

ANNEXURE E

LANDSCAPE & VISUAL IMPACT ASSESSMENT & RFI RESPONSE

ATTACHMENT 1

BUILDING SETBACK

Through the design and assessment process for the Proposed Industrial Heavy Zone we looked into numerous building setback distances between 0m and 200m from the adjacent residential properties accessed off Main South Road and Marshs Road. Noting that it is inevitable that the larger the setback, the less the potential adverse effects will be on the amenity that these neighbours currently experience.

The landscape and development factors that we had to balance out through our analysis and assessment phase included the following:

1. The type, size and appearance of the industrial buildings that will be seen from the neighbouring properties that may be located up to this setback.
2. The use of the land within the setback area, which will be for industrial activities and landscaping. Noting that access to the buildings will be from an internal road network and that the neighbours are likely to be looking at the rear or side of an industrial property.
3. The potential land use activities that may occur within a setback that exceeds what is required for an industrial site and the risk of creating a strip of land that has a redundant land use.
4. The current development patterns within the South West Hornby Industrial Area that are occurring southeast to northwest. Based on this, the site is likely to be the last area of land developed within the industrial area. i.e. there is time for planting to mature to provide some visual screening of the proposal.
5. Having the proposed built form standards align as much as possible with the existing built form standards for the Industrial Heavy Zone, including the below. Noting that these rules in 16.5.2 refer to a residential zone, which is not the case here.
 - Ensuring there is ample space for the proposed landscaping to exceed the rules in 16.5.2.6.
 - Ensuring that the proposal will accord with the minimum 3m setback in 16.5.2.3.
 - Ensuring all built form is setback more than 20m from these residential properties so there is no height restriction on these buildings, as per Rule 16.5.2.1.
 - Ensuring that the future development will not adversely shade these neighbouring properties, as per Rule 16.5.2.4.
6. The design, implementation, and growth rates of the planting within the landscape strip. Importantly, the way in which this vegetation will mature and provide screening of the outdoor use of the future industrial properties and lower portions of the buildings. In addition to this, the landscape design was limited as it mindful not to create too much wastage that will occur when it is removed once the residential properties are developed for industrial activities.

When considering all of the above, we found that the proposed 20m setback aligned with the District Plan's standards, provided ample space for landscaping, and ensured that shading of neighbouring properties from future development along Main South Road will not occur, and is unlikely to occur along Marshs Road. We did find that the 20m setback will result in built form being quite close to the rear of these residential properties being the key factor in creating adverse visual effects. However, we placed weight on the pragmatic development patterns in the area and the site likely being the last area to be developed. Therefore, whilst the proposed setback appears relatively small, the lower half of future development will be screened by the time development takes place, and the fact that residents may not experience development at all as they may sell their properties to the developer as there properties are proposed to be rezoned as well, consequently they will not experience the change in land use at all.

Landscape Assessment Report

Proposed Industrial Heavy Zone
Marshs Road, Christchurch

24 January 2024



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1 Introduction

1.1 Purpose and Scope

Rough Milne Mitchell Landscape Architects (**RMM**) has been engaged by Calder Stewart Land Holdings Ltd (**the Requester**) to assess the actual and potential landscape and visual effects of a Proposed Plan Change (**PPC**) to re-zone 22.5ha of Rural Urban Fringe zoned land to be zoned Industrial Heavy, comprising 39 allotments located at the western end of Marshs Road, Christchurch (**the site**).



Figure 1. The location and extent of the site is outlined in red.

The landscape assessment report is formatted as per the following:

- A description of the proposal.
- An outline of the relevant policy provisions that are within the Resource Management Act 1991 (**RMA**), the Canterbury Regional Policy Statement – July 2021 (**CRPS**) and the Christchurch District Plan (**District Plan**).
- The identification and description of the receiving environment, including the site. The receiving environment is described in terms of the landscape's landform, land cover and land use and how those landscape attributes contribute to the receiving environment's existing landscape values.
- An assessment of the actual and potential landscape, natural character and visual effects, including cumulative effects.

- An assessment against the relevant statutory provisions.
- A conclusion.

This report is accompanied by a Graphic Attachment (**GA**), that contains aerial images of the site's location and its receiving environment, the relevant District Plan planning map, the South West Hornby Industrial Area Outline Development Plan, the proposed Outline Development Plan, and photographs of the site taken from the surrounding public places.

1.2 Methodology

The methodology and terminology used in this report has been informed by the Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines¹.

The site and its surrounds were visited on 30 October 2023. This site visit was undertaken to assist in understanding the landscape character and values within the receiving environment and assessing the proposal's actual and potential landscape and visual effects.

This report is tailored to suit the nature of the project and its context including the framework of the governing legislation. The statutory documents containing provisions relevant to the proposed plan change are found in the RMA, CRPS and the District Plan. These three documents provide the policy framework against which this landscape assessment has been evaluated.

The table included in Figure 2 outlines the rating scales that are referred to in this report. The table included in Figure 3 is a comparative scale between the seven-point scale and the terms 'less than minor', 'minor', 'more than minor' and 'significant' as they relate to the RMA s95A notification determination test and determining if a person is an 'affected person' as per RMA s95E.

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
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Figure 2. The seven-point landscape and visual effects rating scale.²

Very Low	Low	Low - Moderate	Moderate	Moderate - High	High	Very High
Less than Minor		Minor	More than Minor			
					Significant	

Figure 3. The comparative scale of degree of effects.³

¹ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022.

² 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 140.

³ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 151.

2 The Proposal

2.1 Description of the Proposed Private Plan Change

It is proposed to rezone the site from Rural Urban Fringe to Industrial Heavy Zone and update the Southwest Hornby Industrial Area Outline Development Plan (**ODP**), so the site is included in this ODP. Refer to **GA Sheet 7**.

For reference, this proposal includes rezoning the rural and residential properties along Main South Road and Marshs Road, that are currently zoned Rural Urban Fringe. RMM have been informed by the Requester that they intend on purchasing and developing all 39 of these individual properties. However, RMM understand that the individual landowners are not obliged to sell their properties and can continue to reside on their privately owned properties no matter what the underlying zoning is.

The proposed changes to the zone and ODP mean that future development within the site will be subject to the Industrial Heavy Zone and Southwest Hornby Industrial Area Outline Development Plan policy provisions.

The below policy provisions are relevant to the assessment of landscape and visual effects.

2.1.1 Southwest Hornby Industrial Area Outline Development Plan Policy Provisions

- 16.5.4.2.1 – Maximum height for Buildings
 - a. The maximum height of any building within 20 metres of the rural zone boundary and the Marshs Road boundary shall be 10 metres.
- 16.5.4.2.2 - The minimum building setback from road boundaries shall be as follows:
 - a. The minimum building setback from road boundaries shall be as follows
 - i. Office buildings and Parking buildings on sites with frontage to Marshs Road – 10m
 - ii. All other buildings – 20m
- 16.5.4.2.4 – Landscaping and trees shall be provided as follows:
 - a. The setback from Marshs Road and the rural zone required under Rules 16.5.4.2.2 and 16.5.4.2.3 shall comprise a landscaping strip of a depth equivalent to the setback, comprising:
 - i. Two rows of trees, staggered in a manner that one row is off-set from the other row.
 - ii. Trees shall be spaced 10 metres apart in each row.
 - iii. The trees used in the landscaping strip shall comprise one or more of the following species: Podocarpus totara – totara, Hoheria angustifolia – houhere/ narrow-leaved lacebark, Plagianthus regius – manatu/ lowland ribbonwood.
 - iv. The existing shelterbelt on the Marshs Road frontage shall be retained until trees required under clause ii. are 6 metres in height.
 - v. Shrubs shall be planted between the two rows of trees, using the species listed in Appendix 6.11.6 of Chapter 6, Section 3.
 - vi. The requirements of Appendix 6.11.6 of Chapter 6, Part A shall apply.

- vii. Maintenance of the landscaping strip shall be undertaken for a period of no less than 5 years from the date of planting.

2.1.2 Industrial Heavy (IH) Zone

When the above ODP specific rules aren't relevant, the 'general' Industrial Heavy Zone Rules apply, with the below rules being relevant:

- 16.5.2.1 - Maximum height for Buildings
 - a. The maximum height of any building within 20 metres of a residential or rural zone shall be 15 metres.
- 16.5.2.2 - Minimum building setback from road boundaries/ railway corridor.
 - a. The minimum building setback from road boundaries and rail corridor boundaries shall be as follows:
 - i. Any activity unless specified below – 1.5m
 - ii. Any activity fronting an arterial road or opposite a residential zone, unless specified below – 3m
- 16.5.2.5 - Landscaped areas
 - a. Landscaping and trees shall be provided as follows:
 - i. The road frontage of all sites opposite a residential zone or listed below shall have a landscaping strip with a minimum width of 1.5 metres, and minimum of 1 tree for every 10 metres of road frontage or part thereof,
 - A. Land adjoining Main South Road between Marshs Road and Halswell Junction Road; and
- 16.5.2.8 - Visual amenity and screening
 - a. Where a site adjoins an Open Space, Specific Purpose (Cemetery) or Specific Purpose (Tertiary Education) Zone, provision shall be made for landscaping, fence(s), wall(s) or a combination to at least 1.8 metres in height along the length of the zone boundary, excluding any road frontages. Where landscaping is provided, it shall be continuous and for a minimum depth of 1.5 metres along the zone boundary.

2.1.3 Proposed Rules

In addition to the current IH Zone and ODP rules, the following rules are proposed which focus on the boundary treatment between the existing residential properties along Main South Road and Marshs Road, albeit they are currently zoned Rural Urban Fringe Zone (**RuUF**). These rules are similar to District Plan Rule 16.5.4.2.3 and 16.5.2.5.

- A minimum building setback from all residential properties within the proposed Heavy Industrial Zone will be 20m.
- A 10m landscape strip adjacent to all residential properties within the proposed Heavy Industrial Zone. A minimum of 1 tree for every 5 metres of road frontage or part thereof. The trees used in the landscaping strip shall comprise one or more of the following species: *Podocarpus totara* – totara, *Hoheria angustifolia* – houhere/ narrow-leaved lacebark, *Plagianthus regius* – manatu/ lowland ribbonwood.
- Three rows of native shrubs shall be planted within the landscape strip using the species listed in Appendix 6.11.6 of Chapter 6, Section 3 – Shrubs for Low Screening (3m – 5m height) –

Natives. This list includes *Dodonea viscosa* - Ake ake, *Griselinia spp* – Broadleaf, *Olearia paniculate* - Golden akeake, *Pittosporum crassifolium* – Karo, *Pittosporum eugenoides* – Lemonwood, and *Pittosporum tenuifolium* – Kohupu.

