

**Before the Hearing Panel appointed by the
Christchurch City Council**

In the Matter of

the Resource Management Act
1991 (**Act**)

And

In the Matter of

Proposed Plan Change 19 to the
Christchurch City Council: Marshs
Road Industrial

Statement of Evidence of
Paul Andrew Smith (Landscape)
for Calder Stewart Development Limited

Dated: 2 October 2026

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lane neave.

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INTRODUCTION

Qualifications and Experience

1. My name is Paul Andrew Smith. I am an Associate Landscape Architect employed by Rough Milne Mitchell Landscape Architects (**RMM**), based out of our Ōtautahi Christchurch and Hakatere Ashburton offices.
2. I hold a Bachelor of Landscape Architecture (Hons) degree from Lincoln University and am a Registered Member of Tuia Pita Ora New Zealand Institute of Landscape Architects (NZILA). Also, I am a Landscape Planning Judge for the 2026 NZILA Awards.
3. I have been practicing as a Landscape Architect, primarily in the field of Landscape Planning since 2012. I was employed by Vivian+Espie, a specialist resource management and landscape planning consultancy based in Queenstown from 2012 – 2017, and then by Beca as a landscape architect, specialising as a landscape planner from 2017 – 2019. Since 2019, I have been employed by RMM in the same role.
4. Regarding my experience, I have been involved in a substantial number of plan changes throughout the lower half of the South Island, including several Industrial Zone Plan Changes and District Plan Review projects. The following projects are relevant to the proposed plan change:
 - (a) PC28 - Twizel East Special Purpose Zone for Industrial Activities (Mackenzie District Plan). Located east of SH8 and Twizel township, within an ONL. 2023 - 2024.
 - (b) PC8 – Ashburton. Rezoning a Business F area to Business E, located along Fairfield Road West and Works Road. 2025 – Ongoing.
 - (c) Clandeboye Dairy Manufacturing Precinct, Timaru District Plan Review. A Precinct within the TDP to provide specific policy provisions for Fonterra's Clandeboye Dairy Manufacturing Site. 2024 – 2026.
 - (d) Resource Consent for Transpower's Training / Grid Skills Facility at Islington, Christchurch. This RC enables the installation and removal of transmission towers and lines, and other training exercises at their Islington property alongside Roberts Road and Pound Road. 2016.
5. I have been instructed by Calder Stewart Development Limited (**Calder Stewart**) to give expert landscape evidence in respect of Private Plan Change 19: Marshs Road

Industrial (**PC19**), being a private plan change application to rezone approximately 19.5 hectares (**ha**) of land zoned Rural Urban Fringe Zone (**RUFZ**) to Industrial Heavy Zone (**IHZ**) and Industrial General Zone (**IGZ**). Noting that the RUF zoning that relates to the 34 residential properties no longer forms part of PC19.

6. PC19 relates to the 19.5ha of land southeast of the Main South Road and Marshs Road intersection (**the Site**). I am familiar with the Site, having undertaken several site visits in 2023 and 2024 when preparing the Landscape Assessment Report (**LAR**) and its Graphic Attachment (**GA**), refamiliarising myself with the Site in September 2026, and occasionally travelling past the Site.

Code of Conduct

7. While this is not an Environment Court hearing I have read and agree to comply with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023. This evidence is within my area of expertise, except where I state that I am relying on material produced by another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Background and Role

8. I was the project lead landscape architect at RMM to assist with the preparation of the proposed Zoning and Outline Development Plans (**ODP**) and the Landscape Mitigation Plan, with a focus on boundary treatments, setbacks, and connectivity. I was the lead author of the LAR and it's GA that formed part of PC19 request.
9. Following the lodgement of PC19, I assisted Calder Stewart with responding to a Request for Further Information (**RFI**) from Christchurch City Council (**Council**), preparing a suite of documents and attending a Community Engagement evening.
10. When preparing my Brief of Evidence (**BoE**), I have reviewed:
 - (a) The 18 Public Submissions received that raised landscape and visual amenity related issues and are in opposition to PC19.
 - (b) Council's Section 42A (**S42A**) Report prepared by Mr Kirk Lightbody, dated 25 September 2026, with a focus on landscape matters.

Scope of Evidence

11. The purpose of my evidence is to provide a summary of the findings in the LAR and respond to the landscape related matters raised by the Submitters and Council's S42A Report.

12. The topics covered in my evidence are as follows:

- (a) The Proposal.
- (b) Summary of Landscape Assessment Report.
- (c) Response to Submissions.
- (d) Response to the Section 42A Officers Report.
- (e) Conclusion.

THE PROPOSAL

- 13. PC19 seeks to rezone approximately 19.5ha of RUFZ land to IHZ and IGZ, refer to **Appendix 1, Sheet 7**. Previously the Site was proposed to be entirely zoned IHZ.
- 14. Regarding this change, it is important to highlight that there are no differences between the IHZ and IGZ CDP built form standards relevant to the Site and PC19. This is because PC19 includes 'Area-specific' setback and landscaping requirements that take precedence over the IGZ.
- 15. The proposed IHZ will apply to three rural lifestyle properties and the IGZ will apply to two rural lifestyle properties, southeast of the Marshs Road and Main South Road intersection, refer to **Appendix 1, Sheet 7**.
- 16. The two proposed industrial zones will enable future industrial development to occur within the Site, including enabling the extension of Bruce Stewart Drive through to the Main South Road and Pound Road intersection, refer to **Appendix 1, Sheets 8 and 9**.
- 17. In brief, beyond the boundary setback areas (described in detail below) the proposed IHZ and IGZ will enable large scale warehouses with no height, floor area, or external appearance restrictions, and their associated industrial activities. Future industrial development enabled by the proposed zoning will be consistent with the existing and anticipated industrial development within the South West Hornby Industrial Area ODP, refer to **Appendix 1, Sheets 5 and 6**.
- 18. The proposed landscape mitigation design and building setback controls, as illustrated on **GA Sheets 10 - 13** have been captured in PC19s Policy Provisions. These landscape requirements and building setbacks have been designed to integrate future industrial development within the Site, be consistent with the existing design measures of the South West Hornby Industrial Area ODP and mitigate

potential landscape and visual effects. These are illustrated on **Appendix 1, Sheets 10 – 14** and described in detail below.

Marshs Road

19. The boundary treatment along Marshs Road will comprise of the following (a – g):
 - (a) There will be no direct Site access from Marshs Road. This will ensure a continuous landscape treatment along Marshs Road.
 - (b) Industrial buildings will be setback a minimum of 20 metres from Marshs Road. Office buildings less than 10m tall will be setback a minimum of 10 metres from Marshs Road.
 - (c) A 10m wide landscape strip will be located alongside Marshs Road. Planting will include two offset rows of trees that will have a mature height of 6m+ tall. Trees in each row will be spaced 10m apart, therefore when staggered, gaps between trees will be 5m. Three rows of native shrubs that reach 3 - 5m tall will be planted between the rows of trees.
 - (d) The existing shelterbelt will be retained until the proposed tree species reach 6m tall. Once removed, the shelterbelt will be replaced with one more row of trees. This is an update to the original PC19 proposal, which resulted in the removal of the shelterbelt and was to be left as a grass verge.
 - (e) Tree species for all boundary planting will comprise *Podocarpus totara* – totara, *Hoheria angustifolia* – narrow-leaved lacebark, *Plagianthus regius* – manatu / lowland ribbonwood along the road frontage, which is consistent with the Marshs Road frontage within the existing South West Hornby Industrial Area ODP. Refer to **Appendix 1, Sheet 15**.
 - (f) Native shrubs will comprise plant species listed in the Christchurch District Plan (**CDP**) 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* – Kohuhu. Refer to **Appendix 1, Sheet 15**.
 - (g) The requirements of CDP Appendix 6.11.6 of Chapter 6, Part A shall apply to the implementation of all plants.
20. The width and extent of the Marshs Road boundary treatment will align with the remainder of Marshs Road, southeast of the Site. Also, it is the same width and

comprises more plant species than Waterloo Industrial Park's Pound Road interface.¹

21. These examples demonstrate the way in which the boundary treatment will visually screen the lower sections of built form (a minimum of below 6 - 7m) and the associated outdoor storage of goods, car parking and movement of vehicles around these buildings.

