be acceptable for the existing dwellings – based on the limited number of events, the proposed hours of operation, and the pre-notification provided to the neighbours – a noise level above the SDP noise limits would also likely be acceptable for any new residential dwellings which could be built as of right.

2.2 Relative noise levels

We note that the proposed daytime noise limit within the rural zone is 55 dB L_{Aeq} (15 mins). Therefore, any permitted activity could generate noise levels of up to 55 dB L_{Aeq} at the notional boundary of dwellings as of right. It is typical to assume that a window cracked for ventilation can provide a separation of 15 dB. This level of separation is adopted in both the World Health Organisation Guidelines and the NZTA document titled *State Highway Guide to Acoustic Treatment of Buildings*. Based on this standard reduction and the proposed SDP noise limits, a standard dwelling within the rural zone could receive internal noise levels of 40 dB L_{Aeq} (15 minutes) within habitable spaces, and 55 dB L_{Aeq} (15 minutes) within any outdoor areas.

From an acoustic point of view, the lower the noise levels the less risk there is of the future occupants complaining, and for new residential activity (such as a subdivision or rezoning of land) being introduced near an existing activity it would be common to design to the lower end of the acceptability range. However,

in this case the surrounding sites already include dwellings with no restrictions, and the undeveloped sites are likely able to be built on as of right.

In addition, we note the following:

- The proposed reverse sensitivity rules for outdoor areas are more stringent than they would be for dwellings constructed in other areas of the rural zone.
- The proposed SDP noise limits apply to noise sources which could be present from 0700 to 2200 hours Monday to Sunday. The speedway is proposing to limit the number of race meetings / practices which could be undertaken in each year. As this is a method of reducing the level of effect on the neighbours it should be taken into account when any internal / external noise limits are proposed for new buildings.

We trust this is of some assistance.

Kind Regards,



Dr Jeremy Trevathan
Ph.D. B.E.(Hons.) Assoc. NZP®
Principal Acoustic Engineer
Acoustic Engineering Services



Advice Note

To	Jon Trewin, Strategy and Policy Planner, Selwyn District Council
Copy	Justine Ashley, Consultant Planner, Selwyn District Council
From	Jeremy Head, Senior Landscape Architect
Office	Christchurch
Date	18 January 2022
File	3-C2413.00
Subject	Proposed Rural Services Precinct overlay to General Rural Zone: Peer review of Applicant's Landscape and Visual Impact Assessment.

This advice note includes a review of the 9 December 2021 Landscape and Visual Impact Assessment (LVIA) prepared by Dave Compton-Moen, at DCM Urban on behalf of the Applicant (Ceres Group). Dave Compton-Moen is a Registered member of the NZILA.

Following a brief introduction, the LVIA includes a section which includes the landscape assessment methodology used. Of note, the methodology uses an earlier version of the seven-point scale of effects and the definitions of each effect, which has since been surpassed by the 'New Zealand Institute of Landscape Architects Te Tangi-a-te-Manu - Aotearoa New Zealand Landscape Assessment Guidelines' (Final Draft, April 2021). Other than the two plans prepared by Xteriorscapes Landscape Architects, and referred to in the LVIA, there are no additional graphic supplements provided by DCM Urban. The lack of graphics including site/context photographs needs to be clarified with the Applicant. Mr Compton-Moen states at 3.1 of his LVIA that site images and the visual effects from these views are covered in Section 3.3. This section is not included in the 152-page Submission document.

The purpose of this advice note is to provide comment where aspects of the LVIA need to be fleshed out or clarified further by the Applicant. Some recommendations are made which provide for a potentially better outcome for the Proposed Rural Services Precinct overlay at this site. There are substantial areas of agreement with the content of the LVIA which are not specifically commented on.

On December 20, 2021 the reviewer visited the site context for the Proposal. The site was viewed from Marshs Road, Shands Road overbridge and the Christchurch Southern Motorway - 2 / SH76 (CSM2). The reviewer is also familiar with the setting, having prepared an LVA for a contractors yard for McMillan Civil at 282 Marshs Road which is now under construction. The description of the site and its context in the LVIA accords with the reviewer's own observations of the area.