- The requirements of Appendix 6.11.6 of Chapter 6, Part A shall apply to the implementation of all plants.
- These rules will remain in place for 10 years following the granting of the PPC. After 10 years there will be no minimum setback or landscape strip.

2.1.4

Summary

Below is a summary of the how the IH Zone will be developed in accordance with the District Plan, and proposed updates to the ODP. The purpose of this summary is to assist with understanding what the future development may look like.

Marshs Road - Boundary Treatment

- There will be no site access onto Marshs Road.⁴
- Industrial buildings will be setback 20m or more from Marshs Road. There is no height requirement for the buildings when set 20m or more away from the road.
- Office buildings will be setback 10m or more from Marshs Road. If these buildings are within 20m of Marshs Road the maximum height will be restricted to 10m. Beyond 20m, there is no height restriction.
- The setback area will contain 6m+ tall trees that are 5m apart when parallel to the road, with an understory of shrub vegetation. An example of this vegetation is illustrated on **GA Sheet 11 – Viewpoint Location 3**.

SH1 / Main South Road - Boundary Treatment

- There will be no site access onto Main South Road.⁵
- The minor arterial road through the site and entire South West Hornby Industrial Area will connect onto Main South Road at the Main South Road and Pound Road intersection. Refer to **GA Sheet 8**.
- Industrial buildings will be setback 3m or more from Main South Road. There is no height requirement for buildings beyond this 3m setback.
- The setback area will contain a minimum of one tree for every 10m of road frontage.
- This boundary treatment will line Main South Road once the residential properties have been removed.

Residential Property - Boundary Treatment

- A 20m building setback will be provided to the rear boundary of the residential lots for a maximum of 10 years.
- This building setback will equate to 100m from Main South and Marshs Roads. Based on industrial development patterns, a 100m building setback will future proof industrial development

⁴ Christchurch District Plan - Rule 16.5.4.1.3 RD4.

⁵ Christchurch District Plan - Rule 16.5.4.1.5 NC2.

by providing enough space for future buildings within the IH Zone to replace the residential properties along these two roads.

- A 10m wide Landscape Buffer that includes a minimum of one tree every 5m that will reach a minimum height of 8m and three rows of native shrubs that reach 3 - 5m tall.
- The setback areas include the Islington Reserve area. No landscape planting will occur within the setback areas within this reserve as it is outside the ODP area.
- All lighting must face inwards toward the industrial land uses and away from residential dwellings.

Internal Treatment

- The internal development of the IH Zone will be consistent with the current zone standards and ODP.
- There are no height, size or scale restrictions for built form beyond the setbacks. For reference, the existing built form within the IH Zone is directly associated with the building's use.
- Other than that shown on the ODP and the proposed boundary treatments, there are no site layout or internal landscaping requirements.

3 Relevant Policy Provisions

3.1 The Resource Management Act 1991

Of most relevance to the proposed zone change is Section 7 – Other Matters, of the Resource Management Act 1991 (**RMA**) which states the following:

‘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 —

I the maintenance and enhancement of amenity values and

(f) maintenance and enhancement of the quality of the environment.

The Canterbury Regional Policy Statement (**CRPS**), the District Plan give effect to the RMA.

3.2 The Canterbury Regional Policy Statement – July 2021 (**CRPS**)

The provisions of Chapters 5 of the CRPS contain relevant guidance on development being consolidated around existing urban areas, compact urban form, maintaining the natural environments, avoiding urban development outside urban areas, maintaining the character and amenity of rural areas and settlements.

Objective 5.2.1 Location, Design and Function of Development (Entire Region)

Development is located and designed so that it functions in a way that:

- 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region’s growth; and*
- 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;*
 - d. minimises energy use and/or improves energy efficiency;*
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*
 - i. avoids conflicts between incompatible activities.*

Policy 5.3.1 Regional growth (Wider Region) To provide, as the primary focus for meeting the wider region’s growth needs, sustainable development patterns that:

- 1. ensure that any a. urban growth; and b. limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;*
- 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;*
- 3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;*
- 4. maintain and enhance the sense of identity and character of the region’s urban areas; and*
- 5. encourage high quality urban design, including the maintenance and enhancement of amenity values.*

5.4 Anticipated Environmental Results

1. New urban and rural residential development is consolidated in, around and integrated with existing urban areas.
3. New urban and rural residential development maintains and improves the functioning and qualities of the existing urban areas.
4. New development is appropriately serviced by sewerage, stormwater, potable water and multimodal transport infrastructure.
7. Regionally significant infrastructure provides safe, effective and efficient services to people and the community.
10. Potential land use, subdivision and/or development conflicts are avoided.

Regarding this, the key urban development matters to be addressed relate to the site's location, its appropriateness (or not) in its local and wider context, maintaining a sense of identity and character of the region's urban areas, and maintaining amenity values.

3.3 Christchurch District Plan

3.3.1 Chapter 3 - Strategic Direction

Chapter 3 - Strategic Direction Chapter focuses on enabling the recovery of the District following the 2010 and 2011 earthquakes and facilitating the future enhancement of the city. It provides the overarching direction for the District Plan and has primacy over the other chapters, therefore any changes to the District Plan, as per the proposal, must be consistent with the objectives within this chapter.

The District Plan, post earthquake recovery work provides little direction regarding the future growth of the city, apart from Plan Change 14 which focuses on the intensification of housing throughout the city. Therefore, there is little strategic direction or other policy provisions within the District Plan that are relevant to PPC and landscape related matters. The only relevant Strategic Direction objective to this assessment of the proposed IH Zone is below.

3.3.14 Objective - Incompatible activities

Proposed new 3.3.15.

(Proposed Plan Change 14)

- a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and
- b. Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.

3.3.2 Chapter 17 – Rural Zone

Chapter 17 - Rural Zone focuses on managing activities in the RuUF Zone. Whilst the proposal is to change the underlying zoning to allow for industrial activities, the below policy remains relevant as it focuses on providing for industrial development where it has a strategic or operation need, there are benefits with tying into existing infrastructure, and will not adverse effects on rural character and amenity values of the local environment or will not cause adverse effects that cannot mitigated.

17.2.1.1 Objective – The rural environment

- a. Subdivision, use and development of rural land that:
 - i. supports, maintains and, where appropriate, enhances the function, character and amenity values of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the Christchurch District;

- ii. *avoids significant, and remedies or mitigates other reverse sensitivity effects on rural productive activities and natural hazard mitigation works;*
- iii. *maintains a contrast to the urban environment; and*

17.2.2.5 Policy - Establishment of industrial and commercial activities

- a. *Avoid the establishment of industrial and commercial activities that are not dependent on or directly related to the rural resource unless they:*
 - i. *have a strategic or operational need to locate on rural land; or*
 - ii. *provide significant benefits through utilisation of existing physical infrastructure; and*
 - iii. *avoid significant, and remedy or mitigate other, reverse sensitivity effects on rural productive activities;*
 - iv. *will not result in a proliferation of associated activities that are not reliant on the rural resource; and*
 - v. *will not have significant adverse effects on rural character and amenity values of the local environment or will not cause adverse effects that cannot be avoided, remedied or mitigated.*

4 Landscape Description

4.1 The Extent of the Receiving Environment

The receiving environment straddles the Christchurch and Selwyn Districts with the site located at the corner of Marshs and Main South Road. The Christchurch District Plan zoning comprises IH to the south and east of the site and south of the Main South Road. The Industrial General (IG) Zone lies opposite the site and adjoins the north side of the Main South Road. Land northwest of the site and the Marshs Road and Main South Road intersection is zoned RuUF. The land southwest of the site and Marshs Road is within the Selwyn District and zoned Inner Plains. Refer to **GA Sheet 5**.

The bulk of the receiving environment includes the South West Hornby Industrial Area and the South Hornby industrial areas through to Halswell Junction Road and east of Shands Road, most of the Waterloo Industrial Park. Refer to **GA Sheet 3**.

4.2 Description of the Receiving Environment

Hornby Industrial Area

The receiving environment southeast of the site is highly modified, characterised by large and small scale industrial development predominantly within the South West Hornby Industrial Area, including development currently occurring in accordance with the ODP, the South Hornby and Waterloo Park industrial areas alongside State Highway 1 (**SH1**) and the Christchurch Southern Motorway, on the southwest side of Christchurch.

The industrial activities within these areas are diverse and include car wreckers, manufacturers, distribution warehouses, and storage centres. The buildings containing these activities are large and purpose built, with some of the newer buildings for manufacturing and distribution being 1 – 3ha in area. At a site-specific scale, these industrial properties generally contain a single large building, have expansive areas of sealed surfaces for car parking and access, have visible outdoor storage, including shipping containers, and are enclosed by security fences and gates. Landscaping is limited to grass verges, shrub planting around carparks / and roadside trees.

The industrial areas are accessed off Pound Road, Shands Road, and Halswell Junction Road, with all three of these roads being directly linked to SH1 or the Southern Motorway. This network provides direct trucking connections north and south of Christchurch, and through to Lyttelton Harbour and underpins the location and purposefully designed nature of this industrial area.

The road layout throughout the industrial areas has a relatively wide carriageway to assist with the ease of movement of large trucks, including turning circles and on street, parallel parking. During weekdays, these are busy road environments with thousands⁶ of traffic movements, and cars lining both sides of most roads. Additional movement of cars, trucks, forklifts and the like occur within the industrial properties. Outside of normal working hours, including weekends, the industrial areas are largely devoid of people and cars and are very quiet spaces.

⁶ Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023.

Main South Road / SH1

Main South Road is a high-volume road environment with a speed limit of 70km/h and approximately 21,900 vehicle movements a day.⁷ This stretch of road within the receiving environment connects the Southern Motorway to the Hornby Industrial Area, the Christchurch Airport, and the south and western residential areas within Christchurch. It also acts as a bypass around Christchurch City Centre for northbound traffic, via SH1 or Pound Road. Pound Road provides a typical rat run to avoid congestion on the Main South Road, to access Hornby and the airport.