Main South Road

22. PC19 will enable the arterial road through the Site and the South West Hornby Industrial Area "Bruce Stewart Drive" to connect with Main South Road, at the Pound Road intersection. Refer to **Appendix 1, Sheets 8 and 9**.

Residential Interfaces

23. The boundary treatment alongside the residential properties within the Site will comprise of the following:
 - (a) Industrial buildings that have no height restriction will be setback a minimum of 20m from the resident's boundary line.
 - (b) The 20m building setback will include a 10m wide landscape strip that will provide a minimum of one tree every 5m that will reach a minimum height of 6m and three rows of native shrubs that reach 3 - 5m tall.
 - (c) All lighting must face inwards toward the industrial land and away from residential dwellings.

Islington Reserve

24. PC19 policy provisions have been updated to ensure that there will be an internal pedestrian or road connection to Islington Reserve. Also, that at least one neighbouring industrial property will be designed to provide passive surveillance over the reserve. The purpose of these rules is to enhance the use and amenity of the reserve through resolving the existing Crime Prevention Through Environmental Design (**CPTED**) issues within the reserve.

SUMMARY OF LANDSCAPE ASSESSMENT REPORT

Receiving Environment and Site Description

¹ CPD 16.8.2 Industrial General Zone (Waterloo Park).

25. The receiving environment (refer to **Appendix 1, Sheet 3**) is located on the western edge of Christchurch, straddling Christchurch and Selwyn Districts and encompasses:
- (a) the South West Hornby Industrial Area, located east and south of the Site;
 - (b) the Industrial General Zone (**IGZ**) comprising a diverse mix of industrial and commercial activities on the northern side of Main South Road, and the Waterloo Park Industrial Zone to the northeast;
 - (c) residential properties adjacent to the Site and immediately west of Marshs Road, and the rural living environments within Selwyn's General Rural Zone² to the west; and
 - (d) State Highway (**SH**) 1 / Main South Road and SH76 / the Southern Motorway, that are both main arterial roads through Christchurch and connect Christchurch to the south.
26. The dominant landscape character of the receiving environment is industrial development comprising large warehouses, manufacturing, transport and storage facilities throughout the wider Hornby industrial area that are supported by major transport infrastructure including SH1, the Southern Motorway, Pound Road, Shands Road and Halswell Junction Road. These activities have established a highly modified environment that is characterised by large buildings, extensive areas of hardstand, outdoor storage, security fencing, truck movements and broad road corridors designed to accommodate heavy vehicles.
27. In contrast, west of Marshs Road the receiving environment comprises rural lifestyle properties characterised by dwellings, paddocks, equestrian activities, mature shelterbelts, hedgerows and amenity trees. These elements contribute to a more rural living character and provide a greater degree of visual amenity than the surrounding industrial environment. The contrast between these two land use patterns is particularly evident along Marshs Road, where industrial development occurs on one side of the road and rural living activities occur on the other.
28. While the Site currently provides a rural outlook for some adjoining residents, it does not contain any notable landscape features. Rather, it currently forms a residential and rural-residential environment within an area that is otherwise strongly influenced by industrial land uses and transport infrastructure.

Landscape Character and Values

² Partially Operative Selwyn District Plan (Appeals Version).

29. 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 PC19 are listed below:
- (a) 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.
 - (b) 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 vegetation patterns.
 - (c) There are no apparent associated values within the receiving environment.
30. Overall, the receiving environment is considered to have a low-moderate degree of landscape value. This is because the landscape has already been extensively modified by urban development, industrial activities and major transport corridors. While localised areas of rural amenity exist, particularly around Marshs Road and the adjoining lifestyle properties, the wider character of the area is dominated by industrial development and the strategic transport network that supports it.

Assessment of Visual Effects

31. Visual effects arising from proposed PC19 have been assessed from the surrounding public roads and neighbouring properties as follows:
- (a) Main South Road: **Very Low**
 - (b) Islington Reserve: Enhance the amenity by resolving CPTED issues.
 - (c) Marshs Road:
 - (i) Southeast of Residential Area: **Low** on the reduced number of road users.
 - (ii) Residential Section: **Low to Low-Moderate** on the reduced number of road users.
 - (d) Meadowlands Road: **Low**
 - (e) Residential properties along Main South Road and Marshs Road: **Moderate to Moderate-High**

- (f) Residential properties west of Marshs Road: **Low to Low-Moderate**
32. The key reasons for these conclusions from Main South Road, Marshs Road and Meadowlands Road are:
- (a) Future industrial development will appear in keeping with the existing pattern of industrial development within in the receiving environment.
 - (b) Marshs Road will continue to form a visually coherent boundary between Hornby's industrial area and Selwyn's rural and rural living area.
 - (c) The proposed landscape boundary treatment along Marshs Road and Main South Road will visually screen the lower sections of built form (a minimum of below 6 - 7m). Also, the landscaping will screen the associated outdoor storage of goods and movement of vehicles around these buildings that are more unsightly than the blank upper façade of a warehouse building.
 - (d) The proposed landscape boundary treatment will appear as a visually coherent continuation of planting along Marshs Road. The rows of closely planted amenity trees and native shrubs will provide a predominantly vegetated outlook that will contribute to a road user's visual amenity when compared with a mixture of ad hoc landscape treatments.
 - (e) The existing, approximately 5 - 6m tall shelterbelts along Marshs Road will be maintained until the proposed boundary planting reaches 6m tall. Therefore, the shelterbelts will assist with mitigating any temporary adverse visual effects.
 - (f) The existing daily traffic volumes along Marshs Road, in particular heavy vehicles are anticipated to reduce due to the proposed road network changes through the Site, as assessed by Mr Andrew Leckie (Traffic Engineer).
 - (g) The commercial buildings within the Commercial Local Zone, on the corner of Marshs and Main South Road will provide some screening, retaining small scale development in keeping with the IG Zone and provide a height transition to the PPC.
 - (h) Future industrial development will appear in keeping with the existing pattern of development beyond Marshs Road, will occupy a relatively small portion of the overall view from Meadowlands Drive, with existing mature shelterbelts and hedges constrain available views toward the site. The proposal will not obstruct important distant views to the Southern Alps or

Port Hills, and landscape planting would assist in screening the lower portions of future buildings.

33. The key reasons for these conclusions from the residential properties along Main South Road and Marshs Road are:
- (a) Built form behind the residential properties (to the south or southeast), within each of the rural living properties can include one building that is 9m tall³, or one farm building 12m tall⁴, setback 10m⁵, with an overall floor area of 2,000m² in area⁶. I.e. built form behind these properties is not unanticipated by the CDP.
 - (b) These properties are afforded a low-moderate to moderate degree of amenity. I.e. the receiving environment has a moderate-high ability to absorb change, including industrial development due to the way in which the surrounding industrial activities influence the character of the area.
 - (c) Future industrial development is located to the south, and east of these properties, therefore, shading is not a concern. Importantly, a shelterbelt / planting alongside the Marshs Road properties would result in more shading than industrial development setback 20m.
 - (d) 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.
 - (e) The potential adverse visual effects resulting from this change will be partly mitigated 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.
 - (f) Residential properties along the eastern side of Marshs Road will no longer be replaced with industrial development. Therefore, residents along the west side of Marshs Road will continue to see residential development fronting the eastern side of Marshs Road. Industrial development will be setback 70m from the road reserve behind the residential properties and

³ CDP Rule 17.5.2.2

⁴ CDP Rule 17.5.2.2

⁵ CDP Rule 17.5.2.4

⁶ CDP Rule 17.5.2.6

10m landscaping strip. Therefore, they will not dominate the view from these properties.

