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Westhaven Residential Development Fast Track Substantive Application

CARTER GROUP LTD

Landscape Visual Impact Assessment

Project No. 2024_052 | C

WESTHAVEN RESIDENTIAL DEVELOPMENT FAST-TRACK SUBSTANTIVE APPLICATION

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1. INTRODUCTION

1.1 Purpose and Scope

DCM Urban Design Limited has been commissioned by Carter Group Limited (the applicant) to assess the potential landscape and visual effects associated with the Westhaven Residential Development Project, a listed project in Schedule 2 of the Fast-track Approvals Act 2024 (FTAA or the Act)[1]. This assessment will support the substantive application to be lodged for approvals under the Act.

Alison Radford, the author of this assessment, is a Senior Landscape Architect with 9 years of experience in the landscape profession and is a Registered Landscape Architect with the New Zealand Institute of Landscape Architects (NZILA). Alison has a Bachelor of Landscape Architecture (Honours) (BLA) through Lincoln University. This report has been reviewed by Dave Compton-Moen, Director at DCM, with 25 years of experience working in planning, urban design and landscape architecture. Dave is a registered Landscape Architect with the New Zealand Institute of Landscape Architects (NZILA) and an Urban Designer, with a Bachelor of Landscape Architecture (hons) and a Master of Urban Design (MUrbDes). Dave has worked on a large range of landscape assessments over many years, including writing and presenting expert witness evidence.

The application site comprises of multiple landholdings portioned into two areas: Area one (Section 1 SO 608925) is located south of the Main South Road (SH1) and Dunns Crossing Road intersection, extending south to Burnham School Road. Area two (RS 23614, RS 25807, Part RS 31354, Part Section 4 RES 1342, Lot 1-2 DP 72132, Part RS 31356, Lot 1 DP 82068, Lot 3-4 DP 20007) is located south of the Brookside Road and Dunns Crossing Road intersection, extending to Selwyn Road along its southern boundary and Edwards Road to the west. For the purpose of this report, these areas will be referred to as Holmes Block (Area one) and Westhaven Central and South Block (Area two). A previously consented stage of the development (Stage 1 - RC265048) is currently under construction and is excluded from this Fast-track Application. The site is surrounded by a transitional urban-rural environment characterised by a mix of medium density residential neighbourhoods (built and under construction), rural lifestyle properties, agricultural land, community and institutional facilities, infrastructure facilities and key road corridors including State Highway 1 (SH1). Refer to Figure 1 outlining the proposed development areas.

[1] The project is identified in Schedule 2 of the Act as the 'Rolleston West Residential Development'.

Figure 1: Plan showing proposal areas referred to within report



The proposal seeks approvals, including subdivision and land-use consent, to enable the development of a new residential area spanning approximately 263 hectares of land. The development will provide approximately 4,134 residential lots, supported by three local commercial centres and various recreational reserves. A conceptual masterplan and indicative renders have been developed by DCM Urban Design Ltd, which shows the subdivision layout, lot locations, road network and green spaces proposed (as shown in Appendix 2 - Westhaven Residential Development Fast-Track Application Graphic Attachment), to help visualize what the development could look like in future. Additionally, mitigation measures have been advised for the proposal in response to the site's context, to address possible adverse visual and landscape effects.

This report will assess the potential effects on landscape character and visual amenity that may occur as a result of the Project. The proposal will also be assessed against the relevant statutory provisions relating to landscape character and amenity under the Partially Operative Selwyn District Plan (POSDP), as consistent with the Resource Management Act 1991 (RMA). Per the POSDP, the project area is zoned for residential development, and the site is not located within any landscape character (including outstanding natural landscape or visual amenity landscape), cultural or historic overlays. Two parcels within the site (Section 1 SO 608925 and Lot 1 DP 82068) are located within the Pines Odour Control Overlay (OCO) associated with the Pines Resource Recovery Plant (PRRP) and related infrastructure directly west of the development area. The OCO requires a 1000m setback between the active composting area in the PRRP and sensitive activities. Subdivision to enable residential development (sensitive activities) is being proposed within a part of the OCO.

This report is supported by a series of Appendices. **Appendix 1** outlines our assessment methodology, while **Appendix 2** (Westhaven Residential Development Fast-track Application Graphic Attachment) includes a set of supporting figures, including site plans, indicative renders, character photos and photos from key viewpoints in the surrounding area.

Code of Conduct

This assessment has been prepared in accordance with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. The authors have complied with that Code in preparing this report

and confirm that the opinions expressed are within their respective areas of expertise, except where reliance has been placed on information or opinions provided by others.

1.2 Methodology

This Landscape and Visual Impact Assessment (LVIA) has been informed by Te Tangi a Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines (Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022). The POSDP gives effect to the RMA within the context of the site and provides the policy framework against which this landscape assessment has been evaluated.

The broader methodology is outlined in **Appendix 1**, with the process followed by this proposal including the following:

- **Desktop Research and Site Visit:** A combination of desktop research and a site visit (on 29 May 2026) were conducted to gather baseline data on the landscape's physical, perceptual and associative values. This provided a comprehensive understanding of the landscape character and visual context of the receiving environment. Photos were taken from key viewpoint locations (outlined within **Appendix 2**) while visiting the site and surroundings.
- **Landscape Character and Visual Context Analysis and Assessment (in the relevant sections):** The site's landscape character and values, including potential visual impacts were analysed, and the visual context in the receiving environment was established to be a 500m offset from the proposal site. This distance was determined by the flat topography of the area and with consideration of key viewers in the receiving environment such as nearby residents, recreational users, and road users. While the offset was established to be 500m, viewpoints were not necessarily required from this distance as receivers within closer proximity to the proposal are likely to have greater effects than those further away, therefore only the viewers with the greatest potential to be affected were assessed.

  The impact evaluation involves explaining the nature of the effect, then assessing the magnitude of that effect, with reasons. The seven-point landscape and visual effects rating scale was used to describe the magnitude of the effects. This evaluation encompassed landscape character, values, and visual amenity to provide a holistic assessment of the proposal.
- **Assessment Against the Relevant Statutory Matters:** The proposal was assessed against the relevant objectives and policies within the POSDP relating to landscape values and visual amenity. Specific statutory documents have been referenced throughout the assessment to align with the NZILA guidelines and provide a clear basis for determining any effects on landscape and visual amenity.
- **Recommendations / Mitigation Measures:** Identification of potential mitigation measures was undertaken to address adverse and residual effects associated with the Fast-track application, which is consistent with best practice guidance.