The receiving environment along the 2km stretch of the Main South Road / SH1 and the main south trunk railway line consists of a narrow strip of mixed industrial and other activities opposite the site including:

- Industrial and yard-based activities consisting of the Halls Group trucking depot, Greenscapes yard, Claas Harvest Centre, Total span Steel Buildings, JJ Ltd Tractor Depot, the Z and NPD service Stations, Total Access Hire Equipment, Husqvarna, and Fair Dinkum Sheds.
- The Alpine View Holiday Park which is directly north of Main South Road and opposite the South West Hornby Industrial Area. The holiday park is enclosed and obscured from the road to the south by a mature evergreen shelterbelt, approximately 5-6m tall.
- The Islington Tavern and food bars at the intersection of Pound and Main South roads. Pound Road terminates at the Main South Road directly opposite the access to a rural lifestyle property within the site.
- The Islington Reserve, which is setback 50m from Main South Road behind existing residential properties and accessed via a narrow gravel driveway that is fenced off from the road. The reserve is approximately 4,100m² in area consisting of a large lawn and few amenity trees. The reserve is not signposted and does not appear as a public space from the road.
- The open rural land zoned IH that extends from Main South Road south to Shands Road. The land is identified as the South West Hornby Industrial Area and is currently being developed in accordance with an ODP. Refer **GA Sheet 7**.
- A block of shops / takeaway food places within the Commercial Local Zone adjoining the site on the corner of Marshs Road and Main South Road.
- A few clusters of residential properties within the IG Zone north of Main South Road which are immediately east of Alpine View Holiday Park, north of the site, and west of Marshs Road on lots between 1000 – 1400m² in area.

Marshs Road - Residential

Marshs Road runs northwest - southeast for approximately 2kms linking the Main South Road with Shands Road and the Christchurch Southern Motorway. The northwestern 350m of Marshs Road approaching the Main South Road, is characterised by 1000m² residential lots with fenced frontages to a sealed carriageway bounded on both sides by a wide shoulder for on street parallel parking, kerb and channel, footpaths, mown grass verges, street lighting, overhead powerlines and 1.8m tall fences.

Of the 19 residential properties over this stretch of road, nine are on the southern side and ten are within the site on the northeastern side of Marshs Road. The nine residential properties that form a small cluster on the southwestern side of Marshs Road lie within the Selwyn District Inner Plains

⁷ Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023. Page 8.

Zone. This cluster is interspersed with larger rural lifestyle properties that contain large established trees, open pasture and rural activities that extend to the southern end of the road.

Marshs Road - Rural Living

The receiving environment also includes the rural living properties within the RuUF and within the Selwyn District, between the above-mentioned industrial areas, Templeton and the Southern Motorway, Refer **GA Sheet 3**. These rural living properties vary in size between 1.5ha and 5ha in area. Based on aerial imagery and on-site investigations, these rural living properties contain a main dwelling, sometimes a residential flat, garages, sheds, large outdoor living areas, mature amenity vegetation, shelterbelts / large hedges, manicured lawns and paddocks. The paddocks appear to be mown for bailage, hobby farming, and / or equestrian purposes.

Within this area, there is one 55ha property (made up of three separate lots) that sits between the Southern Motorway and Marshs Road which appears to be used for training horses and grazing cattle. Similar to the rural living properties, it contains a number of dwellings, sheds, large amenity trees, shelterbelts and the like.

The rural living properties are accessed off Marshs, Meadowlands, Pound, Bartons, and Waterloo Roads. Apart from Pound Road and Marshs Road, these roads have a typical rural living character which stems from the relatively narrow carriageway and wide mown grassed berms, which is lined with farm fences, shelterbelts, mature hedges and amenity trees. Gaps in vegetation provides for driveways which are emphasised by ornate entry features and letterboxes. The shelterbelts and hedges also provide privacy for people within these rural living properties as they visually separate the dwellings and their outdoor living areas from the road environments.

Marshs Road and Pound Road physically separate the industrial and rural living areas from one another. Due to this, the activities experienced on one side of the road when compared with the other are starkly different at times. However, these roads do have a more rural character, rather than industrial because the road alignment is generally narrow, there are wide grassed berms, they are lined with farm fences, hedges and or shelterbelts and amenity trees. Also, because access into the industrial area is not gained along Marshs Road, apart from the J. Swap Stockfoods property. And for Pound Road, it is accessed via the main Industry Avenue intersection.

4.3 Description of the Site

The site is approximately 22.5ha in area and shaped as a parallelogram fronting Main South Road and Marshs Road except for two notches identified as the Commercial Local Zone at the corner of the intersection and an Open Space Community Parks Zone identified as the Islington Reserve. The site is highly modified by the RuUF zoning, which consists of five rural lifestyle properties and 39 residential properties.

The five rural lifestyle properties, which are 2.6ha – 4.7ha in area, each contain a dwelling, accessory sheds, mature shelterbelts and amenity trees and large paddocks used for equestrian activities, grazing stock or mown for bailage. The minimum net area for subdivision within the Rural Urban Fringe Zone is 4ha⁸, therefore these properties cannot be further subdivided as a permitted activity.

The 4.7ha property at 689 Main South Road, is adjacent to all 39 residential properties and has direct access to both Main South Road and Marshs Road via two 20m wide areas of land with splayed ends, between the residential properties. This suggests that further development has been previously

⁸ Christchurch District Plan - Rule 8.6.1 Table 5.

contemplated. This assumption is supported by the Christchurch District Road Classification Map, refer to **GA Sheet 6**, that illustrates a minor arterial road connection through the site between Shands Road and Main South Road directly opposite the Pound Road intersection.

The 39 residential properties fronting Main South and Marshs roads are approximately 50m long x 16m wide, some 810m² in area. The dwellings are typically located close to the road, with garages being set at the back of the property, driveways along one side of the house, and a main front and rear yard consisting of lawn, amenity trees and plants, vegetable gardens and the like.

A mix of 1.8m tall, solid fences (timber, corrugated iron etc) identify the southern boundary of these properties, adjacent to the adjoining rural lifestyle properties. The open rural outlook above and beyond their back fences is likely to contribute to their current amenity. However, this amenity is not guaranteed given that a sense of openness could be reduced through hedge / shelterbelt boundary planting within the rural living properties as of right.

The viewing audience of the site and the proposal will consist of road users travelling along the frontage of the site with Main South Road, the intersection of Pound Road with Main South Road, and the northwestern end of Marshs Road. Private views of the site and the proposed zone change will include properties within the site, the adjacent and nearby residential and rural living properties that lie southwest of the site and Marshs Road within the Inner Plains Rural Zone of the Selwyn District Plan. Refer to **GA Sheet 9**.

The site is bounded by the IH Zone, that is being developed according to the South West Hornby ODP on its northeast and southeast boundaries. The ODP shows the internal road network that will adjoin the southeast side of the site. Therefore, it is anticipated that the current, adjacent paddocks will contain industrial development, similar to that that is being constructed within the northern part of the ODP.

4.4 Landscape Values of the Receiving Environment

The landscape values of the receiving environment (physical, perceptual and associative) form the baseline, along with the policy provisions, for an assessment of landscape and visual effects. The landscape values of the receiving environment (including the site) largely stem from its past and present land use, including the District Plan Zoning and the permitted land uses that have established over time. The landscape values that are relevant to an assessment of the proposed development are listed below:

- Physical values are derived from the flat plains landscape with an urban rural interface that favours a diverse range of development in proximity to an established urban centre.
- The receiving environment is visually incoherent due to the diverse range and scale of activities, dominance of large built form and transit infrastructure except at the rural interface where a rural character prevails, and visual amenity increases due to open space and established trees.
- There are no apparent associated values within the receiving environment.

5 Assessment of Landscape and Visual Effects

5.1 Potential Issues

The potential effects on existing landscape values arising from the proposed rezoning, and the subsequent changes to the land use activities include the following:

- Potential effects on the open space values of the RuUF and Inner Plains rural environment.
- Potential effects on the character of the rural living environment.
- Potential effects on visual amenity and perceptual values from the visual catchment area within the receiving environment

5.2 Assessment of Visibility and Visual Effects

Whether the proposal is considered appropriate is determined by the visual effects on the landscape values within receiving environment and whether the landscape values attributed to the setting are retained or whether, if adversely affected, effects can be satisfactorily avoided, remedied or mitigated.

“A visual effect is a kind of landscape effect. It is a consequence for landscape values as experienced in views. Visual effects are a subset of landscape effects. A visual assessment is one method to help understand landscape effects.”⁹

The significance of the visual effect is influenced by the visibility, distance, duration of the view, the scale, nature and duration of the proposal, its overall visual prominence, the context in which it is seen, and the size of the viewing audience.

5.2.1 Main South Road – Viewpoint Locations 1 - 6

Main South Road forms part of SH1, and connects the Northern and Southern Motorways, including the airport and surrounding suburbs on the western side of Christchurch. As mentioned above, this is a busy stretch of road with approximately 21,900 traffic movements per day¹⁰.

Road users travelling along the relevant 2km stretch of Main South Road currently experience a low-moderate level of amenity which stems from the high-volume traffic environment and the diverse, eclectic mix of industrial, commercial and residential activities that lacks a visual cohesion.

Extent of Visibility

Future development enabled by the PPC will be seen in two distinct ways when travelling in either direction along Main South Road depending on whether the residential properties bounding the site remain or are removed.

- If the residential properties remain the upper parts of future industrial buildings located behind the residential properties will be clearly visible, at least from a distance of 100m. The built form will be partly obscured by the proposed trees (once established) within the Landscape Buffer.

⁹ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135.

¹⁰ Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023. Page 8.

However, this is dependent on when the residential development is removed and replaced by industrial development, because this may occur prior to the trees maturing.

- If the residential properties are removed the view will include a landscaped strip comprising of Podocarpus totara – totara, Hoheria angustifolia – houhere/ narrow-leaved lacebark, Plagianthus regius – manatu/ lowland ribbonwood along the road frontage, with industrial development located behind. This planting is consistent with the existing ODP.

Irrespective of whether the residential properties remain or are removed, the minor arterial road connecting onto the Main South Road and Pound Road intersection will be visible.

Visual Effects

Road user's travelling along Main South Road are within a built-up industrial area, in which additional industrial development is anticipated to be seen immediately east of the site and directly south of the Alpine View Holiday Park. Therefore, future industrial development within the site, which will be enabled by the PPC will appear in keeping with the existing pattern of development in the area.

This is the case for industrial development being behind or replacing the residential development because:

- The size and scale of the upper parts of industrial buildings will be seen 100m or so away and will be in keeping with the large industrial buildings that are seen throughout the receiving and wider environment particularly on the adjoining South West Hornby Industrial Area.
- The landscape strip along Main South Road and pattern of industrial development within the site will appear in keeping with the anticipated development within the IH Zone located to the immediate east. Also, at the western end, the commercial buildings within the Commercial Local Zone will provide some screening, retain small scale development in keeping with the IG Zone and provide a height transition to the PPC.

Due to the above, future development enabled by the PPC will have a **very low degree** of adverse visual effects on road user's travelling along Main South Road.