Assessment of Landscape Effects

34. PC19 will result in a substantial change to the existing character of the Site by replacing the existing land uses with heavy and general industrial development. At a site-specific scale this represents a substantial land use change and would alter the existing landscape character within the Site from one that is predominantly rural-residential to one that is industrial in nature. Consequently, the proposal would result in a moderate-high degree of adverse effects on the existing character of the Site itself.
35. However, the scale and significance of the landscape effects are reduced when considered within the receiving environment. This is because the Site is located immediately adjacent to established IHZ land. Also, industrial land use, large-scale buildings and associated infrastructure are already defining characteristics of the area. Therefore, future development enabled by PC19 will not introduce an unfamiliar or unexpected land use pattern into the receiving environment. Rather, it will complete and consolidate the expansion of the existing industrial area, in which Marshs Road will form a legible edge between the urban and rural areas.
36. An important factor of PC19 is the existence of the South West Hornby ODP, which provides a framework for future road connections, landscape treatment and industrial development to integrate with. The proposed rezoning will allow the Site to be integrated into this framework, resulting in a coordinated and cohesive pattern of development rather than an isolated or ad hoc industrial expansion. The proposed arterial road connection between Main South Road and Shands Road will also strengthen the connectivity through the industrial area and contribute to the efficient functioning of the wider transport network, as assessed by Mr Leckie (Transport Engineer).
37. The proposed landscape treatment along Main South Road, Marshs Road, and along the residential interfaces will assist in integrating future development into the receiving environment and maintaining a consistent vegetated character around the Site's perimeter.
38. The LAR identified opportunities to enhance Islington Reserve through improved access, connectivity and amenity design, which could generate positive outcomes for public open space within the area. These recommendations have been adopted and form part of the updated ODP.

39. In summary, while future industrial development enabled by PC19 will fundamentally change the character of the Site itself, the resulting landscape effects on the receiving environment are not considered to be significant. This is because the proposal aligns with the existing and anticipated development pattern of the surrounding industrial area and occurs within a landscape that has already been substantially modified.
40. Overall, PC19 will result in a **low to low-moderate degree** of adverse landscape effects on the receiving environment, with a range of beneficial outcomes including a more accessible, user-friendly reserve space and a well-connected strategic road network.

RESPONSE TO SUBMISSIONS

41. The Submitters in opposition to PC19 have raised comparable landscape and visual amenity related issues. Subsequently, I focus the response to the issues in common raised by submitters, rather than individual submissions.
42. The Submitters' residences (near the Site) have been mapped on **Appendix 1, Sheet 4 and 15** to assist with understanding their location in relation to the Site. Also, it is worthwhile highlighting that opposing submissions in relation to amenity effects have only been received from eight of the 34 residential properties within the Site, and four of the 15 properties opposite the Site, along the western side of Marshs Road.

Entrance into Christchurch

43. Several submitters opine that Templeton is the entrance into Christchurch and that future heavy industrial development will degrade the entrance experience along SH1.
44. I do not consider that there is a defined entrance point / threshold when entering Christchurch from the southwest. Rather, the entry into Christchurch is experienced as numerous transition points between the new Walkers Road / Dunns Crossing Road roundabout in Rolleston through to the Main South Road and Shands Road intersection within Hornby.
45. Road users travel through / past Rolleston and Templeton, through the industrial area on Christchurch's western edge, including the eclectic mix of industrial activities immediately north of Site, through the Hornby residential neighbourhood arriving in the centre of the Hornby commercial area. Following this, road users can branch off in numerous directions to other parts of Christchurch.

46. In this regard, industrial development forms part of the entry experience into Christchurch, with the existing IGZ lining the northern side of Main South Road and IGZ and IHZ lining both sides of Main South Road for 1.3kms east of the Site. Therefore, industrial development located within the Site, behind the residential properties will result in a 450m extension of industrial development along Main South Road and will not be out of place when entering Christchurch from the southwest. Noting that the proposal has been updated so the residential properties are no longer proposed to be rezoned industrial.

Stronger Urban Design and Visual Amenity Controls, and Adequacy of Landscaping

47. Several submitters seek stronger urban design and visual amenity controls and have questioned the adequacy of the proposed landscape treatment around the Site.
48. The landscape treatment around the periphery of the Site is the key mitigation measure⁷ to integrate future industrial development into the receiving environment and reduce its potential adverse effects on visual amenity.
49. It is my understanding that this point of concern is in relation to industrial zoning fronting Main South Road, which is no longer proposed. I discuss the specific 20m setback distance and associated landscaping, when addressing the concerns raised in Council's S42A Report. Therefore, I respond to the Council's and any of the Submitters concerns regarding the residential interface below.

Rural Residential and Visual Amenity, and the Appropriateness for Setbacks

50. I have assessed the actual and potential adverse effects on the visual amenity currently experienced by residence within the Site and west of Marshs Road above. Also, I discuss the specific 20m setback distance later on, when addressing the concerns raised in Council's S42A Report. Therefore, I will not repeat these conclusions here.

Night Lighting

51. Submitters have raised concerns regarding night lighting, and how this will contribute to adverse effects on their visual amenity.
52. There are no operational constraints in the IGZ or IHZ, therefore lighting may occur all night, including permanent or sensor operated security lighting.

⁷ Building design controls are not proposed. This is because they can result in limitations on the future use of buildings. I.e. a dark recessive building can increase the internal temperature of a building, that may impact on its internal use.

53. It is proposed that all lighting must face inwards toward the industrial land uses and away from residential dwellings. Therefore, the direction of lighting will ensure that light spill into the residential properties will not occur. However, there will be an increase in illuminance associated with future industrial buildings and the related activity. The proposed landscaping comprising native, evergreen trees and shrubs that will create a dense band of vegetation over 6m+ tall will be located between the residents and industrial sites. Therefore, the night time illuminance will be adequately mitigated below the proposed 6m+ tall landscape strip.

RESPONSE TO SECTION 42A REPORT

54. I have reviewed Councils S42A Report prepared by Mr Lightbody, dated 25 September 2026, with a focus on landscape related matters. Noting that Mr Lightbody / Council did not request a peer review of the LAR by a suitably qualified Landscape Architect.
55. Mr Lightbody *“recognise[s] building setbacks as an appropriate method to manage industrial-residential interfaces, specifically the visual impact of large-scale buildings. Setbacks together with substantive landscaping strips and requirements for large scale tree and hedge plantings, can screen industrial development and reduce adverse amenity effects to an acceptable level.”*⁸
56. In regard to Mr Lightbody’s comment, he generally agrees with the conclusions I reached in the LAR. This includes the proposed building setbacks and landscape treatments along Marshs Road and Main South Road once the residential lots are zoned IG. Also, in regard to neighbours west of Marshs Road, he opines that *“the operative landscaping to be robust and the most appropriate method to mitigate any visual effects.”*⁹
57. There is only one landscape related point of disagreement between Mr Lightbody and me.
58. Mr Lightbody opines that a 25m building setback is more appropriate than 20m. In coming to his conclusion, he has placed weight on CDP’s Trents Road ODP¹⁰, that relates to the Cookie Time Factory Site in Templeton.