For further details on our assessment methodology and specific terminology used, please refer to **Appendix 1**.

2. THE PROPOSAL

2.1 Description of the Proposal

The application site is located on the western edge of Rolleston, Canterbury. As outlined in Section 1, the site comprises two landholding areas referred to as Holmes Block and Westhaven Central and South Blocks, extending south from Main South Road (SH1) towards Burnham School Road, and from Brookside Road towards Selwyn Road, and bordered to the west by a portion of Edwards Road. The site is located within Development Area Rolleston 7 (DEV-RO7) and is zoned General Residential Zone (GRZ) under the POSDP.

The proposal aligns more closely with the Medium Density Residential Zone (MRZ), seeking to adopt the provisions for MRZ in the POSDP, with areas of local commercial centres and a network of open spaces and well-connected streets. This is in keeping with adjacent developments that are zoned MRZ and have a mix of housing typologies and densities. The proposal deviates from what is anticipated by the DEV-RO7 insofar as it:

- Will adopt MRZ density for residential development;
- will provide for residential development within a part of the OCO and up to 600m from the active composting area associated with the PRRP; and
- provides for additional commercial development, including an enlarged commercial local centre at the north-eastern corner of the site.

The surrounding environment reflects a transitional urban-rural context. Residential subdivisions, including 'The Boulevard', 'Stonebrook', 'Kajens Country' and 'Arbor Green' (currently under construction), are located immediately east of Dunns Crossing Road and form part of the existing established urban edge of Rolleston. Other notable land uses in the locality include Westhaven Stage 1 (currently under construction), the PWWTP, PRRP and associated infrastructure to the west, West Rolleston Substation and West Rolleston Primary School, and a cluster of institutional facilities north of SH1, including Christchurch Men's Prison and Burnham Military Camp. The remainder of the site perimeter is generally characterised by a mix of pastoral farmland, rural-residential properties, and rural infrastructure.

A conceptual masterplan and indicative renders have been developed by DCM Urban Design Ltd, to support the Fast-track Application, showing the intended development of the site. Although the masterplan will progress into greater detail as the project moves forward, the broader layout of the site and mitigation strategies (outlined in section 5.1 below) are expected to be retained. This allowing sufficient conceptualization of the proposed residential subdivision to assess the potential landscape and visual effects.

3. RECEIVING ENVIRONMENT

3.1 Landscape Description and Characterisation

In a wider scale context, (referring to the area shown on the context map, in **Appendix 2**) the Fast-track Application site is positioned within the Canterbury Plains along the western edge of Rolleston township, which consists of subdivision developments of a similar density and character to the proposal. The Canterbury Plains is an area known for its expansive open flatlands and braided rivers, in particular the Waimakariri and Rakaia Rivers. The plains stretch from the Southern Alps to the Pacific Ocean, creating a patchwork of agricultural fields that are backdropped by mountains. Several townships of varying sizes are scattered throughout the Canterbury Plains and the variety of agricultural, industrial and residential activities provide the diverse patchwork of colours on a larger scale. Shelterbelts bordering many of the sites are a significant feature, emphasizing the distinctive patchwork appearance of the Plains along with the roadways that crisscross through the landscape. This expansive

landscape is visible from elevated locations such as the Port Hills and the hills and mountains within or near the Southern Alps, where the broader character of the area can be appreciated.

The site itself is surrounded by a varied mix of land uses:

- On the eastern side of Dunns Crossing Road, the site adjoins established subdivisions including 'The Boulevard', 'Stonebrook' and 'Kajens Country' as well as the 'Arbor Green' subdivision, which is currently under construction. Westhaven Stage 1 (already consented) is also currently under construction. These developments form part of a continuous urban environment characterised by medium-density residential living and supporting commercial, educational, and recreational facilities. The Rolleston town centre is located approximately 2.8 km east of the site.
- The PWWTP, PRRP, and associated community recycling facilities are located to the west of the site, contributing to the area's mixed peri-urban character and resulting in portions of the site being subject to the OCO identified under the POSDP.
- West Rolleston Primary School is located immediately adjacent to the site's eastern boundary (Land parcel Section 1 SO 608925) at the intersection of Dunns Crossing Road and Burnham School Road, providing a prominent community facility that reinforces the established suburban character of the surrounding area.
- Main South Rd (SH1) forms a prominent transport corridor immediately north of the site, providing a key connection between Rolleston, Christchurch, and the wider Canterbury and South Island regions. The Dunns Crossing Rd interchange and roundabout create a highly visible transport node within the landscape and reinforce the area's evolving urban character. Beyond the highway, the Christchurch Men's Prison, Te Puna Wai o Tuhinapo Youth Justice Residence, Kingslea School, and Burnham Military Camp (2kms west), contribute to the area's diverse institutional and community land use context.
- The remaining northern, western, and southern boundaries of the site adjoin a mix of rural-residential and lifestyle properties, productive farmland, and rural business activities.

The topography of the area is generally flat, geometric fields back dropped by the Southern Alps, with expansive views sometimes possible but equally screened by large shelterbelts and residential dwellings at various locations. The patchwork fields are an iconic visual cue for the Canterbury plains, and this contrast with the rugged alps is a significant aesthetic landscape value to the Canterbury Plains area. The existing provisions of shelterbelts that run along some roadsides around the site currently prevent some of these continual views, however, their strong forms have become integral to the rural aesthetic. The natural characteristic of the environment is considered to be modified, with a rural character.

Vegetation on the site consists mostly of exotic species, with pastural grass the most widespread, interspersed with shelterbelts and hedgerows (species such as macrocarpa and pine). Pockets and corridors of native planting have been integrated more recently along some property boundaries. Where undeveloped land/ rural fields shift to more urban living (as part of Rolleston), the vegetation transitions to well-maintained domestic landscaping (a mix of native/exotic species), street trees in grass berms, and reserve garden beds.

Overhead power lines are a prominent feature along the site boundary of Dunns Crossing Rd, Brookside Rd and Burnham School Rd. Due to their height and the flat topography of the Canterbury Plains, the powerlines are highly visible and form a notable component of the existing visual character of the area.