5.2.2 Islington Reserve – Viewpoint Locations 7

Islington Reserve is a small 4,100m² grassed area that contains a few amenity trees and a shelterbelt. It is solely accessed from Main South Road, via a narrow driveway that has a gate to stop vehicle access. As mentioned, the reserve is not signposted and appears as a private property, therefore it is likely that only a few people use this space. **Refer to GA Sheet 13 – Viewpoint Location 5.**

The open space, lawn and established trees within the reserve and outlook over adjoining rural land provides a contrast to the diverse built environment and busyness of Main South Road. Notwithstanding the anticipated development of the rural land zoned IG adjoining the reserve to the east.

However, whilst providing relief from Main South Road, whilst on site the sense of enclosure and potential entrapment created by the mature vegetation surrounding the reserve and the solid fences along the boundary interface with the residential properties reduced amenity due to the lack of passive surveillance and single entry/exit point. Overall, the reserve affords a low-moderate to moderate degree of amenity.

Extent of Visibility

Future industrial development enabled by the PPC will be located immediately south and west of Islington Reserve, behind the existing shelterbelt along the southern boundary within the reserve.

Refer to **Viewpoint Location 7**. Noting that the boundary treatment of the site, adjacent to the reserve will need to be a continuous strip of vegetation and / or fencing that is 1.8m tall, within a landscape strip with a minimum depth of 1.5m wide.¹¹

Once the residential properties are removed, industrial development will also occur to the north of the reserve. Essentially, the reserve will be surrounded by IH Zone development, although the existing trees will afford a high degree of screening and softening of built form.

Visual Effects

Future industrial development enabled by the PPC will be consistent with the industrial development located to the immediate east of Islington Reserve.

The potential adverse effects will stem from the way in which the industrial development wraps around three or all four sides of the reserve and the way in which the reserve interacts with the industrial development.

As mentioned above, whilst on site the Islington Reserve was a relatively uncomfortable space to be in, due to the sense of enclosure and potential entrapment due to the single, narrow accessway, and enclosing mature vegetation and the solid fences which do not provide any visual surveillance.

The industrial development may add to this Crime Prevention Through Environmental Design (CPTED) issues within the reserve. Notably, 1.8m tall fencing / hedging surrounding the entire reserve, a lack of visual surveillance during weekdays, and essentially no surveillance on weekends and at nighttime.

When considering this CPTED issue, the PPC offers an opportunity to reduce the CPTED issues within the reserve, enhance the amenity of the reserve and subsequently the number of people using this space. RMM recommends that the ODP includes a wider accessway off Main South Road and an internal pedestrian or road connection to the reserve within the ODP.

In addition to the ODP, the following improvements to the reserve could include the removal of the shelterbelt, additional amenity trees for shade, formed pathways, seating / park benches and provision for toilet facilities. However, these improvements will require input and execution by Council, as the reserve is a Council entity.

If the recommendations are adopted the PPC will enhance the amenity of the reserve, despite it being surrounding by industrial development because the connectivity to, within and through the reserve will be increased. This will work for people solely using the reserve, but also it will provide a direct pedestrian / cycling connection through the reserve to Main South Road.

5.2.3 Marshs Road – Viewpoint Locations 8 - 13

Marshs Road is a minor arterial road connecting Main South Road with Shands Road, and onto the Southern Motorway, which currently has 1,100 traffic movements per day.¹² Marshs Road is approximately 2kms long and characterised by distinctly different land uses.

The majority of Marshs Road, approximately 1.65kms extends alongside existing rural lifestyle properties and the IH Zone along its northeast side and the rural and rural lifestyle properties on its southwest side. Refer to **Viewpoints 8 – 10**. A low-moderate to moderate degree of amenity is

¹¹ Heavy Industrial Zone - 16.5.2.8 a.

¹² Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023. Page 8.

experienced when travelling along this stretch of road, that stems from the rural outlook to southwest including wide grassed berms, hedgerows, shelterbelts amenity trees and open paddocks. Whilst this also forms the current view to the northeast, this is anticipated to change to mature roadside planting, as per the existing ODP, with industrial development behind.

The relatively short 350m northwest end of Marshs Road is bounded on both sides by residential properties. Refer to **Viewpoints 11 – 13**. A low-moderate degree of amenity is experienced when travelling along this stretch of road, that stems from the eclectic mix of dwellings, front fences and residential amenity plantings, a wide, sealed carriageway that does not consist of any street trees and has overhead powerlines. Notably, truck and trailer units are frequently parked along this stretch of road.

Extent of Visibility

Future development enabled by the PPC will replace the rural lifestyle properties within the RuUF Zone along the 350m stretch of road between the intersection of Meadowlands Road and the residential properties that border Marshs Road.

Future development along this stretch of road will consist of the roadside planting that is consistent with the existing ODP, with industrial development situated behind it.

Future development enabled by the PPC will be seen in two distinct ways when travelling in either direction along Marshs Road:

- If the residential properties remain, the upper parts of future industrial buildings will be set back at least 100m away behind the residential properties and the proposed Landscape Buffer. The proposed trees (once mature) within the Landscape Buffer will be seen immediately behind the residential properties and in front of the industrial buildings. However, this is dependent on when the residential development is removed and replaced by industrial development, because this may occur prior to the trees maturing.
- If / when the residential properties are removed, they will be replaced with the landscape strip comprising 6m+ tall trees that are 5m apart when parallel to the road, with an understory of shrub vegetation along the road boundary, and industrial development will be located behind this planting. As mentioned, future industrial properties will not be accessed off Marshs Road therefore, roadside planting will be continuous.

Visual Effects

Firstly, the minor arterial road through the PPC will result in a reduction in the number of daily vehicle movements along Marshs Road.¹³ Therefore, people who continue to regularly use this road will notice a reduction in road users which may slightly increase their amenity. Also, the number of people who may be affected by the PPC will reduce.

The industrial development enabled by the PPC that will replace the rural lifestyle properties will appear as a direct continuation of and will be in keeping with the roadside treatment and industrial development that is anticipated to be seen along the majority of Marshs Road. This additional industrial development will also be in keeping with the general activities that people associate with the area. Existing roadside vegetation will not reduce views to the Port Hills or Southern Alps, as these views are in a different direction and are already hindered by existing vegetation.

¹³ Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023. Page 15.

Road users travelling alongside the residential properties along Marshs Road are situated within a small area that is surrounded by industrial development north, east and south, which includes the h industrial development that is anticipated by the Heavy Industrial Zone. Therefore, future industrial development within the site, enabled by the PPC will appear in keeping with the existing pattern of development in the area. This is the case for industrial development being behind or replacing the residential development along Marshs Road because:

- The size and scale of the upper parts of industrial buildings that will be seen 100m or so away will be in keeping with the large industrial buildings that will be intermittently seen along the remainder of Marshs Road and throughout the receiving and wider environment.
- The landscape strip along Marshs Road and pattern of industrial development within the site will appear in keeping with the anticipated development within the IH Zone located to the south.

Inevitably, the residential character of the 350m northeastern stretch of Marshs Road will noticeably change because residential development will only be situated on one side of the road. Regular road users will notice this change, in particular, because the size and scale of future industrial buildings will not be in keeping with the residential character that is experienced along this short stretch of road.

Overall, future development enabled by the PPC that is southeast of the residential development will have a **low degree** of adverse visual effects on the reduced number of road user's traveling along Marshs Road. Future development that is located behind and / or will replace the residential properties along Marshs Road will have a **low to low-moderate degree** of adverse visual effects on the reduced number of road user's traveling along Marshs Road.

5.2.4

Meadowlands Road – Viewpoint Locations 14 and 15

Meadowlands Road and Waipuna Road are no exit local roads primarily used by local residents and guests to access their properties.

When travelling along Meadowlands Road, there is a moderate degree of rural amenity conveyed by a predominantly rural setting, that stems from a relatively narrow carriageway with no road markings, wide, mown grassed berms and established, well-maintained boundary vegetation (hedges and shelterbelts) that front and screen the rural lifestyle properties accessed from Meadowlands Road.

Also, road users' experience a relatively contained view due to the tall, roadside hedges and shelterbelts, including the existing shelterbelt within the site situated at the northeast end of Meadowlands Road across Marshs Road.

Extent of Visibility

The proposed vegetation within the site will be seen at the end of Meadowlands Road once it has matured. Unlike the existing shelterbelt that it will replace, the spacing between the proposed plants are larger than the existing shelterbelt, therefore, views into the site will be afforded above the native shrubs and between the upper parts of the totara, narrow-leaved lacebark, and / or lowland ribbonwood trees.

The PPC will enable office buildings up to 10m in height setback 10m from Marshs Road and other industrial buildings with no height limit setback 20m from Marshs Road, behind the above-mentioned vegetation.

The PPC IH development will be visible directly in front of and to the left-hand side of a road user, although constrained to a narrow viewshaft by property hedges and shelterbelts along Meadowlands Road. This will be seen to the immediate left of the anticipated industrial development within the IH Zone that is immediately south of the site.

Visual Effects

The change in the roadside vegetation along Meadowlands Road will be generally consistent with the existing vegetation within the IH Zone. Therefore, while this will be a change in appearance of the vegetation at the northeast end of the road, the roadside vegetation which will be seen in front of any future built form will not in itself result in adverse visual effects.

An industrial building setback at least 20m from Marshs Road will form a relatively small part of a road users view at the northeast end of the Meadowlands Road. Notably, it will not impact on any distant views gained, i.e. towards the Port Hills or the Southern Alps.

A future building seen beyond the roadside vegetation will be more easily seen from the distant end of Meadowlands Road (650m away), because the proposed vegetation will screen the bulk of built form and reduce the viewing angle to the top of a building as a road user travels northeast towards the site.

Due to the narrow viewshafts, restricted view and proposed landscape treatment, the PPC will have a **low degree** of adverse visual effects on road users' travelling northeast along Meadowlands Road.

5.2.5

Residential Properties

Residents along Main South Road and Marshs Road are afforded a low-moderate to moderate degree of amenity, similar to road users and people using Islington Reserve.

For the initial 10 years, future industrial development will be visible to the south and east of these properties, which will consist of a 10m landscape strip, including tall amenity trees, medium sized native shrubs, with industrial buildings setback 20m from the rear of these properties. After 10 years, there will be no building setback from these residential properties.

During the initial 10-year timeframe, industrial development consisting of large buildings, yard spaces and the movement of trucks, forklifts and vehicles will result in a reduction to the sense of open space these residents experience to the rear of their properties. It will also be a stark contrast to their existing rural outlook gained beyond their back fences.