⁸ Paragraph 7.5.3

⁹ Paragraph 7.6.3

¹⁰ CDP Appendix 16.8.6 and 16.4.8.2.2

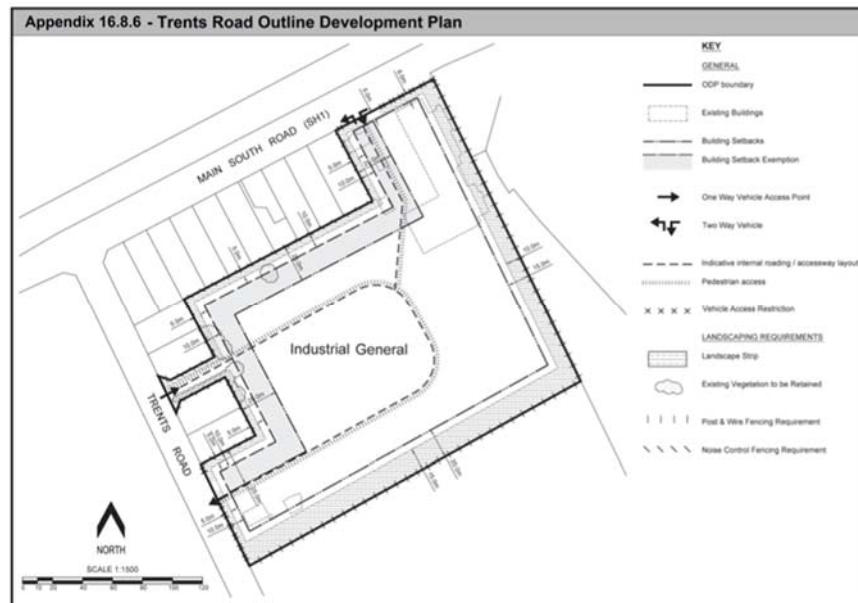


Figure 1: Trents Road ODP with a 25m building setback and 5m wide planting strip.

59. The Trents Road ODP requires future industrial buildings being setback 25m from the residential properties and a 5m wide landscape strip to be implemented alongside these properties. The ODP does not specify plant species or mature plant height requirements for this boundary treatment, in which native shrubs / hedging could all be below 2m tall. This is a substantial difference between the Trents Road ODP and proposed PC19, in which trees and shrubs are expected to reach 6m+ tall and 3 - 5m tall, respectively.
60. Whilst not specific in the LAR, the proposed boundary treatment has always been intended to reflect the Waterloo Park's Pound Road interface, illustrated below on **Figure 2**.

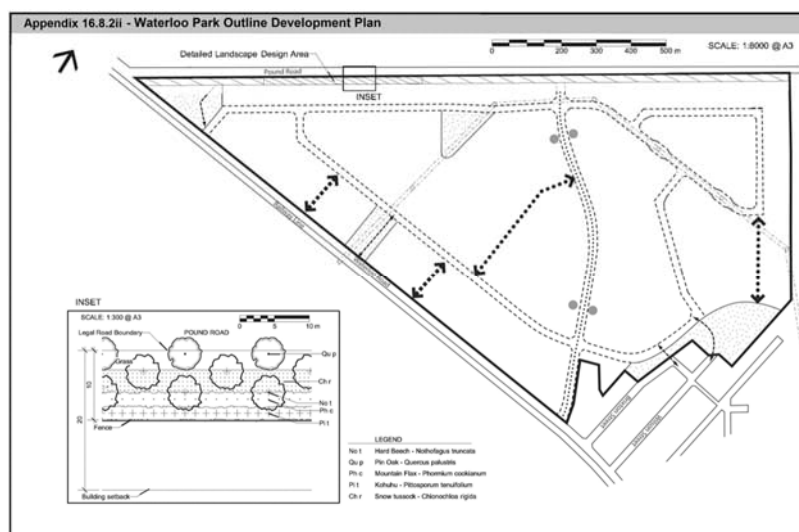


Figure 2: Waterloo Park ODP with a 20m building setback and 10m wide planting strip.

61. The combination of multiple rows of native shrubs and tall amenity trees will provide a layered appearance that will visually screen the lower sections of built form and the associated outdoor storage of goods and movement of vehicles around these buildings that may appear more unsightly than the blank upper façade of a warehouse building.
62. Due to this, I consider that the 20m setback combined with the proposed landscape treatment will adequately mitigate future industrial development.
63. Also, it is apparent that each Industrial Area's ODP is unique to their environment. i.e. there are no standardised setbacks. Therefore, I do not consider that there Trents Road ODP sets a landscape precedent to follow.

CONCLUSION

64. In summary, PC19 represents an appropriate and logical extension of the existing South West Hornby Industrial Area. While the proposal will result in a substantial change to the character of the Site, this change when considered within the wider receiving environment, is already strongly influenced by established industrial development, strategic transport infrastructure and the planned growth of Christchurch's industrial land. In this context, the proposal will consolidate and complete an co-ordinated pattern of industrial expansion rather than retain land that will become redundant rural land or introduce an unfamiliar land use.
65. I consider that the landscape mitigation measures proposed through PC19, including the building setbacks, landscaping, temporary retention of existing shelterbelts and controls on lighting and access will assist in integrating future industrial development into the receiving environment. The landscape treatment along Marshs Road, Main South Road and the residential interfaces will provide a visually coherent vegetated edge that assists in screening industrial activity and maintaining visual amenity for road users and neighbouring properties.
66. Having reviewed the submissions and the Section 42A Report, I remain of the view that the proposed setbacks and landscape treatments are appropriate and are sufficient to reduce the actual and potential adverse landscape and visual effects to acceptable levels.

67. Overall, I conclude that proposed PC19 will result in a **Low to Low-Moderate** degree of adverse landscape effects on the receiving environment. The proposal is consistent with the existing and anticipated development pattern of the South West Hornby Industrial Area and will achieve a coordinated and well-integrated outcome.

A handwritten signature in black ink, appearing to read 'P. Smith'.

Paul Andrew Smith

2 October 2026

Appendix 1



Document Information

Project		
Proposed Plan Change 19 - Marshs Road, Christchurch		
Address		
Marshs Road, Christchurch		
Client		
Calder Stewart Land Holdings Ltd		
Document		
Appendix 1: Graphic Attachment to Landscape Evidence of Paul Smith		
Status		
For a Private Plan Change		
Revision		
2	For Council Hearing	02.10.2026
Prepared By		
Rough Milne Mitchell Landscape Architects Ltd		
Project Number: 23042		
Author: Paul Smith		
Peer Reviewed: Nikki Smetham		

Disclaimer
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Receiving Environmental Plan

Legend

The Site

The Receiving Environment



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

Site Plan

Legend	
	The Site
Submitters - Nuetral	
(A)	Lynn Cotton & Grant Hamilton 687 Main South Road
Submitters - Opposed	
(B)	Jason Williams 648 Main South Road
(C)	Fong Chih John Chang 671 Main South Road
(D)	Ben Niven & Stacey CrockettHunt 677 Main South Road
(E)	Alma Baterina & Mario Baterina 679 Main South Road
(F)	James Hubball 681 Main South Road
(G)	Kelvin Jones 713 Main South Road
(H)	Mark Anisy 719 Main South Road
(I)	Scott Paulson & Tayla Paulson 21 Marshs Road
(J)	Maree Summers & David Tucker 23 Marshs Road
(K)	Julianne Keryn 34 Marshs Road
(L)	Daryna Tofanchuk & Yager Akulov 36 Marshs Road
(M)	Gavin & Deborah Newell 38 & 58 Marshs Road
(N)	John Stewart 42 Waipuna Road
(O)	Warren & Pauline Newell 31 Meadowlands Road