Regarding built form, farm buildings, residential dwellings, institutional facilities, and roading infrastructure are found at various intensities in the local area, with clearly defined edges between higher density suburban expansion and the surrounding semi-rural landscape. Rolleston's urbanised environment features detached single-storey family homes with attached garaging, in contemporary and classic styles. Lower density rural residential properties towards Burnham (such as those along Brookside Rd and Burnham School Rd) typically feature larger building footprints, with additional amenities such as extensive gardens, and detached garages/ sheds. Key roading connections in the site's surroundings include Selwyn Road, Dunns Crossing Rd and Brookside Rd amongst others. SH1 runs adjacent to the northern site boundary, and as mentioned, provides a key gateway to Christchurch City, characterised by traffic lanes, roundabouts, roading infrastructure, over-bridges, and road flood lighting.

Overall, the receiving environment has a transitional urban-rural character comprised of newer residential subdivisions, established lifestyle properties, institutional facilities, mixed shelterbelts, productive farmlands, and prominent road corridors. As a result, the receiving environment is considered to have a low-medium sensitivity to change as it no longer holds an intact rural character, with surrounding areas having already undergone a shift from rural to urban, the presence of major transport infrastructure, and a generally varied and modified landscape.

3.2 Site Description

As outlined in Section 1, the project site occupies an area of 263ha and comprises two landholding areas extending south from Main South Road (SH1) towards Burnham School Road, and from Brookside Road towards Selwyn Road, and bordered to the west by a portion of Edwards Road (Holmes Block and Westhaven Central and South Blocks). The site is predominantly agricultural land with grassed paddocks for livestock, poultry farming and crop fields. These areas typically include pivot irrigation systems and are enclosed by rural post-and-wire/ post-and-rail fencing. Established shelterbelts and pockets of native roadside planting provide structure and enclosure within the otherwise open landscape. Scattered throughout the site are several rural-residential properties and associated outbuildings (spanning up to 100m long), reflecting the area's existing rural and lifestyle character. None of these existing dwellings are incorporated into the conceptual masterplan and are therefore presumed to be demolished or removed from the proposed site.

The surrounding road network comprises a mix of sealed and unsealed rural roads and infrastructure. Key road corridors (such as Dunns Crossing Rd) are sealed with occasional street lighting and formalised grass berms adjacent to the Rolleston subdivisions. Local roads (such as Edwards Rd) remain unsealed with grass verges absent of lighting, reflecting the area's rural character.

While the abundance of agricultural land on the site, combined with the generally flat topography, contributes to an overall sense of openness, open views are not uniformly experienced at ground level. Established shelterbelts and native boundary planting provide varying degrees of enclosure along many of the site's boundaries; however, these vegetated edges are intermittent in nature. Along sections of Brookside Rd, Burnham School Road, and Selwyn Road, the site is more visually exposed, with boundary treatments generally limited to post-and-wire fencing and informal grassed verges. In these locations, wider views are available across the site and the surrounding rural landscape.

Despite the site's mixed-use surroundings and current zoning, at present, the site exhibits a largely rural character, shaped by open grassed fields, linear shelterbelts and clustered native planting along its boundaries. This character is, however, increasingly influenced by the construction of the first stage of Westhaven, the adjoining Rolleston subdivisions to the east, and other surrounding institutional facilities (expanded on under Section 3.1), which interrupt its rural continuity and signal a broader transition towards residential development

within the locality. Given the existing residential zoning of the site, it is anticipated that this character would change significantly over time to a suburban residential character rather than retaining its rural character.

3.3 Landscape Values

The site is not located within any landscape character (including outstanding natural landscape or visual amenity landscape), cultural or historic overlays, and currently reflects the rural character typical of the Canterbury Plains as described above, despite being zoned for residential.

At a wider scale, the Canterbury Plains physical, perceptual and associative landscape values are derived from:

- Its distinctive patchwork of expansive, open agricultural fields that are backdropped by mountains, with relatively flat to gently undulating land covered in grassland, often defined by dense shelterbelts.
- Built form is either scattered throughout the rural landscape or clustered within townships and includes residential dwellings as well as farm or auxiliary structures, with other associated structures present in the landscape such as farm fencing, access roads and transport infrastructure.
- Dense shelterbelts and transport corridors forming crisscrossing borders through the landscape, adding to the patchwork effect of the landscape.

At a local level, the site currently contributes to the following landscape values:

Physical

The site's physical landscape values are derived from its modified rural character, comprising relatively flat terrain, grassed paddocks for farming livestock and poultry, crop fields, post-and-wire fencing and shelterbelt planting. Open pastoral areas contribute to a sense of openness, while established shelterbelts provide enclosure and spatial definition along key road corridors and internal property boundaries. The landscape clearly reflects ongoing human modification and management for agricultural purposes, expressed through its geometric paddock layout, pivot irrigation systems and managed vegetation cover. While the adjoining Rolleston residential development and surrounding institutional facilities signal an increasingly urbanised context, the site retains the physical characteristics of a working rural landscape. This is anticipated to change given the sites current residential zoning, with a suburban character expected to emerge, with a higher density of housing.

Perceptual

The site's perceptual values derive from its open rural character, which maintains a sense of visual openness and greenery within an increasingly urbanised setting. Shelterbelts provide visual structure and spatial definition, forming prominent vertical elements within the otherwise flat landscape, while the site's ongoing agricultural use, including associated farming activities and agricultural odours, reinforces its rural character. Intermittent views through and between shelterbelts towards the surrounding rural landscape, including glimpses of the Southern Alps and Port Hills, contribute to the site's visual amenity and sense of place, while sounds associated with farming activities are experienced alongside background noise from the surrounding transport network and urban development. The sites perceptual values are also influenced by its proximity to extensive recent and ongoing subdivision development, contributing to a perceptual shift towards a more urban character. This perception will increase over time as the site shifts to reflect its current zoning.

Associative

The site's associative values relate partially to its historic and ongoing use as productive agricultural land, reflecting the rural character that has traditionally defined the Canterbury Plains, while also being associated with the fast growing and expansive Rolleston township. Being on the western edge of Rolleston, this area is increasingly associated with established and emerging residential neighbourhoods, contributing to an evolving landscape character and an ongoing transition from rural to urban land uses.

4. ASSESSMENT OF EFFECTS

4.1 Statutory Provisions

In order to provide an assessment of effects on landscape values, policy is thereby used as a framework.

The proposal has been considered under the POSDP which accounts for and upholds the values of those who reside in the district.