The potential adverse visual effects resulting from this change will be partly mitigated by their own internal vegetation, the proposed native trees and tall shrubs within the landscape strip which when mature will assist with screening the lower parts of proposed industrial development. This planting will not result in adverse effects on its own because an evergreen shelterbelt can, as of right be located in this same location. Shading effects will not occur for remaining residential properties along Main South Road but may potentially occur for residents along Marshs Road once planting reaches at least 4-5m in height, depending on their location within the landscape strip. Also, residents will not feel overlooked as the building typology, even though tall, do not include elevated windows. Rather, they will look at large relatively blank walls.

The existing IH Zone is being developed southeast to northwest, therefore the site may be the last area to be developed within the ODP area, which may take 10 years to occur. Therefore, whilst the proposed setback appears relatively small, these residents may not experience development setback 20m from the rear of their property boundaries. Also, residents may sell their properties to the Requester or another developer, consequently they will not experience the change in land use at all.

After 10 years, the setback and landscape treatment will no longer provide the above-mentioned mitigation and future industrial buildings may visually dominate the view to the rear of these residential properties. However, the occupants may no longer reside here, therefore, they will not be impacted by the reduction in the setback. Which for all intense and purposes, industrial development will replace their properties.

In the long term, it is likely that the industrial development will replace the residential properties within the site, and therefore, will only be seen by the residents along the southwest side of Marshs Road. In this case, industrial development will appear consistent with what is anticipated along the majority of the road, with an appealing roadside strip screening the bulk of development, and buildings being setback at least 10m from the edge of Marshs Road, or 40m from these properties. Noting that farm buildings within the RuUF Zone can be up to 12m tall and setback 30m from Marshs Road. Therefore, they will not overly dominate the view, in particular from the backyards of these properties where most outdoor living occurs.

Taking into consideration all of the above, during the initial 10 years, if the site is developed, the PPC will have a **moderate to moderate-high degree** of adverse visual effects on the residents along both Main South Road and Marshs Road. These effects will be higher on any residents that remain after 10 years. Once these residential properties are removed, future development enabled by the PPC will have a **low-moderate to moderate degree** of adverse visual effects on the residents along the southwest side of Marshs Road.

5.2.6

Summary

To summarise the above, the visual effects resulting from the proposed are as follows:

- Main South Road – A **very low** degree of adverse visual effects.
- Islington Reserve – It is recommended that the ODP includes a wider accessway off Main South Road and an internal pedestrian or road connection to the reserve within the ODP. Also, that buildings are designed to provide passive surveillance over the reserve. These recommendations will enhance the amenity of the reserve.
- Marshs Road:
 - Future development enabled by the PPC that is southeast of the residential development will have a **low degree** of adverse visual effects.
 - Future development that is located behind and / or will replace the residential properties along Marshs Road will have a **low to low-moderate degree** of adverse visual effects
- Meadowlands Road – A **low** degree of adverse visual effects.
- Residential Properties:
 - A **moderate to moderate-high degree** of adverse visual effects on the residential properties along both Main South Road and Marshs Road. These effects will be higher on any residents that remain after 10 years.
 - Once the industrial development replaces the residential properties, future development enabled by the PPC will have a **low-moderate to moderate degree** of adverse visual effects on the residential properties along the southwest side of Marshs Road.

5.3 Assessment of Landscape Effects

“A landscape effect is an outcome for a landscape value. ... Change itself is not an effect: landscapes change constantly. It is the implications of change on landscape values that is relevant.”¹⁴

The IH Zone will enable industrial development to occur within the site, which is consistent with the anticipated industrial development within the adjacent IH Zone, northeast and southeast of the site.

The future development enabled by the PPC will inevitably change the current rural living and residential land use and character of the site to an industrial use and character, which will be a significant land use change. Therefore, at a site-specific level, the PPC will have a **moderate-high degree** of adverse effects on the current character of the site.

The mitigating measures that reduce the potential physical effects of this land use change on the site is that the site has a low degree of landscape values because it is not within an Outstanding Natural Landscape (**ONL**), there are no water bodies / wetlands within the site, and it is already extensively modified.

When considering the PPC within the receiving environment and wider landscape, the industrial development will be in keeping with the existing and anticipated industrial development and activities adjacent to the site, on both sides of Main South Road and within the southwest part of Christchurch City. This is because the receiving environment is characterised by industrial activities and large-scale roading infrastructure.

Regarding this, the ODP illustrates the industrial development provided for by the PPC, including road layout and the landscape treatment alongside Main South Road and Marshs Road, and will contribute to a well-connected cohesive development pattern. This will positively contribute to the way in which future development integrates into the receiving environment, rather than being an ad hoc extension of industrial development.

The ODP shows that the proposed Minor Arterial Road will connect onto the intersection with Main South Road and Pound Road. This minor arterial road, will be a connection between two major arterial roads (Main South Road / SH1 and Shands Road, and has been previously provided for by the Council, refer to **GA Sheets 4 and 6**. Subsequently, the roading layout within the PPC ODP will align with the Council's future roading network. Which, as assessed in the Traffic Report will have a number of transport related benefits, including a reduction in traffic movements along Marshs Road.¹⁵

The visibility and resulting adverse visual effects resulting from future industrial development enabled by the PPC has been assessed above in Section 5.2 of this report. Regarding this assessment it is worthwhile mentioning that:

- The industrial development and roadside landscape treatment enabled by the PPC will appear as a cohesive extension of the existing industrial development within the receiving and wider environment, including the industrial development that is anticipated along Main South Road and Marshs Road.
- The PPC will result in a reduction to vehicle movements along Marshs Road, which will positively contribute to the amenity of road users who continue to use this road and adjoining properties.

¹⁴ 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135.

¹⁵ Stantec Ltd. Hornby Quadrant Plan Change. Integrated Transport Assessment. April 2023. Page 15.

- It is recommended that the Requester and Council collectively enhance Islington Reserve, through appropriate landscape design techniques as to make this reserve a feature of the development, which will subsequently increase the number of people using the reserve and the amenity that amenity that is experienced.
- It was found that adverse visual effects are up to a **moderate to moderate-high degree** on a discrete number of neighbouring properties along the Main South Road and Marshs Road. This is because their outlook across the site will change from a residential character (despite the Rural Urban Fringe zoning) to an industrial character, with industrial development being relatively close. These effects have been partly mitigated by vegetation, the fact that industrial development is a common activity in the area and in the long-term built form will be well setback from properties along the southwest side of Marshs Road, to the point that they will not dominate the view from these properties.

In summary, the industrial development will change the current outlook over the site. This change, including the landscape treatment along the roads will appear as a coherent and legible expansion and continuation of the existing Heavy Industrial Zone within the quadrant of land north of Marshs Road and east of Main South Road.

Overall, the industrial development enabled by the PPC will have a **low to low-moderate** degree of adverse effects on the landscape values of the receiving environment.

6 An Assessment Against the Relevant Policy Provisions

The site is situated within the Rural Zone, and is classified as an RCL. Below are the relevant Chapter 3 – Strategic Policies, Chapter 6 – Landscapes and Rural Character and Chapter 21 Assessment Matters that are derived from Chapter 6, which are particularly relevant to this proposal.

An assessment of the proposal against the relevant assessments matters in Chapter 21 is included below.

6.1 The Canterbury Regional Policy Statement – July 2021 (CRPS)

Objective 12.2.2 Identification and management of other landscapes

The identification and management of other important landscapes that are not outstanding natural landscapes. Other important landscapes may include:

- 1. natural character*
- 2. amenity*
- 3. historic and cultural heritage*

Policy 12.3.3 Identification and management of other important landscapes that are not outstanding natural landscapes, for natural character, historic cultural, historic heritage and amenity purposes.

As assessed in the body of the report the site has a low degree of physical landscape values, it is situated within an environment that is expressive and known for its industrial land use activities. Therefore, the site is not considered to be an 'other important landscape'.

Objective 5.2.1 Location, Design and Function of Development (Entire Region)

Development is located and designed so that it functions in a way that:

- 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
- 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;*
 - d. minimises energy use and/or improves energy efficiency;*
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*
 - i. avoids conflicts between incompatible activities.*

Policy 5.3.1 Regional growth (Wider Region) To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

- 1. ensure that any a. urban growth; and b. limited rural residential development occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;*
- 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;*
- 3. promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;*
- 4. maintain and enhance the sense of identity and character of the region's urban areas; and*

5. encourage high quality urban design, including the maintenance and enhancement of amenity values.

5.4 Anticipated Environmental Results

1. New urban and rural residential development is consolidated in, around and integrated with existing urban areas.
3. New urban and rural residential development maintains and improves the functioning and qualities of the existing urban areas.
4. New development is appropriately serviced by sewerage, stormwater, potable water and multimodal transport infrastructure.
7. Regionally significant infrastructure provides safe, effective and efficient services to people and the community.
10. Potential land use, subdivision and/or development conflicts are avoided.

As assessed in the body of the report, the industrial development enabled by the PPC will cohesively form part of the industrial development within this quadrant of land (not sprawling beyond Marshs Road) and will be in keeping the pattern of industrial development within the receiving environment and on the southwest side of Christchurch City.

Also, the PPC will provide a more connected road network within the receiving environment. Also, it is recommended that connectivity and the internal amenities within Islington Reserve are enhance the quality of this public space.

6.2 Christchurch District Plan

6.2.1 Chapter 3 – Strategic Direction

3.3.14 Objective - Incompatible activities

Proposed new 3.3.15

(Proposed Plan Change 14)

- a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and
- b. Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.

The diverse range of commercial and industrial activities, including what the underlying zoning provides for, coupled with the mitigation measures means that the industrial development enabled by the PPC will not be an incompatible activity within the receiving environment.

6.2.2 Chapter 17 Rural

17.2.1.1 Objective – The rural environment

- b. Subdivision, use and development of rural land that:
 - iv. supports, maintains and, where appropriate, enhances the function, character and amenity values of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the Christchurch District;
 - v. avoids significant, and remedies or mitigates other reverse sensitivity effects on rural productive activities and natural hazard mitigation works;
 - vi. maintains a contrast to the urban environment; and

17.2.2.5 Policy - Establishment of industrial and commercial activities

- b. Avoid the establishment of industrial and commercial activities that are not dependent on or directly related to the rural resource unless they:*
- i. have a strategic or operational need to locate on rural land; or*
 - ii. provide significant benefits through utilisation of existing physical infrastructure; and*
 - iii. avoid significant, and remedy or mitigate other, reverse sensitivity effects on rural productive activities;*
 - iv. will not result in a proliferation of associated activities that are not reliant on the rural resource; and*
 - v. will not have significant adverse effects on rural character and amenity values of the local environment or will not cause adverse effects that cannot be avoided, remedied or mitigated.*

Chapter 17 - Rural Zone focus on managing activities in the Rural Urban Fringe Zone. Whilst the proposal is to change the underlying zoning to allow for industrial activities, the above policy remains relevant as it focuses on providing for industrial development where it has a strategic or operational need because there are benefits with tying into existing infrastructure.