Scale: 1:4,000 @ 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

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)

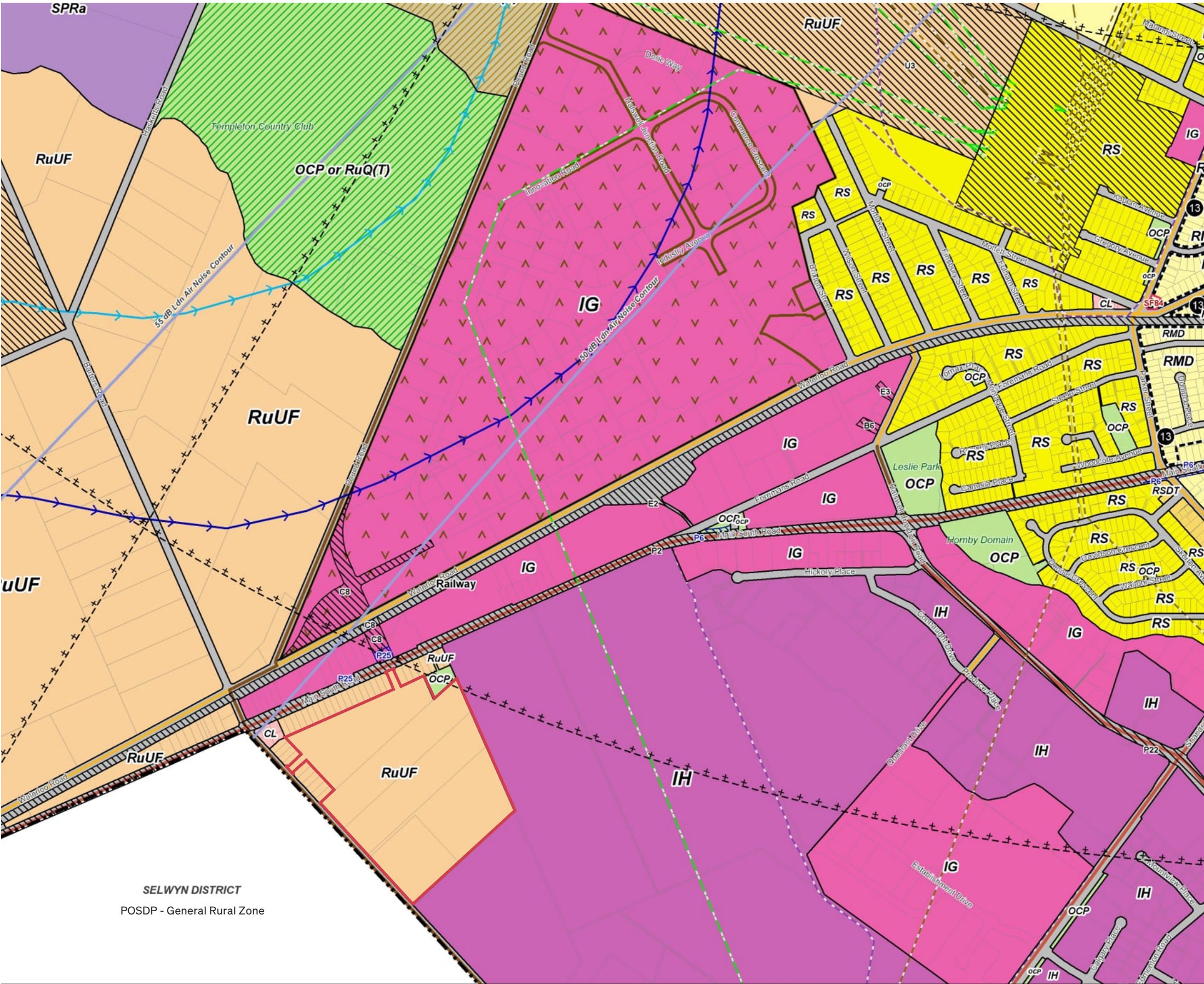
SPST

Specific Purpose (Styx Mill Road Transfer Station)

SPT

Specific Purpose (Tertiary Education)