An assessment of effects on landscape values for the proposed development is therefore considered in the context of the relevant objectives, policies and rules which relate to landscape and visual amenity, with the expectation that an alignment with policy equates to an alignment with values.

The proposal site falls under the GRZ of the POSDP. The POSDP recognises Outstanding Natural Landscapes (ONL), and Visual Amenity Landscapes (VAL), but the proposal is not located in either an ONL or VAL. Historical, Cultural and Natural Environment Values are also recognised under the POSDP, however there are no identified features within the site boundary related to these values.

Two parcels within the site (Section 1 SO 608925 and Lot 1 DP 82068) are located within an OCO under the POSDP. This is associated with the Pines Wastewater Treatment Plant, the PRRP and related infrastructure directly west of the development area. The POSDP currently requires sensitive activities to be located 1000m from the active composting area in the PRRP, as depicted by the OCO. The proposal will provide for subdivision within the OCO, providing residential allotments and future residential activity to be located 600m from the active composting area. The air quality effects associated with this are covered in more detail within the report of Mr Donovan Van Kekem (NZ Air), with this report focused on the landscape and visual effects of the development in this area.

The objectives and policies relevant to the proposal will be assessed from a landscape perspective, these are as follows:

Part 3 – Area Specific Matters / zones / Residential Zones / GRZ – General Residential Zone

GRZ – Objectives

GRZ – O1

The General Residential Zone provides a quality, urban residential amenity and a range of residential unit typologies to meet the diverse needs of the community.

GRZ – Policies

GRZ - P1

Enable residential development which provides a range of housing typologies that are consistent with a compact urban character by managing the density of development and the scale and on-site amenity of the built form.

Response:

The proposal is consistent with the intent of GRZ-O1 and GRZ-P1, providing for a comprehensively planned residential community comprising a mix of densities, supported by local commercial centres and recreation reserves. The proposal forms a logical extension of Rolleston's existing urban edge, adjoining established and emerging residential developments of a similar character and density. The site benefits from proximity to existing community and educational facilities, including West Rolleston Primary School, as well as established transport infrastructure and key road corridors that provide connectivity to Rolleston, Burnham, Christchurch, and the wider region. The proposed open space network and landscape treatment will contribute positively to visual amenity and neighbourhood character, supporting the creation of a well-connected residential environment. The detailed mix of housing and commercial activities will be refined through subsequent design stages, while remaining consistent with the overall character and amenity outcomes anticipated by the GRZ. The proposal is also not expected to adversely affect the ongoing operation of surrounding rural activities and will integrate appropriately with the existing character of adjacent residential and rural environments.

Overall, the Project is considered consistent with the intent of GRZ-O1 and GRZ-P1, providing for a well-integrated residential neighbourhood that will contribute positively to the character, amenity, and connectivity of Rolleston's western urban edge.

4.2 Effects on Landscape Character and Values

As outlined in Section 1, the proposal extends across two site areas comprising several parcels of land extending south from Main South Road (SH1) towards Burnham School Road, and from Brookside Road towards Selwyn Road, and bordered to the west by a portion of Edwards Road. While the site itself consists of agricultural land, rural life-style properties and associated infrastructure, the surrounding area is largely modified and can be described as transitioning from its former more intact agricultural form to now holding a mix of land uses including suburban living, agricultural activity and lifestyle properties. Furthermore, the site is zoned for residential development under the POSDP which is considered the baseline for the assessment of landscape effects, rather than the current uses on site, given the site could be developed in line with the general residential zone.

The project will introduce a noticeable change when compared to its current state, by replacing existing rural living, farming and crop fields, shelterbelts and sparse buffer planted areas with approximately 263ha of urban residential environment including 4,134 residential lots, supported by three local commercial centres and various recreational reserves. However, when compared to the anticipated character and density of the site under the planning framework, the changes would be less noticeable given the key change would be to the density of housing rather than a change from rural to suburban character. Therefore, taking into account the anticipated character and density of the site, the changes are considered to be minor.

At a site level, the anticipated changes to the various dimensions of the site are described below:

Physical

The proposal will permanently alter the site's existing physical landscape characteristics but would be a relatively minor physical change as opposed to if the site were developed as anticipated under the current zoning per DEV-RO7 of the POSDP. The current landscape is defined by rural living, open

pastoral paddocks, farm infrastructure, shelterbelts, powerline infrastructure, and a generally undeveloped rural appearance. These characteristics will be progressively transformed through the introduction of residential dwellings, roads, public reserves, commercial centres, and associated urban infrastructure, all of which are anticipated under the existing framework of the POSDP. The main differences relate to the provision of additional commercial area, and the provision for MRZ as opposed to GRZ. Notwithstanding, this change to MRZ is considered acceptable noting that it is reflective of the existing zoning to the east of Dunns Crossing Road, the wider urban area of Rolleston, and is also consistent with Westhaven Stage 1 which is under construction (located west of Dunns Crossing Road). Recreation reserves will introduce new open space, vegetation, and ecological opportunities within the site. Taking into account the current zoning of the site, the proposal will result in minor changes to the anticipated physical character of the site, with the key difference being a change in density, with a larger number of lots. This is in line with other developments within Rolleston and is considered an acceptable change.

Perceptual

The proposal will alter the site's existing perceptual values through a change in the experience of rural openness and pastoral character across the site. The introduction of residential dwellings, roads, commercial centres, open spaces and associated urban infrastructure will change the visual experience of the landscape from one primarily associated with agricultural production to one characterised by residential occupation and urban activity. While views across open paddocks will be diminished within the site, the generally flat topography and relatively low residential building heights will allow some visual connections to the wider Canterbury Plains landscape to remain, including distant views towards the Southern Alps and Port Hills. Furthermore, the incorporation of public reserves, green links and street tree planting will contribute new visual amenity values, help maintain a sense of openness within parts of the development, and reinforce perceptions of environmental stewardship and ecological enhancement. Overall, the proposal will result in a minor change to the site's existing perceptual values especially when considering the current zoning of the site, with these changes being considered consistent with the evolving character of the surrounding rural-urban interface, which Rolleston has become well known for.