Regarding Policy v. being the only policy relevant to an assessment of landscape and visual effects. As in the body of the report, the industrial development enabled by the PPC will be in keeping and integrate with the existing and anticipated industrial development within the receiving environment and will be consistent with the land use activities that the general public are used to seeing and associate with the area.

Overall, the industrial development enabled by the PPC will result in a **low to low-moderate** degree of effects on the landscape values of the receiving environment. Regarding the comparative scale in Figure 3 above, a low degree of adverse effects equates to a less than minor to minor degree of adverse effects, not a significant degree of adverse effects.

7 Conclusion

It is proposed to rezone 22.5ha of land on the corner of Main South Road and Marshs Road Heavy Industrial Zone, from its current Rural Urban Fringe Zone. Also, to update the current South West Hornby Industrial Area ODP to include the site within the ODP, so future industrial development within the site will be consistent with the anticipated industrial development within the ODP area.

While the proposed Heavy Industrial Zone will result in a change to the existing character of the site, when considering the surrounding context of the receiving environment, the rezoning of the site will be a logical extension of the industrial area northeast of Marshs Road and southeast of Main South Road. This is because the industrial development enabled by the PPC will be in keeping with and form a cohesive extension to the existing and anticipated industrial development within the receiving environment. Also, because industrial development is synonymous with the character of the wider area.

The assessment of visual effects has identified a range of potential adverse effects from very low to moderate-high. It is only the residential properties within and adjacent to the site which will experience a low-moderate to moderate-high degree of adverse visual effects. Ultimately this will depend on the residents within the site who may choose to sell their properties prior to any development occurring.

Additionally, due to potential CPTED issues, RMM recommends that the ODP includes a wider pedestrian accessway off Main South Road and an internal pedestrian or road connection to the reserve within the ODP area. The adoption of these recommendations will enhance the amenity of this reserve.

When considering the interrelated physical, perceptual and associative values the industrial development enabled by the PPC, they will result in a **low to low-moderate** degree of adverse effects on landscape values, with a range of beneficial outcomes including a more user-friendly reserve space and a well-connected strategic road network.



Proposed Industrial Heavy Zone - Marshs Road, Christchurch
Graphic Attachment to Landscape Assessment Report

24 January 2024

Document Information

Project
Proposed Industrial Heavy Zone - Marshs Road, Christchurch
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Marshs Road, Christchurch
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Calder Stewart Land Holdings Ltd
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Project Number: 23042
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Receiving Environmental Plan

Legend

The Site

The Receiving Environment

The map shows an aerial view of Christchurch, New Zealand, with a red outline indicating the 'The Site' and a yellow dashed line indicating 'The Receiving Environment'. The site is located in the central part of the map, bounded by Main South Road to the north, Marshs Road to the east, and Meadows Road to the south. The receiving environment extends from the site towards the south and west, following the Christchurch Southern Motorway and Tretts Road. Surrounding areas include Templeton to the west, Waterloo Park to the north, Islington to the northeast, and the South West Hornby Industrial Area and Hornby South Industrial Area to the east. Roads shown include Barter's Road, Pound Road, Main South Road, Marshs Road, Meadows Road, Tretts Road, and the Christchurch Southern Motorway. A large, semi-transparent blue and green area is overlaid on the map, possibly representing a water body or a specific land use zone.

Scale: 1:15,000 @ A3
Data Source: Land Information New Zealand

RMM

Proposed Industrial Heavy Zone Marshs Road, Christchurch

03

Site Plan

Legend

The Site



Scale: 1:15,000 @ A3
Data Source: Land Information New Zealand

Christchurch District Planning Map 36

Legend

The Site

CBP

Commercial Banks Peninsula

CC

Commercial Core

CL

Commercial Local

CMU

Commercial Mixed Use

CO

Commercial Office

CRP

Commercial Retail Park

IG

Industrial General

IH

Industrial Heavy

IP

Industrial Park

OC

Open Space Coastal

OCP

Open Space Community Parks

OCP or RuQ(T)

Open Space Community Parks or Rural Quarry (Templeton)

OMI

Open Space McLeans Island

OMF

Open Space Metropolitan Facilities

ON

Open Space Natural

OWM

Open Space Water and Margins

PA

Pāpakainga/Kāinga Nohoanga

RBP

Residential Banks Peninsula

RGa

Residential Guest Accommodation

RH

Residential Hills

RLL

Residential Large Lot

RMD

Residential Medium Density

RNN

Residential New Neighbourhood

RSS

Residential Small Settlement

RS

Residential Suburban

RSDT

Residential Suburban Density Transition

RuBP

Rural Banks Peninsula

RuPH

Rural Port Hills

RuQ

Rural Quarry

RuQ or OCP(T)

Rural Quarry or Open Space Community Parks (Templeton)

RuT

Rural Templeton

RuUF

Rural Urban Fringe

RuW

Rural Waimakariri

SPA

Specific Purpose (Airport)

SPC

Specific Purpose (Cemetery)

SPW

Specific Purpose (Defence Wigram)

SPLR

Specific Purpose (Flat Land Recovery)

SPR

Specific Purpose (Golf Resort)

SPH

Specific Purpose (Hospital)

SPLP

Specific Purpose (Lyttelton Port)

SPN

Specific Purpose (Ngā Hau e Whā)

SPOA

Specific Purpose (Ōtākaro Avon River Corridor)

SPRa

Specific Purpose (Ruapuna Motorsport)

SPS

Specific Purpose (School)

SPST

Specific Purpose (Styx Mill Road Transfer Station)

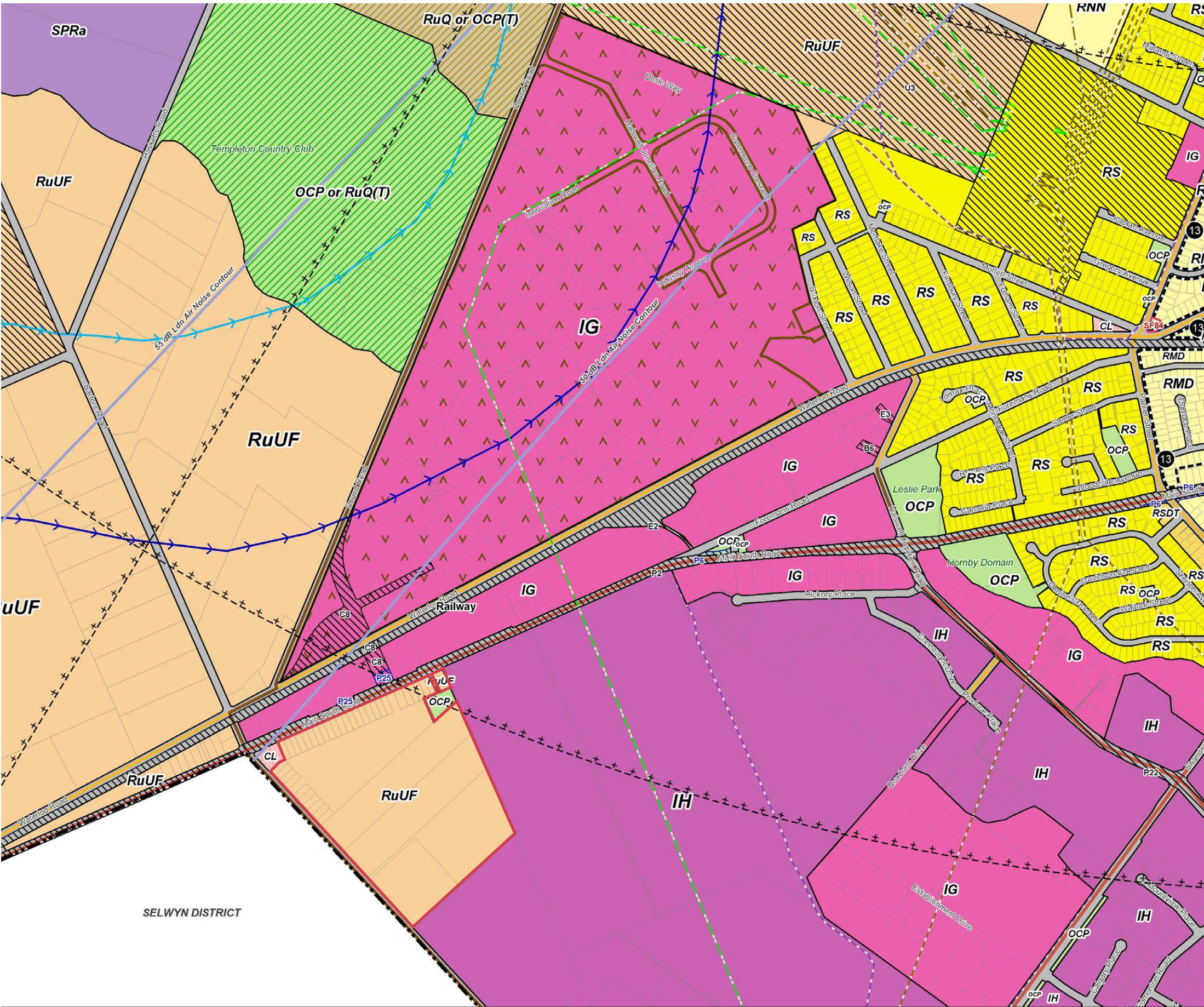
SPT

Specific Purpose (Tertiary Education)