The reviewer generally agrees with the content and effects conclusions reached in the Applicant's LVIA. The following points provide a slightly alternative appreciation of the site, its location and what a preferable landscape outcome may be if some recommendations are adopted. This does

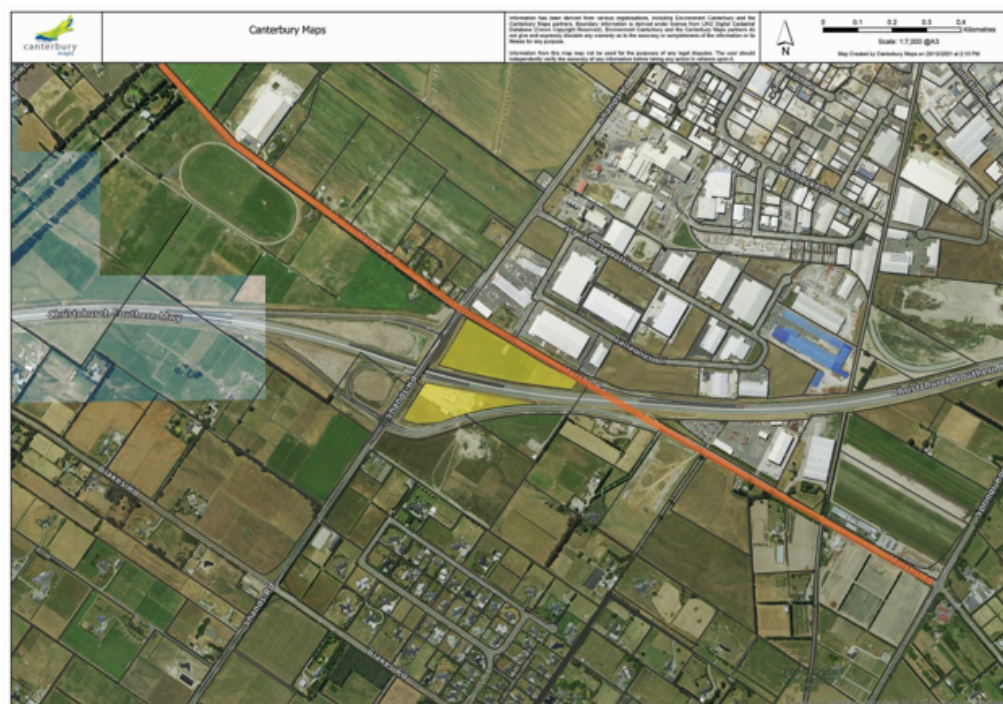
not substantively limit the general requirements set out in the submission as it currently stands. ¶

¶

Rural or Industrial Character?¶

It is agreed that the site comprises two 'islands' separated from one another and the neighbouring landuse activities by roading infrastructure. As 'islands' they are in essence 'neutral' in terms of what a future landscape character should be on them. Therefore, following development, what would be the most appropriate landscape outcome? Traditional rural activity is agreed here as being uneconomic and completely cut off from any local rural landuse. Alternative landuse needs to be considered and provided for which is what the submission proposes. ¶

It is the reviewer's opinion that Marshs Road, forms the edge or transition point between Christchurch's heavy industrial zone to the north, and Selwyn District's rural and rural residential area to the south. Though the CSM2 is far busier and broader than Marshs Road, and bisects it, it is not considered to be the 'dividing line', as this feature meanders between rural landuse parcels in other areas to the east and west. The Waste Management facility at 301 Marshs Road referred to in the DCM LVIA as a type of exemplar are on the northern side of Marshs



Road for example (Figure 1). ¶

Figure 1. The 'islands' site for the proposed Rural Services Precinct overlay is highlighted in yellow. The 'demarcation' between a predominantly industrial and rural landscape character is indicated by the orange line on Marshs Road. ¶