Associative

The proposal will alter the site's current associative values that are derived from its historic and ongoing use as farmland, which contributes to the broader agricultural identity of the Canterbury Plains. The existing rural-lifestyle living, agricultural land use and shelterbelt patterning currently reinforce a recognisable rural sense of place that will be altered as the site transitions to residential use. However, the site is zoned for residential development, construction of the Westhaven Stage 1 is underway, and established residential development adjoins the site to the east along the urban edge of Rolleston. The shift in land use therefore represents a continuation of landscape already undergoing substantial urban expansion. As a result, the site's rural associations are already influenced by its proximity to urban development, the changing character of the surrounding environment, and the anticipated development of the site. As it has continued it expand, Rolleston, has increasingly become associated more with its expansive urban development rather than any rural values. While agricultural associations within the site will be lost, this is already anticipated under the current zoning, and the wider rural landscape beyond the site boundaries will continue to express the agricultural heritage and identity of the Canterbury Plains. Consequently, the proposal is considered to represent an anticipated and planned extension of

an existing pattern of landscape change rather than a fundamental alteration to the wider associative values of the locality.

Cumulative Effects

The proposal will contribute to the ongoing urbanisation of land along the western edge of Rolleston and, when considered cumulatively with existing residential development such as 'The Boulevard', 'Stonebrook', 'Kajens Country' and 'Arbor Green', and given the site is zoned for residential development, this was already anticipated to occur. The key change, therefore, relates to the density of housing proposed and the additional area of commercial development, rather than a loss of rural landscape character. The broader landscape character of the Canterbury Plains will remain evident through the retention of extensive rural land, shelterbelts, open views and productive agricultural activities surrounding the development.

Overall, it is accepted that the physical, perceptual and associative dimensions of the proposal site will undergo a change in character and values, although these changes will be anticipated when considering the current zoning as a baseline. When considered within the context of the receiving environment, including the site's position adjacent to the existing Rolleston urban edge and adjacent medium density zoned developments, this shift is not expected to result in adverse effects on the wider landscape character and values of the area. The proposal represents a logical continuation of an established pattern of development rather than an isolated encroachment into the wider rural landscape and the site is already zoned for residential development. Accordingly, the landscape effects of the project are assessed as **Low.**

4.3 Effects on Visual Amenity

The visual context of the receiving environment is considered as 500m offset from the proposal site. This distance was determined by the receiving environment's topography, and identification of key visual receptors, including residents and the public, who may be impacted by the proposal in a visual sense. Views from further away will likely be obstructed by landform or vegetation, or ameliorated by distance, with any visual effects from viewpoints outside of this offset unlikely to be greater than those within.

Visual effects are a subset of landscape effects and contribute to understanding landscape effects. A series of key viewpoints were selected to show a representative sample of the likely affected parties. Please refer to Appendix 2, Section 3 for the relevant photos. Viewpoints are generally located on public land and located as close as possible to existing residential dwellings or key locations in the site's surroundings. Selected viewpoints are as follows:

VP1 - View south-west from 13 Fountain Place

VP2 – View west from 354 Dunns Crossing Rd

VP3 - View west from 75 Burnham School Rd

VP4 – View north from 183 Burnham School Rd

VP5 - View south from Brookside-Dunns Crossing Intersection

VP6 - View south-west from 242 Dunns Crossing Rd

VP7 – View south from 112 Dunns Crossing Rd

VP8 – View west from Dunns Crossing Rd

VP9 – View north from 997 Selwyn Rd

VP10 – View east from Edwards Rd

VP11 – View east from Brookside-Edwards Road Intersection

In assessing the potential effects on visually sensitive receptors, the key viewpoints outlined above have been used as a reference point where it is considered that the effects are likely to be similar to the viewpoint and for a group of viewers. The viewpoint is a representative view, as close as possible to the view likely to be experienced from a private residence or property but obtained from a public location.

The following table (1) outlines the potential visual effects each Visually Sensitive Receptor might receive and how the effects may potentially be mitigated. The effects consider the likely sensitivity of the receptor (based on type), combined with the likely magnitude of effects (a combination of distance from the proposal and degree of change) to determine what the likely residual effects from the proposal will be. See text below Table 1 for a written explanation of the 'description of existing view' and 'description of effects'. The mitigation measures (MM1 to MM6) are listed and described further in Section 5 of this report.

Table 1: Assessment of Effects on Visually Sensitive Receptors

Viewpoint	Visually Sensitive Receptors (VSR)	Distance to the Proposal Site (m)	Existing View (open, partial, screened)	Magnitude of Effects without mitigation	Mitigation Measures	Effects with Mitigation
1	Residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	150m	Open	Low for residents and vehicle users	MM4 MM5 MM6	**Low**
2	Residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	2m	Open	Low for residents and vehicle users	MM4 MM5 MM6	**Low**
3	Residents and educational facility users of Burnham School Rd Vehicle users along Burnham School Rd	23m	Partial	Low for residents and educational facility users Low for vehicle users	MM4 MM5 MM6	**Low**
4	Residents of Burnham School Rd Vehicle users along	10m	Open	Very Low for residents and vehicle users	MM1 MM4 MM5 MM6	**Negligible**

	Burnham School Rd					
5	Residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	20m	Open	Low	MM4 MM5 MM6	**Very Low**
6	Residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	5m	Open	Low	MM4 MM5 MM6	**Low**
7	(Future and current) Residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	18m	Partial	Negligible	MM4 MM5 MM6	**Negligible**
8	(Future and current) residents of Dunns Crossing Rd Vehicle users along Dunns Crossing Rd	16m	Open	Low	MM4 MM5 MM6	**Low**
9	Resident of 966 Selwyn Rd Vehicle users along Selwyn Rd	16m	Screened Open	Low	MM3 MM4 MM5 MM6	**Low**
10	Vehicle users along Edwards Rd	500m	Screened	Very Low	MM3	**Negligible**
11	Resident of Brookside Rd (near Edwards Rd intersection)	16m	Open	Low	MM2 MM4 MM5 MM6	**Low**

	Vehicle users along Edwards Rd					

The key visual receptors identified above include viewpoints that represent both views from private property and views experienced by road users. However, it is acknowledged that effects on views from private property must be disregarded in accordance with the recent amendments to the RMA and FTAA. When views from private property are excluded, the resulting effects ratings are the same as, or lower than, those identified in Table 1 and described in more detail below.