Transport



⌚

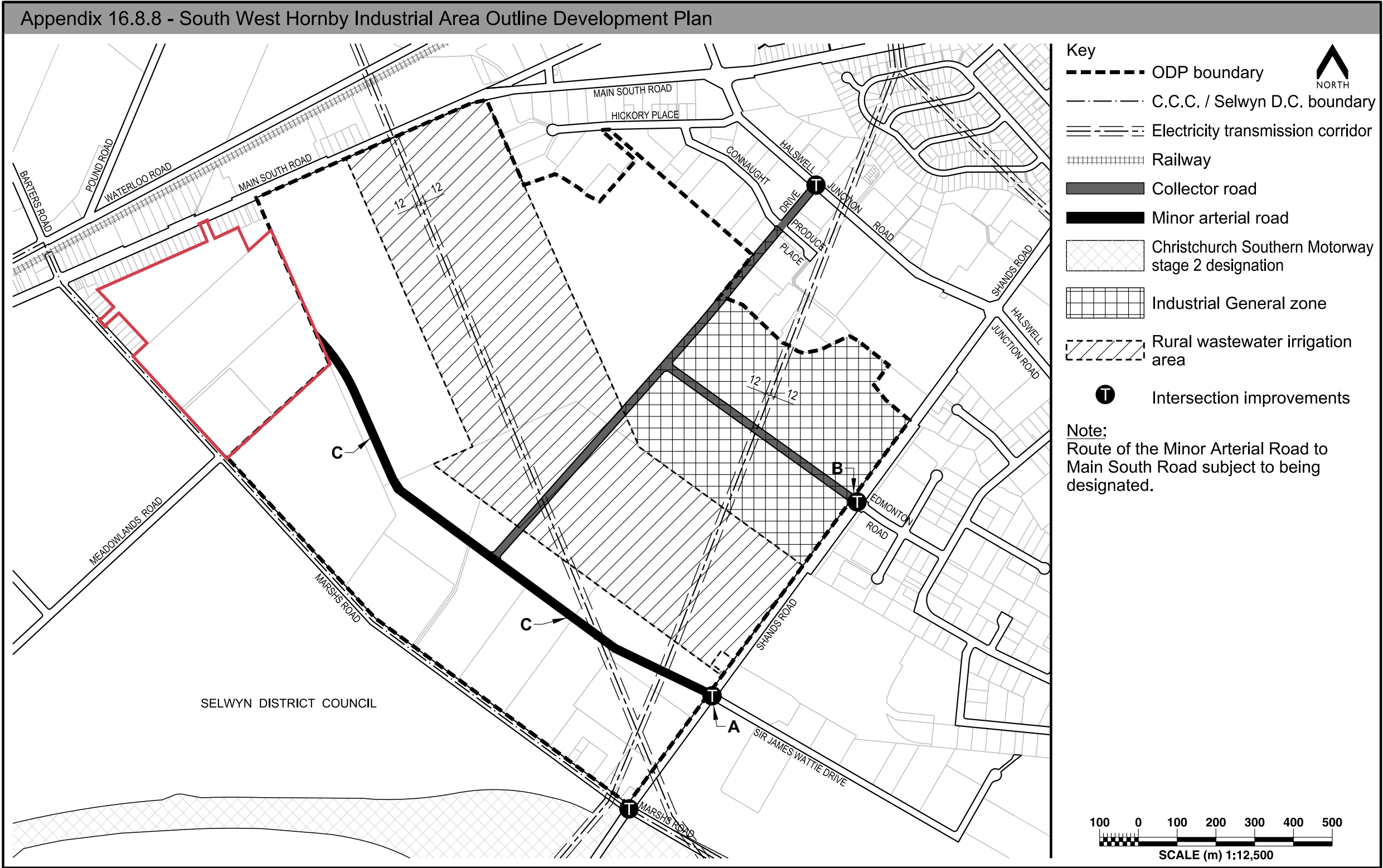
Scale: 1:10,000 @ A3

Data Source: Christchurch District Plan

South West Hornby Industrial Area Outline Development Plan

Legend

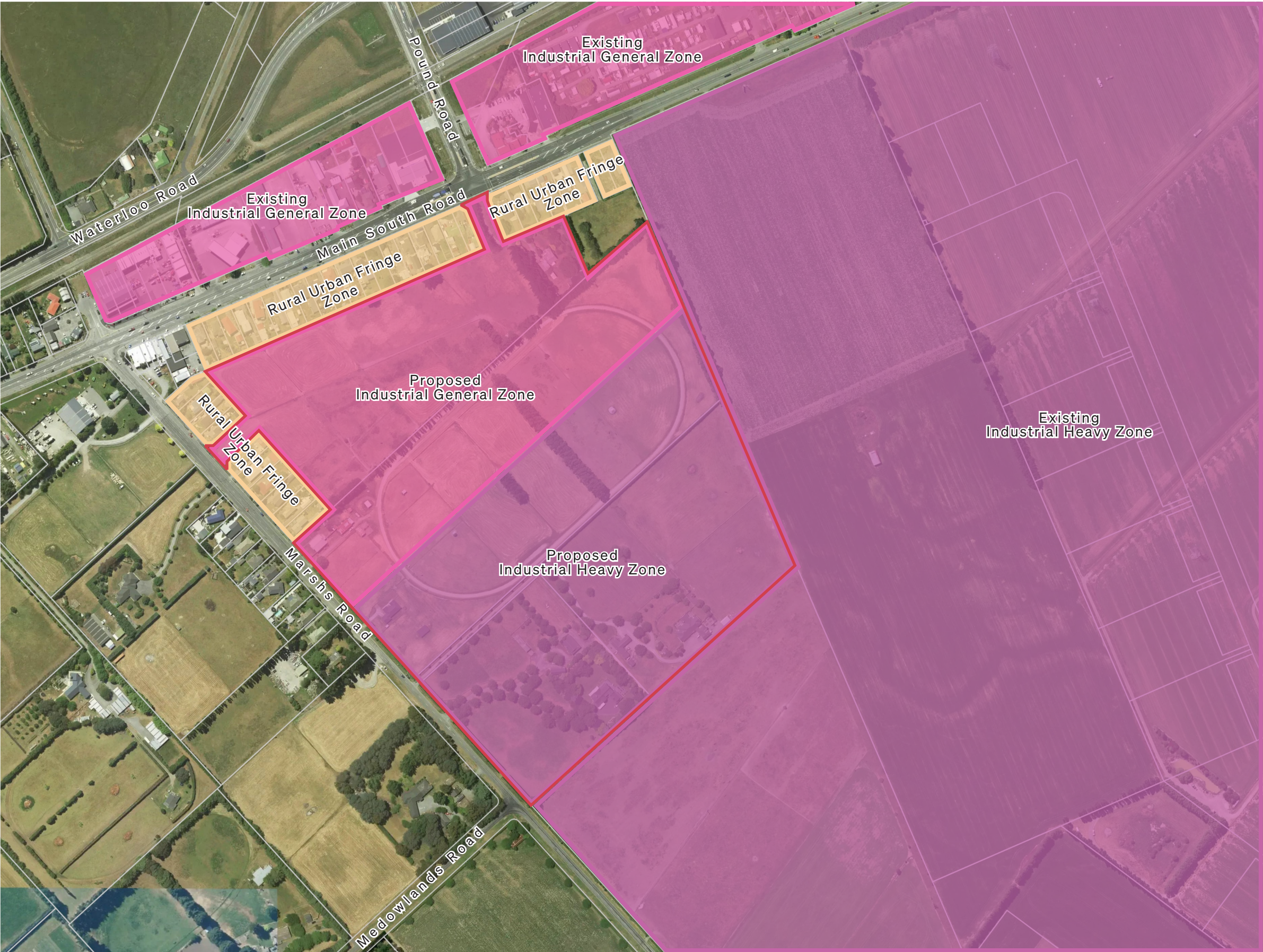
The Site



Proposed Zone Plan

Legend

The Site



Scale: 1:4,000 @ A3
Data Source: Land Information New Zealand

Proposed Outline Development Plan

Legend

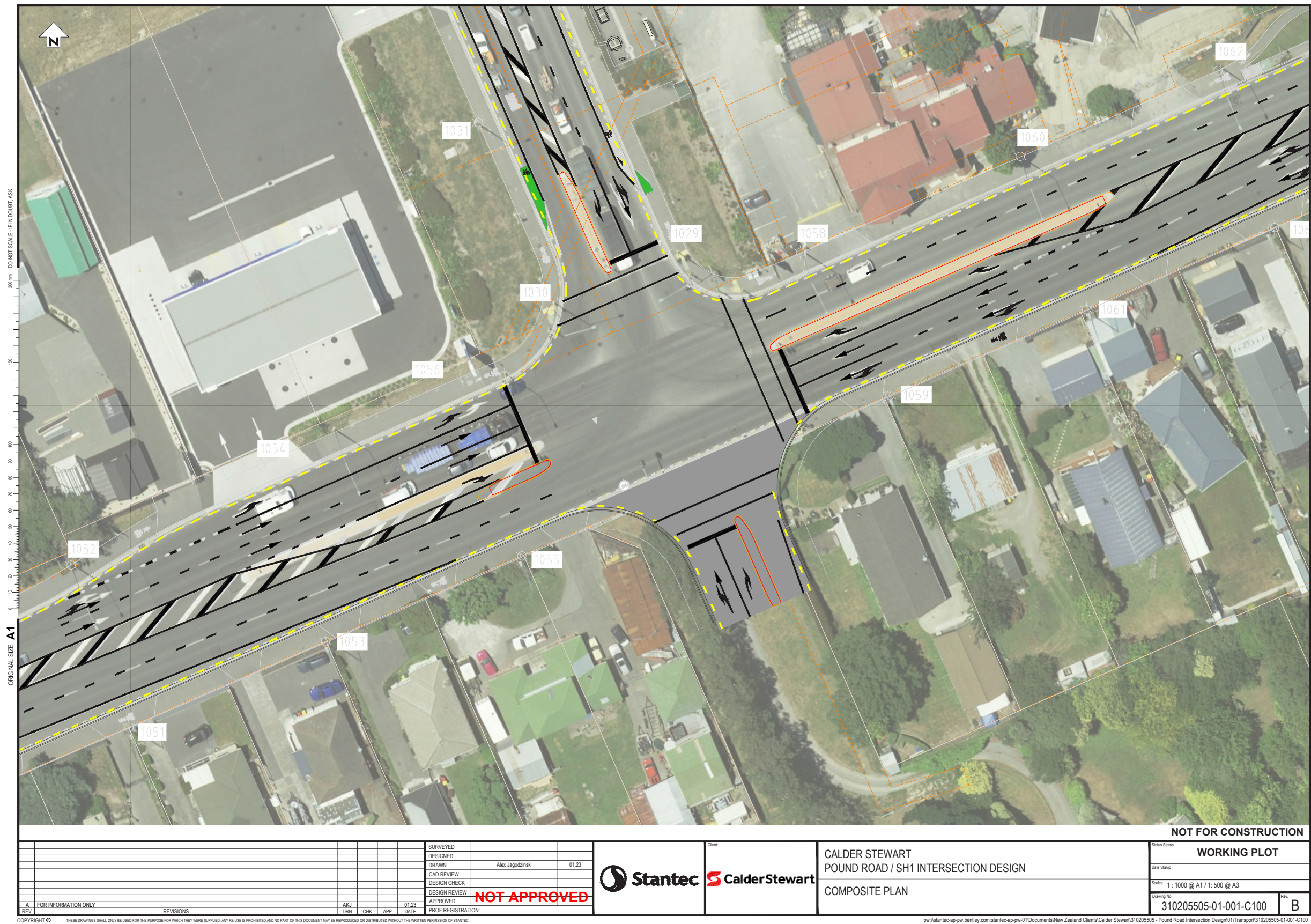
The Site



Not to Scale

Data Source: Calder Stewart Land Holdings Ltd