Transport

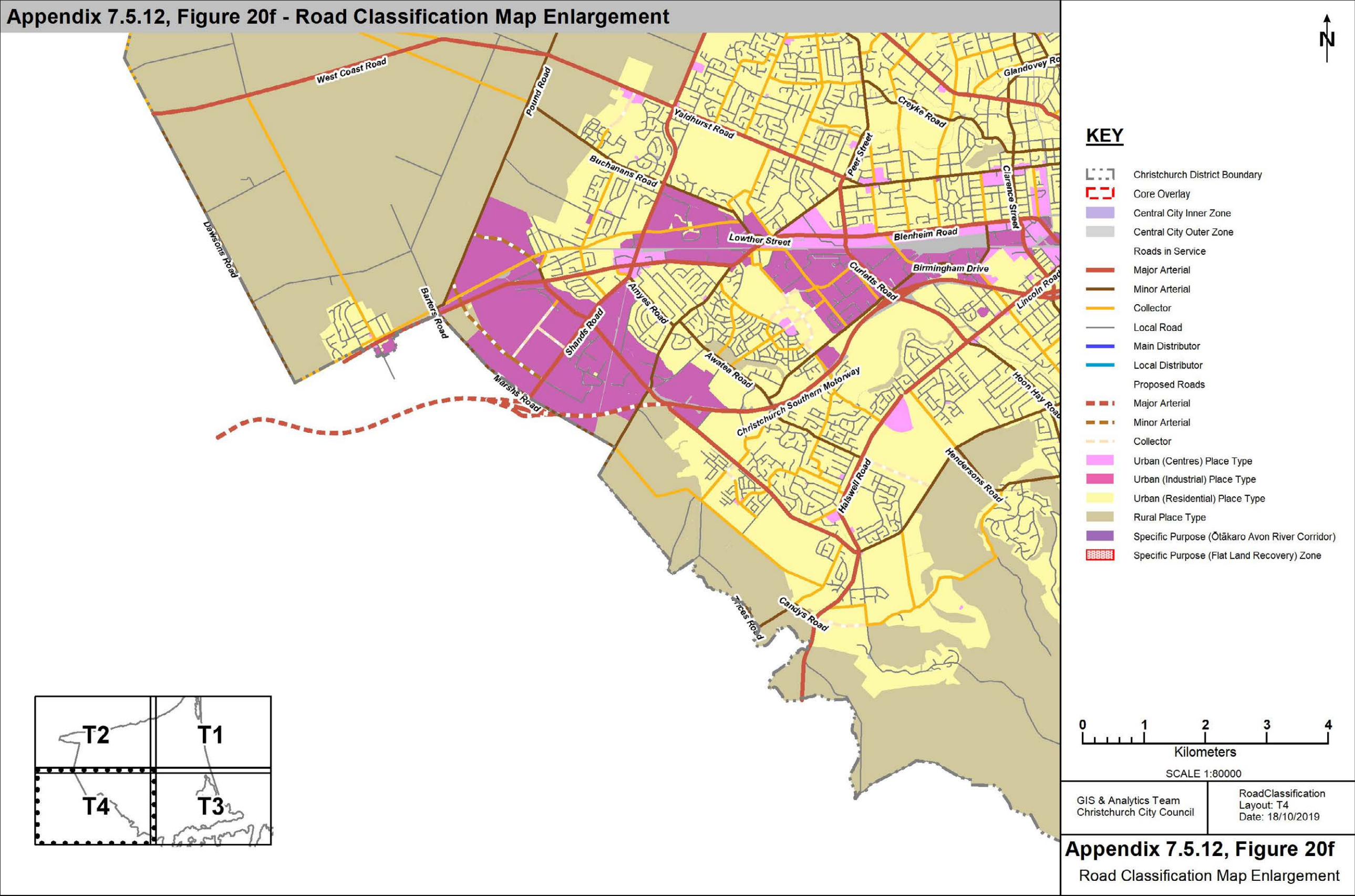
Scale: 1:10,000 @ A3

Data Source: Christchurch District Plan



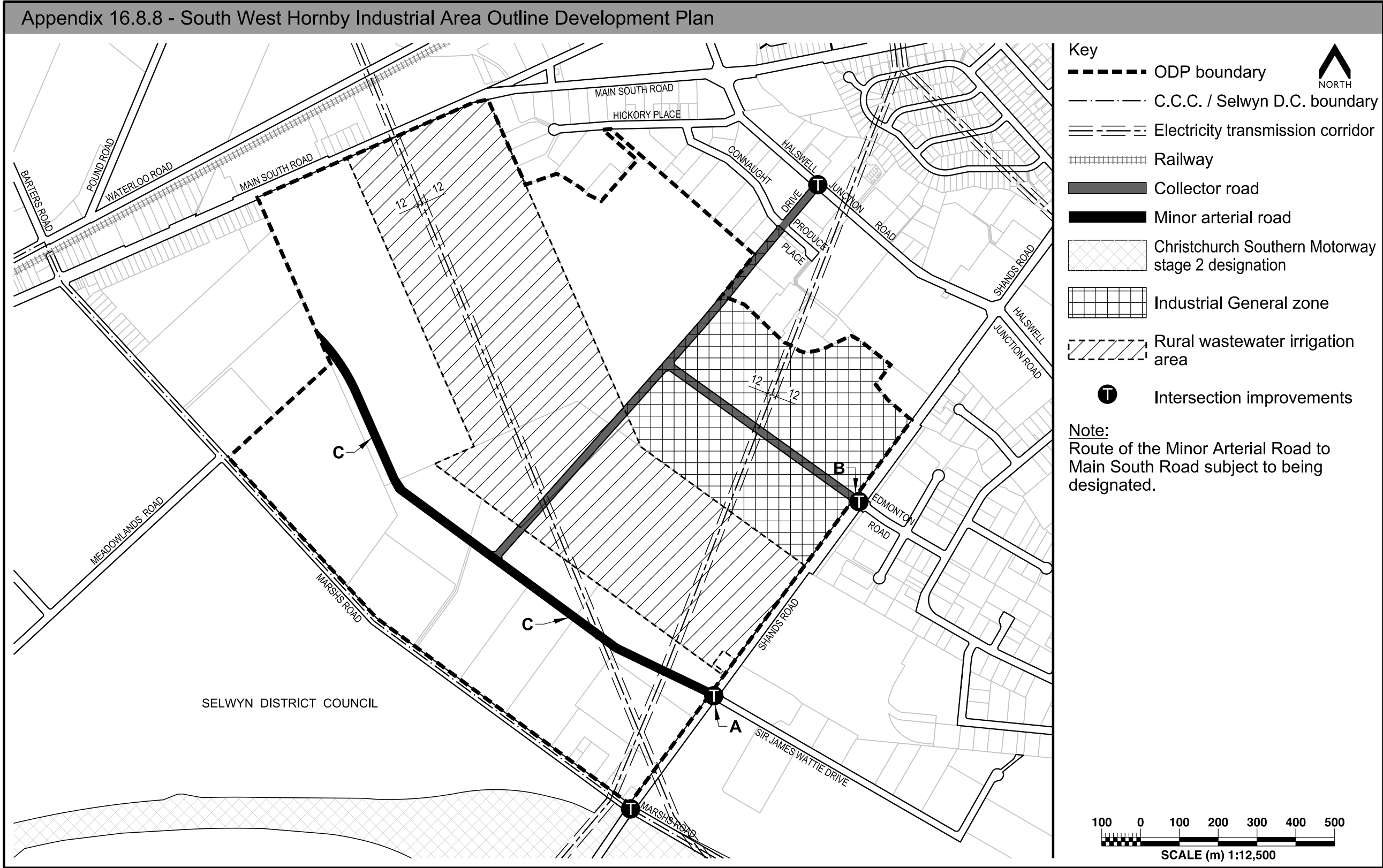
Christchurch District Road Classification Map

Appendix 7.5.12, Figure 20f - Road Classification Map Enlargement



Not to Scale
Data Source: Christchurch City Council District Plan

South West Hornby Industrial Area Outline Development Plan



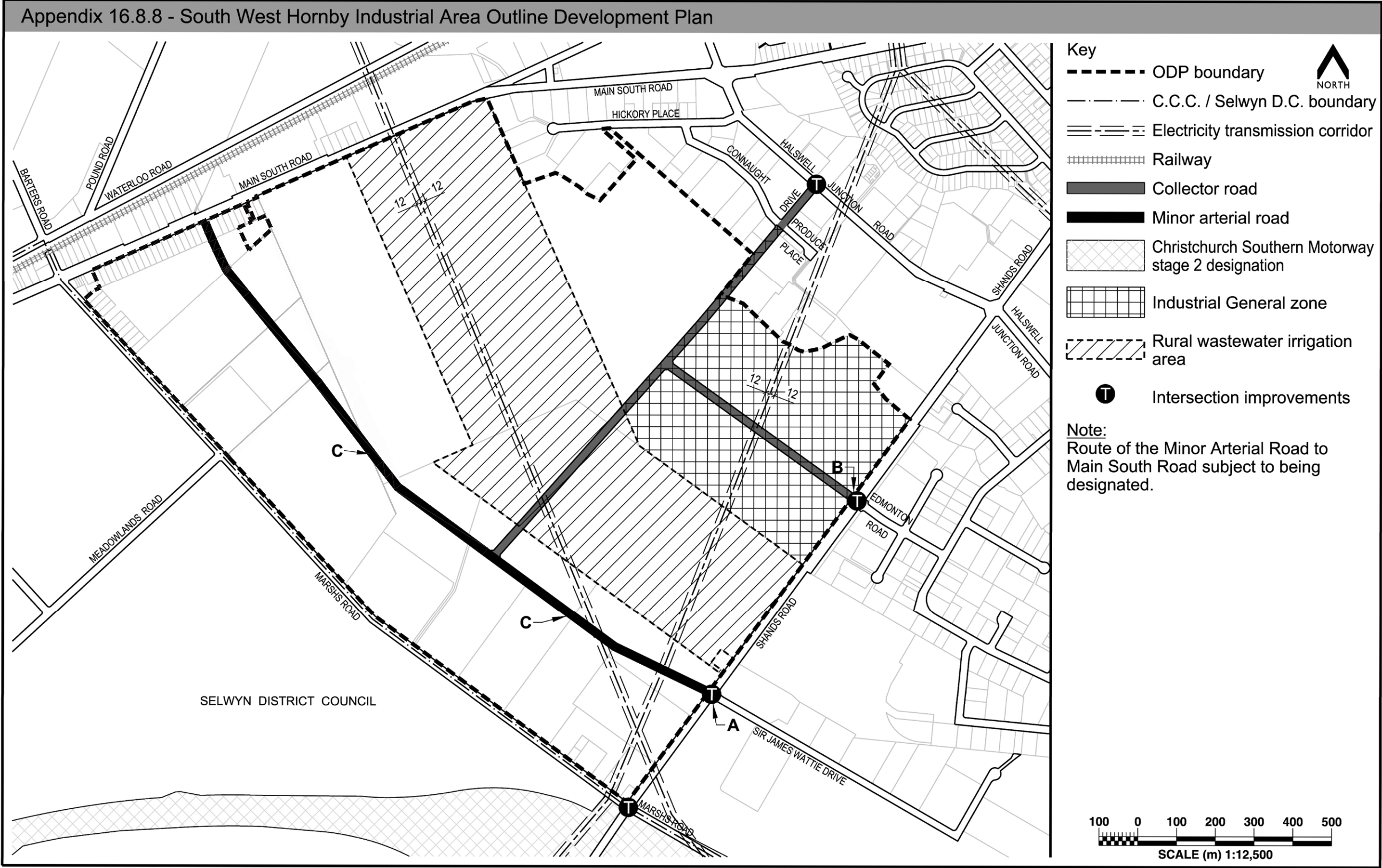
Technical Services and Design
Christchurch City Council