VP1: View south-west from Dunns Crossing Rd-SH1 (Adjacent to 13 Fountain Place)

Description of existing view:

This viewpoint includes views from private property and also represents views experienced by road users in the vicinity of the Dunns Crossing Rd–SH1 roundabout. The foreground is comprised of a recently completed stormwater management area associated with the development of the roundabout and adjoining residential areas, including formed basin and newly established planting that has not yet reached maturity. including earthworks, temporary fencing, and infrastructure associated with a future stormwater management area. Established residential properties within the Stonebrook subdivision are located immediately east of Dunns Crossing Rd and have direct views across the construction area towards the proposal site in the background. The proposal site is visible beyond, and comprises open pastoral paddocks with shelterbelt planting defining internal and boundary paddock edges in the distance. Overall, the view reflects a landscape in transition, where rural land uses are increasingly being replaced by urban development and associated infrastructure.

Description of Effects: The proposed development will replace the existing pastoral paddocks visible in the background with a local commercial centre, residential development, and an associated recreation reserve. The commercial centre will be the most visible element from this viewpoint, in line with the proposed plans and anticipated character change already anticipated by the District Plan. The proposed commercial centre at the north-eastern corner of the site is larger than what is currently proposed within the existing DEV-RO7 of the POSDP, resulting in a change to the scale of buildings anticipated. While this will result in a noticeable change in the character of the view, it will be experienced within the context of the recently completed SH1/Dunns Crossing Rd roundabout, associated stormwater infrastructure, and surrounding residential development, with the stormwater area creating additional physical separation between the development and existing residential properties to the east. The proposal will increase the presence of built form within the view, at a larger scale; however, it will visually integrate with the established and emerging urban development surrounding the site and reinforce the existing urban edge of Rolleston. Consequently, although the proposal represents a substantial change from the current rural outlook and represents commercial development at a greater scale than provided for under the current planning framework, it is considered to result in a **Low** level of adverse visual effects from this viewpoint given the existing and evolving baseline environment.

VP2: View west from 354 Dunns Crossing Rd, VP3: View west from 75 Burnham School Rd, VP4: View north from 183 Burnham School Rd

Description of existing view: These viewpoints represent the likely views experienced by vehicle users and residents along Dunns Crossing Rd and Burnham School Rd. Views are characterised by pastoral paddocks and pivot irrigation systems used for agricultural production. Views are open into the paddocks along Dunns Crossing

Rd and are partially screened by medium sized shrubs along Burnham School Rd. Post-and-wire fencing and gate access points defines the paddock boundaries and reinforces the site's rural character, while the flat topography enables expansive views across the landscape. Shelterbelts provide visual structure to the internal paddock boundaries, and screens visibility to SH1 in the distance. Intermittent views of the Southern Alps are available between the distance shelterbelts from VP2 and VP3. Overall, these views are representative of a modified yet visually (and partially) open rural landscape typical of the Canterbury Plains.

Description of Effects: The proposal will replace the existing pastoral outlook with residential development, roads, recreation spaces, and associated urban infrastructure consistent with the established and emerging character of Rolleston. This will result in a noticeable change to the composition of the view, with open paddocks, shelterbelts, and agricultural infrastructure largely replaced by urban form. While the proposal represents a substantial change from the existing rural outlook, it will form a logical extension of the adjoining urban environment and is largely anticipated under the District Plan through its existing residential zoning. Additional housing will be visible with the reduced OCO setback, however this will be a minimal change when compared to the permitted baseline, with the additional houses viewed as a logical extension. Furthermore, the existing OCO setback is not seeking to manage visual effects or effects on rural character, rather air quality effects which have been assessed separately by others. The proposal will be viewed in the context of surrounding residential development, including West Rolleston School and nearby subdivisions.

Along the northern edge of the site, a proposed landscaped bund, acoustic fencing and associated landscape treatment adjacent to SH1 will assist in providing screening and separation from the transport corridor (mitigation measure 1), while new 1.8m solid timber boundary fencing adjoining the school will maintain an appropriate level of privacy between neighbouring activities. A recreation reserve is also proposed along the western site boundary between SH1 and Burnham School Road. This will provide a vegetated buffer between the development and adjoining properties while contributing to visual amenity.

Overall, the site is considered capable of absorbing the change to a medium density development and will integrate well with the surrounding urban environment. Adverse visual effects are anticipated to be **Low** from these viewpoints.

VP5: View south from Brookside-Dunns Crossing Intersection and VP6: View south-west from 242 Dunns Crossing Rd

Description of existing view: These viewpoints are located along Dunns Crossing Road and look to the site from the eastern road boundary. They represent views experienced by passing road users and residents of the adjacent ‘Kajens Country’ subdivision, and users of Brookside Park. The foreground and middle ground are characterised by open pastoral paddocks containing livestock and agricultural infrastructure, including a water tower and silage bales. Post-and-wire fencing, exotic shelterbelts and a mix of sparse and dense specimen trees provide visual structure across the landscape, while intermittent roadside vegetation partially filters views into the site. Overhead powerlines are also a notable feature along the Brookside Rd and Dunns Crossing Road corridor, visible in VP5. A rural-residential dwelling is located within the paddock area and is enclosed by a 1.8 m timber fence. Overall, the view exhibits a rural-residential character typical of the Canterbury Plains, combining farmland with established lifestyle living.

Description of effects: The proposal will replace the existing pastoral paddocks, rural-residential dwelling, and agricultural infrastructure with a local commercial centre, and medium density residential living, and associated urban infrastructure. A new road connection extending from the site to Lowes Rd (east side of Dunns Crossing Rd), will provide a direct link between the site and the existing Rolleston township. While this will result in a noticeable change from the current rural-residential outlook, the development will be experienced as a logical

continuation of the surrounding urban environment and is anticipated under the District Plan, with the proposal maintaining the local commercial centre on the corner (as shown in the DEV-RO7). For nearby residents and passing road users, the proposal is likely to be perceived as an expected extension of Rolleston's ongoing growth and is in line with the anticipated character of the site. Overall, a **Very Low** level of adverse visual effect is anticipated from these viewpoints.

VP7: View south from 112 Dunns Crossing Rd

Description of existing view: This viewpoint represents views experienced by road users travelling along Dunns Crossing Road and residents of established and emerging neighbourhoods on the eastern side of the road. Dunns Crossing Road is a key transport corridor within western Rolleston and is characterised by a sealed carriageway, street lighting, pedestrian pathways, and formal grass verges on the existing residential development side, contrasting with the more informal rural edge of the proposal site. The foreground is dominated by an active construction site associated with the initial stages of the consented Westhaven Stage 1 subdivision (not part of this fast-track application), including earthworks, temporary fencing, and construction machinery. Existing and future residents of adjacent subdivisions, including 'The Boulevard' and 'Arbor Green', will have direct views across this area towards the wider proposal site. Remnant native vegetation along the site frontage provides a degree of temporary screening, although this is anticipated to be removed as development progresses. Overall, the view reflects a landscape undergoing transition from rural land use to an urban residential environment.