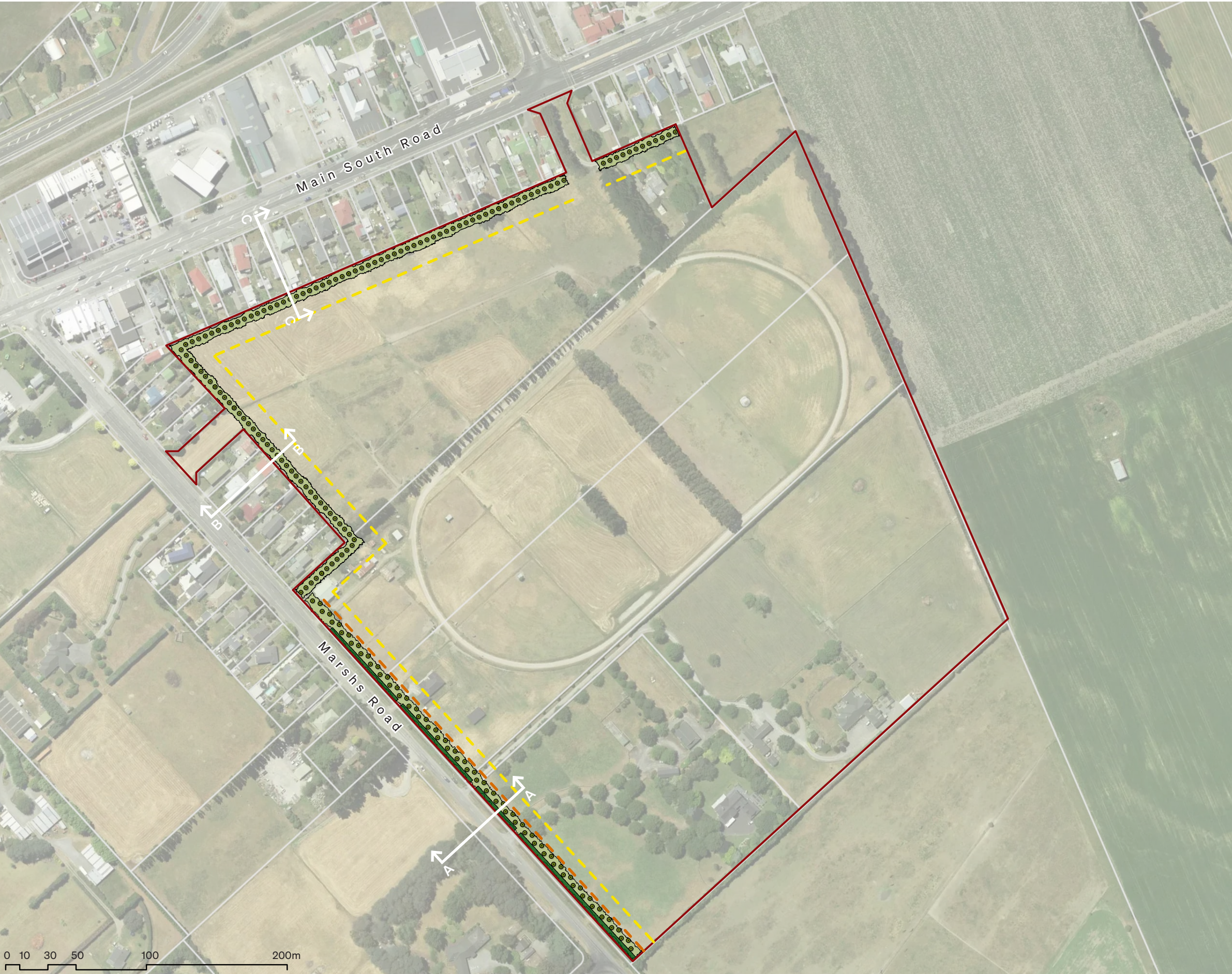
Proposed Intersection Design



Not to Scale
Data Source: Stantec

Proposed Landscape Mitigation Plan

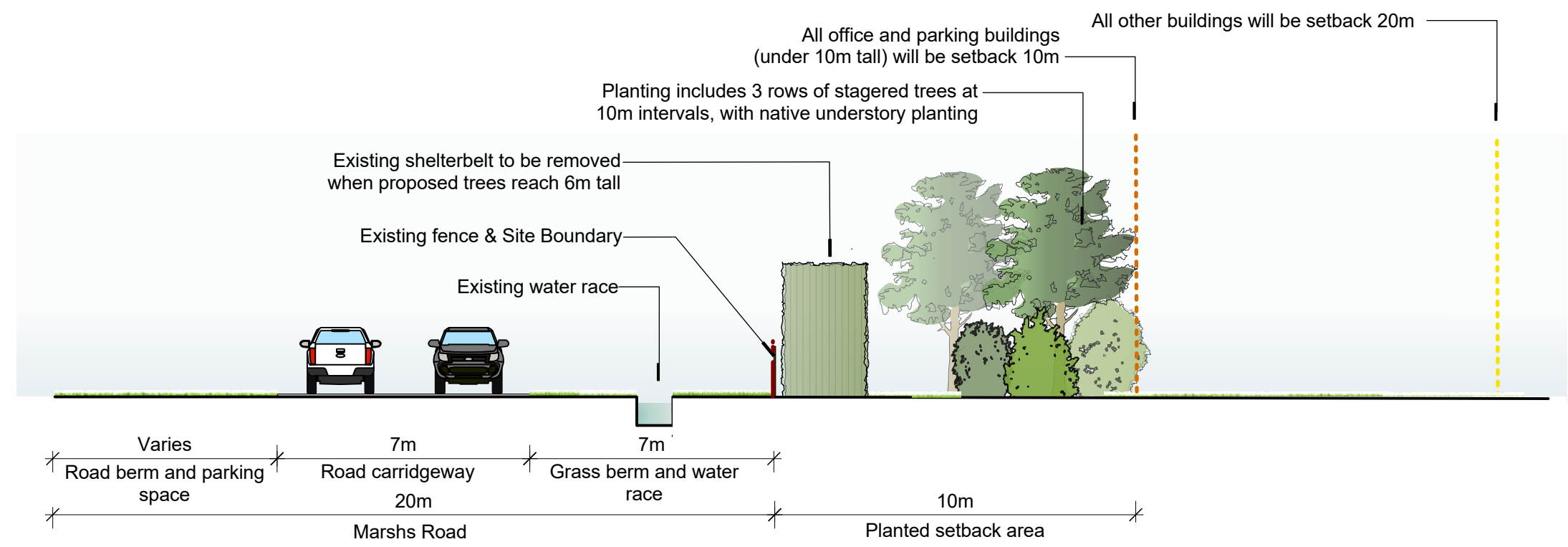
Legend	
	The Site
	All office and parking buildings (under 10m tall) will be setback 10m from Marshs Road.
	All other buildings will be setback 20m.
	10m wide planted landscape strip
	Proposed trees
	Existing shelterbelts to be retained until proposed trees reach 6m tall