This means that the 'islands' are within, and therefore more influenced by rural landuse patterns to the south than the industrial ones to the north. As such, the site should ideally be developed to reflect the anticipated outcomes for Selwyn District's General Rural Zone. This will maintain the 'rural belt' of sorts which passes between the Christchurch industrial zone and Prebbleton. If not, and the site was developed

towards a more industrial aesthetic, it could appear as a 'feathering' of the edge of the heavy industrial zone. A 'feathered' edge is less preferable, with development appearing as industrial 'creep'. Contrast between landuse activities is generally preferred, as a contrast accentuates the differences and attributes of each landuse. Marshs Road is a helpful demarcation point in this regard. ¶

¶

¶

The Applicant proposes this outcome to a degree in their submission which includes the following attributes:¶

- relatively low density of built development¶
- peripheral planted belt, including trees¶
- building heights exceeding the General Rural zone standards by 3 m, which will be relatively small, so long as the below recommendations are adopted.¶

Proposed site coverage is 20% compared to the 5% maximum in the underlying rural zone. A 20% site coverage will not provide for a traditionally open 'rural' landscape. However, 20% site coverage will allow for the inclusion of sufficient open space and vegetated patterns which has the potential to maintain a rural 'services' landscape character, which will be appropriate, so long as the below recommendations are adopted. ¶

The building height increase from 12 m to 15 m will be less appropriate if the buildings are finished in light reflective colours – similar to the nearby buildings in the Christchurch heavy industrial zone to the north. This would appear as 'industrial creep'. ¶

Unless the below recommendations are adopted in the submission, it is assessed that an increase in height from 12 m to 15 m combined with the 20% site coverage will generate an unacceptable level of adverse effects. ¶

Recommendations¶

Some aspects included in the Rural Services Precinct overlay need to be firm'd up to achieve better levels of compatibility with the underlying rural character, and therefore acceptability with the context for the site. These include:¶

- All buildings include recessive colours in grey/green/brown hues with LRVs below 40%. This will help to reduce the effects of over-height buildings and associated bulk and scale effects. These colours and LRVs will also provide a point of difference to the buildings in the heavy industrial zone to the north which are generally light-coloured. ¶
- Where the proposed peripheral planting strip is adjacent to buildings, it needs to be at least 10 m deep. Other parts of the site boundary need to include a minimum 5 m deep planting strip as proposed. The deeper planting will provide better visual buffering to buildings arranged around the site boundaries as indicated on the Xteriorscapes plan. This excludes where vehicle crossing points are located. ¶
- The peripheral planting strip must include evergreen shrubs that will attain heights of at least 1.5 m. This will ensure that the

¶

¶ Light reflectance value. Simply put, black has 0% LRV and white has 100% LRV.¶

www.wsp.com¶

Page 3 ¶

site, which may include non-rural types of activity is appropriately buffered to views from public roads.

- The trees included in the peripheral planting strip must be capable of reaching at least 8 m in height at maturity.
- One tree capable of reaching at least 8 m in height at maturity shall be planted for every 50 m² of hardstand area. These trees are additional to the one tree per 10 m proposed in the peripheral planting strip. This will ensure that trees and greenery will prevail over buildings and hardstand areas which will better meet the landscape outcomes for a rural zone.
- Where the overhead powerlines cross the site, lower growing plant species will be necessary as per the power providers requirements.
- If advertising is included on site, which could potentially include digital/backlit billboards, it needs to orientate to the north, away from CSM2. This avoids the possibility of signage being obtrusive to views from residential areas to the south. The Applicant will need to confirm any signage requirements with Waka Kotahi NZ Transport Agency.
- It is preferable that site fencing is located midway in the peripheral planting strip. This will avoid the site appearing as a 'fenced compound' which would not be compatible with rural landuse patterns. The retention or not of the 200 m long section of existing close-boarded timber fence needs be clarified by the Applicant.
- Floodlighting of the site would have a strong industrial aesthetic and needs to be avoided.

Conclusion

The submission is to locate a Rural Services Precinct overlay on a part of the General Rural Zone. It is accepted in this peer review that the general thrust of the submission will have acceptable landscape and visual effects if the above recommendations are adopted in the submission.