Description of Effects: Following construction, this section of the site will transition from a rural edge to an open residential streetscape consistent with the character of adjoining Rolleston neighbourhoods. Existing remnant vegetation along the site frontage will be removed, opening views into the development, which will comprise medium-density housing, local roads, and associated urban infrastructure that will tie into the existing street network east of Dunns Crossing Road. While detailed frontage treatments have not yet been confirmed, they are anticipated to provide a similar level of openness and amenity to surrounding residential areas, including landscaping within front yards. The proposal is not anticipated to change this viewpoint as this area is already consented and under construction, resulting in **negligible** adverse visual effects.

VP8: View west from Dunns Crossing Rd and VP9: View north from 997 Selwyn Rd

Description of existing view: These viewpoints represent views experienced by future residents of the 'Arbor Green' subdivision (currently under construction) and passing road users along Dunns Crossing Road and Selwyn Road. Similar to VP2 and VP3, the outlook is characterised by open pastoral paddocks, post-and-wire fencing, overhead powerlines, and a sealed rural road corridor, with expansive views across the flat landscape towards distant shelterbelts. A short section of shelterbelt is present along part of the Selwyn Road frontage; otherwise, the site remains largely open to view. A rural-residential property adjoining the western site boundary (966 Selwyn Rd) is partially screened by established trees and shelterbelt planting within the property. Overall, the outlook into the site and its immediate surrounding exhibit rural character typical of the Canterbury Plains.

Description of effects: The proposal will replace the existing pastoral paddocks with residential housing, roads, and associated urban infrastructure, resulting in a noticeable change from a rural to urban outlook. For passing road users and future residents of the 'Arbor Green' subdivision, the development is likely to be perceived as a logical extension of Rolleston's existing urban area rather than an isolated change in the landscape. Visual effects for the adjoining rural-residential property on the west boundary will be moderated by the dwelling setback (approximately 57 m) and existing vegetation within the property, which currently provides a degree of screening. While this vegetation cannot be relied upon in the long term, a 1.8m solid fence is proposed along the western boundary to provide visual separation between the development and adjoining rural-residential activities

(Mitigation Measure 3). The site is currently zoned for residential development, with the key change noticeable from this viewpoint being a change in the proposed density of the development. This is not considered to be highly noticeable when compared to the level of development anticipated on the site, therefore adverse visual effects are assessed to be **Low.**

VP10: View east from Edwards Rd

Description of existing view: The site is located behind a series of pastoral paddocks adjoining Edwards Rd, a narrow gravel road that reflects the rural character typical of the Canterbury Plains. Tall, dense shelterbelts extend along internal paddock boundaries and much of the road frontage, with only occasional breaks for farm access. These shelterbelts interface directly with the site and effectively screen it from view, limiting visual connectivity from the Edwards Road corridor in this location. The surrounding landscape is predominantly agricultural in character, with a small number of rural-residential and lifestyle properties located near the Edwards Rd–Ellesmere Junction Rd intersection and nearby on Selwyn Road.

Description of effects: Existing shelterbelt planting along Edwards Road substantially limits views into the proposal site and, if retained, will continue to screen much of the proposed development from this location. While this vegetation is located outside the site and cannot be relied upon in the long term, a 1.8m solid fence is proposed along the western boundary (Mitigation Measure 3) to provide separation between the residential development and adjoining rural land uses. From this distance, the change in density from the anticipated general residential subdivision to medium density will not be highly noticeable, particularly given the proposed fence. Given the limited visual connectivity and the lightly trafficked nature of Edwards Road, adverse visual effects are assessed as **Negligible**.

VP11: View east from Brookside-Edwards Road Intersection

Description of existing view: This viewpoint represents the likely views experienced by road users travelling near the Edwards Road–Brookside Road intersection, as well as residents of a small number of rural-residential properties located nearby and overlooking the site. The view exhibits a strong rural character, with overhead powerlines, post-and-wire fencing, and informal grass verges lining the road corridor. Dense corn crops currently occupy the foreground paddocks, while shelterbelts, mature trees, and hedgerows in the distance provide visual structure within the landscape. Intermittent views of the Port Hills are available through breaks in the vegetation, contributing to the wider landscape setting characteristic of the Canterbury Plains. The appearance of the foreground paddocks is expected to vary seasonally in response to crop growth and harvesting cycles.

Description of effects: As part of the proposed development of the site, existing crop fields will be transitioned into residential development, roads and associated urban infrastructure, resulting in a noticeable change from a farmland rural landscape to a suburban residential environment. This change will be most apparent for the small number of rural-residential properties located near the Edwards Road–Brookside Road intersection that currently overlook the site. Residential development is proposed closer to the Brookside Road-Edwards Road intersection than anticipated under the DEV-RO7 ODP, as development is proposed within part of the Pines OCO and its associated 1000m setback area. However, the resulting view will remain consistent with the suburban residential character anticipated for the site and the surrounding pattern of development. The proposal will form a logical extension of the existing and anticipated urban growth occurring along Rolleston's western edge. In the context of this ongoing change, the increased density and proximity of development are not considered likely to materially alter the overall visual outcome. Adverse visual effects are therefore assessed as **Low**.

5. RECOMMENDATIONS

5.1 Mitigation Measures

The following mitigation measures are recommended to avoid, remedy, or mitigate potential adverse effects on landscape character and visual amenity as perceived from the site's surroundings. Please refer to **Appendix 2**, for a plan and renders visualising the mitigation measures discussed.

MM1 – BUND AND LANDSCAPE BUFFER ALONG STATE HIGHWAY 1 INTERFACE

A 7.7m wide, 1.2m high landscape bund with 1:3 side slopes is proposed along the northern boundary adjoining SH1. The bund will incorporate indigenous planting on its outer face and a 1.8m high acoustic fence along its crest to provide visual and acoustic separation between the highway corridor and adjoining residential lots. Together, these measures will assist in screening views of traffic and associated infrastructure, improving privacy and residential amenity, and establishing a landscaped edge to the development. The proposed planting will also increase indigenous vegetation cover and provide habitat opportunities for local bird, insect, and pollinator species. The location of dwellings on these lots adjoining SH1 will be subject to the decision of future lot owners and in accordance with POSDP provisions, however together the bund and indigenous planting will assist in providing an acceptable level of residential amenity.