Scale: 1:2,750 @ A3

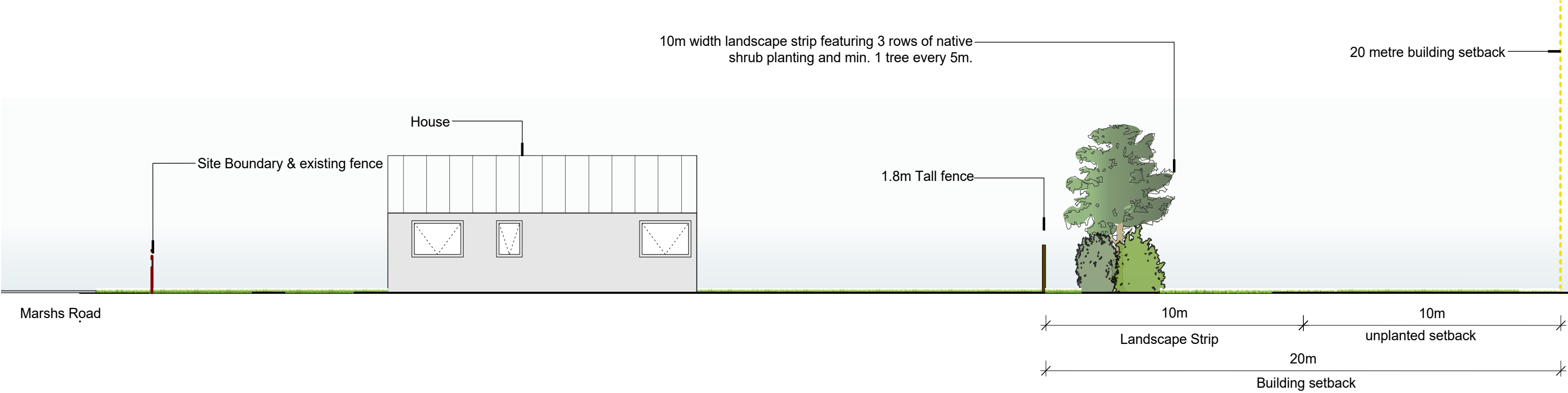
Data Source: Land Information New Zealand

Proposed Landscape Mitigation - Cross Sections A - A



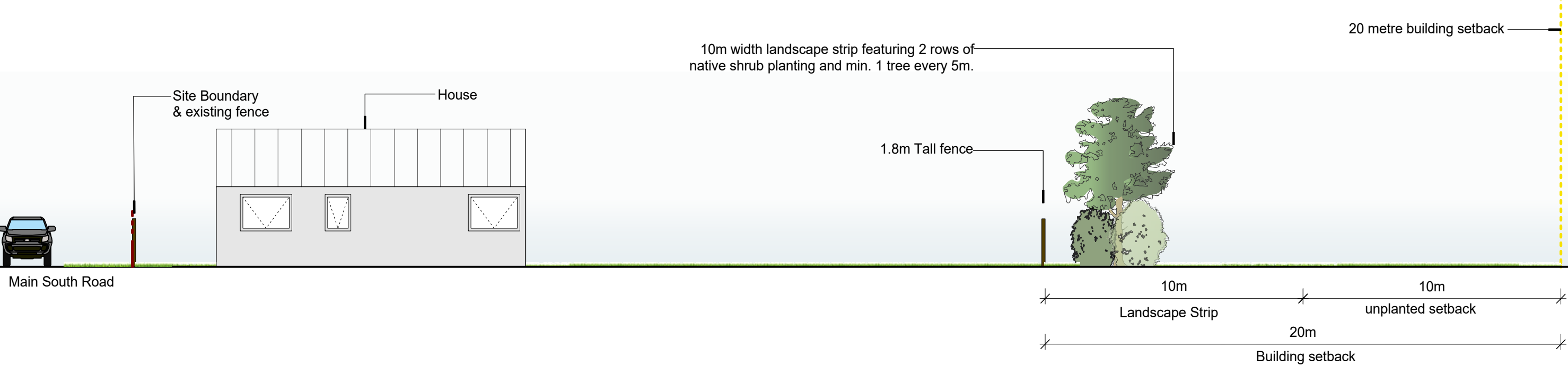
Cross Section A: Generic cross section illustrating the relationship between Marshs Road, and the proposed landscaping strip and 20m building setback.

Proposed Landscape Mitigation - Cross Sections B - B



Cross Section B: Generic cross section illustrating the relationship between the residential properties along Marsh Roads and the proposed landscaping strip and the 10m and 20m building setback.

Proposed Landscape Mitigation - Cross Sections C - C



Cross Section C: Generic cross section illustrating the relationship between the residential properties along Main South Road and the proposed landscaping strip and 20m building setback.

Landscape Mitigation Plant Palette

Trees



Hoheria angustifolia
Houhere/Lacebark
Height at 5 years: 3m



Podocarpus totara
Totara
Height at 5 years: 2m



Plagianthus regius
Manatu/Ribbonwood
Height at 5 years: 4m

Shrubs



Griselinia littoralis
Broadleaf
Height at 5 years: 3m



Pittosporum crassifolium
NZ Karo
Height at 5 years: 3m



Dodonaea viscosa
Ake ake
Height at 5 years: 5m



Pittosporum eugenoides
Tarata/Lemonwood
Height at 5 years: 3m



Pittosporum tenuifolium
Kohuhu/Black matipo
Height at 5 years: 4m

Viewpoint Location Map

Legend

The Site

1

Viewpoint Location

Stretch of road where future development within will be seen from1

Submitters - Nuetral

A

Lynn Cotton & Grant Hamilton

687 Main South Road

Submitters - Opposed

B

Jason Williams

648 Main South Road

C

Fong Chih John Chang

671 Main South Road

D

Ben Niven & Stacey CrockettHunt

677 Main South Road

E

Alma Baterina & Mario Baterina

679 Main South Road

F

James Hubball

681 Main South Road

G

Kelvin Jones

713 Main South Road

H

Mark Anisy

719 Main South Road

I

Scott Paulson & Tayla Paulson

21 Marshs Road

J

Maree Summers & David Tucker

23 Marshs Road

K

Julianne Keryn

34 Marshs Road

L

Daryna Tofanchuk & Yager Akulov

36 Marshs Road

M

Gavin & Deborah Newell

38 & 58 Marshs Road

N

John Stewart

42 Waipuna Road

O

Warren & Pauline Newell

31 Meadowlands Road

I

Scale: 1:10,000 @ A3

Data Source: Land Information New Zealand

RMM

Proposed Plan Change 19

Marshs Road, Christchurch

15

Viewpoint Location Photographs



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



Viewpoint 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 a

Notes:

- Viewpoint Photographs 1 - 11 were taken on 1 July 2026. Viewpoint Photos 12 and 13 were taken on 7 November 2023.
- All photos were captured on a Olympus E-M10 Mark IV Mirrorless Camera, with a 25mm fixed focal length lens. The micro 4/3 shutter has a 2.0x crop factor which means that the 25mm fixed focal length lens is equivalent to a 50mm focal length.
- Panorama photos have been created from eight individual portrait photographs so they have a horizontal field of view of approximately 120 degrees, and a vertical field of 40 degrees. This captures the human eyes primary field of view.
- Panorama photos were created in Adobe Photoshop, using the photomerge tool.

Viewpoint Location Photographs



Viewpoint 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 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



Viewpoint5: 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 6: Located along Main South Road, looking south towards the existing Heavy Industrial Zone, which is 210m away.

Viewpoint Location Photographs



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



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



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



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

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