The recommendations have been provided to ensure a landscape character develops at the site that will have an acceptable level of cohesion with the nearby rural zone. This is despite existing and recently consented non-rural activities located within this zone. These non-rural developments include characteristics such as open space, greenery, including trees and low levels of built forms. As such they are more akin to rural landuse patterns than typical industrial or commercial ones. Development of the site needs to follow rural landuse, rather than industrial landuse patterns.

It is preferable that over time, development of the site appears as a series of buildings well nestled into a planted framework, including trees. Hardstand areas should be regularly interrupted with tree planting which will avoid overly expansive paved areas. Trees will also provide shade and shelter to occupants within the site. Buildings should be finished in recessive colours, further helping the buildings nestle amongst, rather than dominate natural elements and patterns. Signage should be minimal, and other than wayfinding/gateway signage shall face to the north.

¹⁰ It is understood that Waka Kotahi NZ Transport Agency have strict requirements on advertising proximate to State Highways.

Baseline Reports

- https://www.selwyn.govt.nz/_data/assets/pdf_file/0016/251215/RU007-Baseline-Planning-report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0005/282182/BASELINE-vegetation-RU009-Forestry-Plantations-Report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0018/251217/Airfields-Airstrips-and-Heli-Landing-Pads-FINAL-REPORT-15-Dec-2017.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/260428/Ru001,2,3-stage-1-final-Rural-Character,-Density-and-Business-Activities.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0006/353346/Baseline-Assessment-Report-assessing-the-current-character-of-the-Rural-Zone.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0007/353347/Rural-Zone-Density-and-Minimum-Lot-Size-Farm-Advisory-Review-of-Options.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0017/260441/Quarrying-RU005-Final-Report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0003/260445/RU013-Mushroom-farming-and-composting-report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0020/268022/Earthworks-Final-Baseline.pdf

Preferred Options Reports

- https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/257899/Endorsed-preferred-option-report-RU210-Stock-Droving-and-Waterway-setbacks.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0005/257900/Endorsed-Preferred-Options-Report-RU204-Airfields,-Airstrips-and-Helicopter-Landing-Pads.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0012/257898/Endorsed-Preferred-Options-Report-RU207-Intensive-Farming.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0008/259874/Endorsed-Preferred-Options-Report-RU211-Scheduled-Sites.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0009/260748/Endorsed-Preferred-Options-Report-DW221-Boarding-of-Animals,-Vet-Clinics-and-the-Keeping-of-Animals.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0017/271016/Endorsed-Preferred-Options-Report-RU205-Quarrying-FINAL.pdf

- https://www.selwyn.govt.nz/_data/assets/pdf_file/0008/267272/Endorsed-RU201D-Rural-Character-and-Amenity-Density.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/278869/RU201-Rural-Character-and-Amenity-Business-Final-Preferred-Options-Report-Endorsed.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0005/278870/RU201B-Endorsed-Preferred-Options-Supplementary-Business-in-Rural-Zones-report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0006/278871/RU213-Endorsed-Preferred-Options-Report-Composting-and-Mushroom-Farming.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0003/280956/RU212-Research-Sites-Endorsed-Preferred-Options-Report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0011/280955/RU204WM-Endorsed-Preferred-Options-Report-Airfields-et-al.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0006/282993/RU209-Endorsed-Preferred-Options-Report-Vegetation,-Wild-Trees,-Et-al.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0003/353361/Air-Quality-Planning-Report-Discussion-Document-Rural.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/353362/Setback-Report-post-peer-review-Rural.pdf

Post Engagement Reports

- https://www.selwyn.govt.nz/_data/assets/pdf_file/0009/287964/Airfields.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/287977/Scheduled-Sites.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0012/287976/rural-character-and-amenity-density.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0011/287975/rural-character-and-amenity-business.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0007/287971/intensive-farming,-mushroom-growing,-commercial-compost-manufacture.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0009/287973/quarrying.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0010/353359/Research-Sites-Rural-Post-Engagement-Report.pdf
- https://www.selwyn.govt.nz/_data/assets/pdf_file/0008/293408/Supplementary-Report-Rural-Density-ONL-VAL-Port-Hills.pdf