Map: pp006901.dgn
Date: 12/05/2017

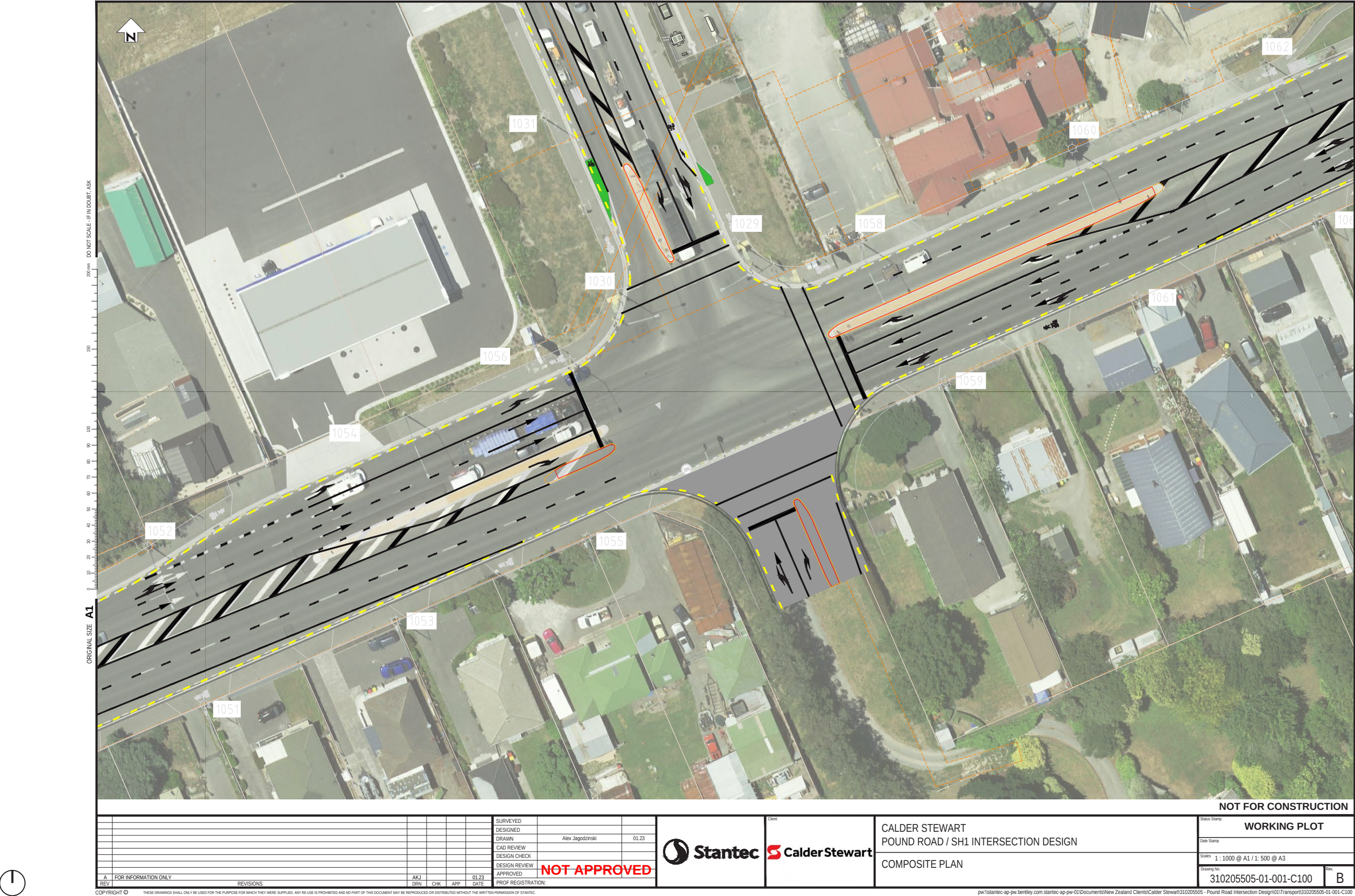
Not to Scale

Data Source: Christchurch City Council District Plan

Proposed Outline Development Plan



Proposed Intersection Design



Not to Scale
Data Source: Stantec

Viewpoint Location Map

Legend

The Site

1

Viewpoint Location

Stretch of road where future development within will be seen from

Scale: 1:10,000 @ A3
Data Source: Land Information New Zealand

RMM

Proposed Industrial Heavy Zone

Marshs Road, Christchurch

10

Viewpoint Location Photographs



Viewpoint Location 1: Located beside 756 Main South Road (Greenscapes) looking northeast towards the site, which is 330m away.



Viewpoint Location 2: Located beside at the Main South Road and Marshs Road intersection looking northeast along the road alignment and towards the site, which is 120m away.

Notes:

- Viewpoint Photographs were taken between 1:00pm and 4:00pm on 30 October 2023.
- Photos were captured on a Olympus E-M10 II Camera with a micro 4/3 mounted 25mm lens. This lens is equivalent to a 50mm lens.
- Panorama photos have been created from seven or eight individual portrait photographs so they have a horizontal field of view of approximately 127 degrees and a vertical field of view of 40 degrees. The extent of panorama photograph captures the human eyes primary field of view and represents what is seen from these viewpoints.
- Panorama photos were created in Adobe Photoshop, using the photomerge tool.

Viewpoint Location Photographs



Viewpoint Location 3: Located beside the Z Service Station along Main South Road, looking south towards the residential properties within the site. The PPC will allow for industrial development to replace these dwellings, which is 76m away.

Proposed entranceway off Pound Road / Main South Road into the Site.



Viewpoint Location 4: Located beside the Main South Road and Pound Road intersection, looking south towards the proposed accessway into the site and the residential properties within the site. The PPC will allow for industrial development to replace these dwellings, which is 78m away.

Viewpoint Location Photographs



Viewpoint Location 5: Located beside the Alpine View Holiday Park along Main South Road, looking south towards the existing Heavy Industrial Zone, the entrance to the Islington Reserve, and the residential properties within the site. The PPC will allow for industrial development to replace these dwellings, which is 75m away.



Viewpoint Location 6: Located along Main South Road, looking south towards the existing Heavy Industrial Zone, which is 210m away.

Viewpoint Location Photographs



Viewpoint Location 7: Located within the Islington Reserve beside boundary within the residential properties looking towards the site. The shelterbelt is within the reserve and highlights the boundary between the reserve and the site, which is 30m away.

Viewpoint Location Photographs



Viewpoint Location 8: Located along Marshs Road, east of the J. Swap Stockfoods property. The juvenile plants on the earthmound are in accordance within the ODP, which is proposed within the site, which is 960m away.



Viewpoint Location 9: Located along Marshs Road, east of Meadowlands Road. Existing Heavy Industrial Zoned land is situated on the otherside of the shelterbelt along the right hand side (north) of Marshs Road, which is 150m away.

Viewpoint Location Photographs



Viewpoint Location 10: Located along Marshs Road, west of Meadowlands Road and situated alongside the site, which is 14m away.



Viewpoint Location 11: Located beside 32 Marshs Road, looking west along the road alignment. The residential properties on the right hand side (north) will be zoned Heavy Industrial, which will allow for industrial development to replace these dwellings, which is 18m away.

Viewpoint Location Photographs

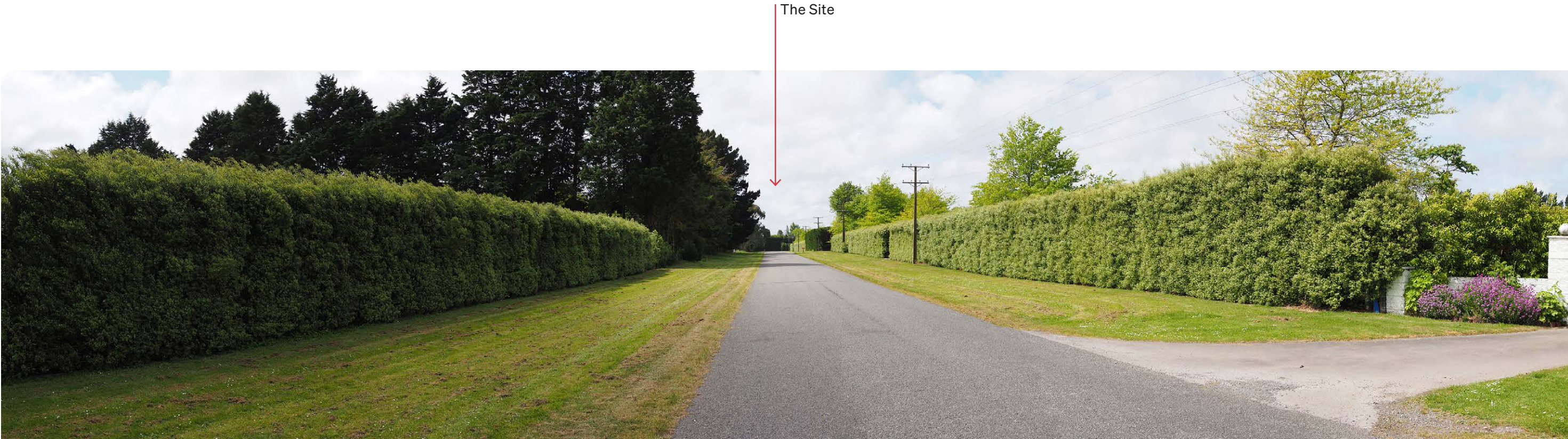


Viewpoint Location 12: Located beside 32 Marshs Road, looking east along the road alignment. The rural paddock on the northern side of the road will be zoned Heavy Industrial, which will allow for industrial development, which is 18m away.



Viewpoint Location 13: Located beside the entrance to the rural property within the site. The residential properties on the northern side of Marshs Road will be zoned Heavy Industrial, which will allow for industrial development to replace these dwellings and rural property, which is 18m away.

Viewpoint Location Photographs



Viewpoint Location 14: Located beside the entrance way into 51 Meadowlands Road, looking northeast towards the site, which is 370m away.



Viewpoint Location 15: Located beside the entrance way into 31 Meadowlands Road, looking northeast towards the site, which is 220m away.

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