MM2 – LANDSCAPE BUFFER AND POST & RAIL FENCING ALONG EXISTING ROAD BOUNDARY

The proposed development will avoid direct vehicle access onto Brookside Rd for individual properties to maintain a continuous landscaped frontage, minimise fragmentation of the road-edge landscape treatment, and protect the visual amenity of this corridor. Vehicle access will instead be provided via JOAL access in the internal road network. A 10m wide grassed swale and 1.8m footpath will be established adjacent to the Brookside Road boundary, with a low post-and-rail fence and landscape planting located behind within the lot boundary. A landscape buffer comprising predominantly native planting, reaching approximately 4–6 m in height at maturity, will be established along residential lot boundaries adjoining Brookside Road. The planting will progressively soften and filter views into the development, reducing the visual prominence of built form and assisting the transition between the emerging urban environment and surrounding rural landscape. The post-and-rail fence will provide a visually permeable edge that reflects the rural character of the area. Together, these measures will enhance visual amenity, reinforce the vegetated character of the road corridors, and support the integration of the development into the wider landscape.

MM3 – WESTERN BOUNDARY INTERFACE TREATMENT: 1.8M HIGH CLOSE BOARD FENCING

A 1.8 m high close board fence will be established along the western boundary adjoining 966 Selwyn Road and neighbouring rural land between Edwards Road and Selwyn Road. The fence will provide immediate visual separation between the proposed residential development and adjoining rural activities, while clearly defining the new urban edge. Given the flat topography and the setback of the existing dwelling from the shared boundary, the fencing will assist in maintaining privacy and reducing views of residential development from the adjoining rural-residential property. While existing shelterbelts and specimen trees on neighbouring land currently provide additional screening, the proposed fence will ensure a consistent and effective boundary treatment regardless of future changes to surrounding vegetation or land use. Subject to

agreement with adjoining landowners, alternative boundary treatments that achieve comparable visual screening and amenity outcomes may also be considered during detailed design.

MM4 – GREEN LINKS AND RESERVES

The proposal will provide green pedestrian/cycle links and a range of recreation reserves, forming a diverse network of open space throughout the development. These areas will incorporate native planting, providing prominent green focal points and visual relief within an otherwise intensified residential environment. Compared to the site's current agricultural land use and predominantly exotic shelterbelts, the proposal will substantially increase vegetation diversity and provide enhanced habitat and foraging opportunities for indigenous bird, insect, and pollinator species. The green links will also contribute to landscape structure, amenity, and neighbourhood character, continuing the open space strategy established within adjoining Rolleston subdivisions. While not functioning as significant ecological corridors, the introduction of more diverse native vegetation throughout the site will contribute positively to the wider Canterbury Plains landscape by increasing indigenous vegetation cover within the modified agricultural environment.

A landscaped reserve is also proposed along the western site boundary between SH1 and Burnham School Road. The reserve provides an appropriate use of this land which is otherwise constrained by the OCO, contributing additional open space, planting opportunities, location of the proposed lizard re-location habitat, and visual amenity while reinforcing the landscape structure of the development.

MM5 – OPEN STREETSCAPE AND RESERVE FRONTAGES

The proposal will establish an open and visually permeable interface along streets and public open spaces. While the final boundary treatment design will be confirmed through the detailed design process, open-style fencing is proposed along boundaries fronting reserves, green links, and other public open spaces. In contrast, fencing is generally not proposed along street frontages, allowing development to present an open frontage character to the public realm. Together, these measures will reinforce a sense of openness, maintain visual connectivity, reduce the perceived dominance of built form, and contribute to an attractive and pedestrian-friendly public realm. This approach reflects the character of neighbouring Rolleston subdivisions, such as Arbor Green on the eastern side of Dunns Crossing Road, and will assist in establishing a cohesive, open, and welcoming environment as the urban area continues to expand.

MM6 – INTEGRATED MOVEMENT AND AMENITY NETWORK

The proposal will provide a connected network of streets, shared paths, cycleways, and pedestrian links that tie into the movement network within the adjoining established and under construction Rolleston subdivisions. By extending these established connections and providing access to reserves and public facilities, the development will create a well-connected and accessible environment that encourages walking, cycling, and everyday community use. This integrated network will help the development sit more naturally within its surroundings, softening the transition from the site's existing rural character to an urban residential environment. The resulting streets, paths, and open spaces will provide a high level of amenity for future residents and the wider Rolleston/Burnham community, while reinforcing the character and connectivity already established within neighbouring residential areas.

6. CONCLUSION

Overall, from a landscape perspective, the proposed development is considered appropriate within the context of the receiving environment. The site is zoned for residential development under the existing planning framework and is located within a transitional landscape immediately adjoining the established and under-construction subdivisions of Rolleston. Whilst the development will result in a change to the existing character and values of the site itself, this is anticipated by the POSDP. When assessed against the POSDP, the principal landscape effects relate to the scale and density of development proposed, rather than the introduction of urban development itself.

The proposal is therefore considered to represent a logical extension of the existing urban edge rather than an isolated encroachment into the wider rural landscape and is in line with the character and density of other subdivision development in the area.

Landscape visual effects vary depending on where the site is viewed from, with effects generally assessed as **Low**, reflecting the level of change occurring within the site and for some adjoining properties when compared to the current anticipated baseline. The proposed landscape mitigation measures outlined in Section 5.1, including landscape buffers, planting, open space provision, visually permeable frontage treatments, and an integrated movement network, will assist in integrating the development into its surroundings, establishing a cohesive and well-defined urban edge, and enhancing visual amenity, landscape structure, and ecological values. As a result, residual landscape and visual effects are generally assessed as **Low**. When views from private property are excluded, the resulting visual effects ratings would remain the same or be lower than those assessed above.

Overall, in light of the above assessment, the proposed development of the site is considered appropriate from a landscape perspective and there are no landscape or visual adverse impacts that reach the threshold of a ‘sufficiently significant adverse impact’ such that they need to be taken into account in terms of an assessment under s85 of the Fast-track Approvals Act 2024.

APPENDIX 1 Landscape and Visual Impact Assessment Methodology

APPENDIX 2 Westhaven Residential Development Fast-track Graphic Attachment