APPENDIX M: LANDSCAPE AND VISUAL ASSESSMENT

SOUTHWEST INDUSTRIAL

FAST TRACK CONSENT



SOUTHWEST INDUSTRIAL
FAST TRACK CONSENT

CONTENTS 01

Introduction	02
Design Drivers	03
Land Zoning Context	04
Local Context	05
Existing Site Character	06
Connection & Circulation	07
Sitewide Masterplan	08
Springs Road Frontage	09
Springs Road Entrance	10
Marshs Road Entrance	11
Reserve 100	12
Reserve 101	13
Indicative Fencing Typologies	14
Indicative Roading Sections	15
Specimen Tree Palette	16
Planting Palette	17





INTRODUCTION

Southwest Industrial is located approximately 200m north of the Prebbleton township in Canterbury, bordered by the Christchurch Southern Motorway (SH76) to the north, Marshs Road to the south, Springs Road to the east, and industrial-scale rental car facilities to the west.

The site comprises 300, 318, 320, 37A and 376 Springs Road which are located within the Christchurch District and are currently zoned Rural Urban Fringe (RuFU) and Industrial Heavy (IH) under the Christchurch District Plan. Puna Property proposes to rezone the RuFu land to Industrial General (IG) and subdivide the site for future industrial activities.

Land to the north and west of the site is within the Christchurch District and is currently zoned Industrial Heavy. To the east, across Springs Road, land remains zoned RuFU, while land to the south across Marshs Road falls within the Selwyn District and is zoned Inner Plains.

The purpose of this package is to illustrate the landscape framework and intended landscape outcomes for the proposed development. The Landscape Framework responds to the site's transitional rural-industrial context and seeks to establish a cohesive, high amenity industrial environment that contributes positively to the wider landscape setting and approach into Prebbleton.



SENSE OF PLACE

Southwest Industrial occupies a transitional landscape at the southern edge of Christchurch between established Industrial Heavy zoned land, key transport corridors, and the rural fringe surrounding Prebbleton.

The client's vision is to create a well-structured industrial subdivision that responds appropriately to this interface condition. While the development is proposed for Industrial General activities, the landscape response seeks to soften the transition between the larger-scale heavy industrial environment to the north and west and the more open rural landscape surrounding Prebbleton and Marshs Road.

The surrounding landscape is characterised by expansive open spaces, farm style fencing, shelterbelt and tree planting, wide transport corridors, and long views toward the Southern Alps. Existing shelterbelts and landscape setbacks form important elements within the local landscape character and provide the basis for the proposed landscape framework.

The landscape framework also acknowledges the cultural significance of indigenous landscape systems and waterways within the wider Canterbury Plains environment. In line with the Mahaanui Kurataiao Iwi Management Plan, the proposed landscape response incorporates indigenous planting, integrated stormwater management, and landscape design approaches that support ecological function, local landscape character, and cultural principles associated with mahinga kai where appropriate.



LANDSCAPE BUFFERING & TRANSITION

Given the site's location at the interface between Industrial Heavy zoned land, key transport corridors, and the rural fringe surrounding Prebbleton, landscape buffering forms a key component of the design response.

The landscape framework seeks to soften the visual scale and appearance of industrial development while maintaining a practical and functional industrial environment. Existing shelterbelts, setbacks, and integrated planting are used to create a greener and more cohesive transition between the surrounding land uses.

Particular emphasis is placed on the site's edges adjoining Springs Road, Marshs Road, and surrounding rural properties where landscape treatment contributes to visual amenity, screening, and landscape continuity. A planted bund is proposed along sections of the Springs Road frontage to assist in visually softening industrial development, reinforcing the landscape edge, and integrating the development into the surrounding landscape context.



INDUSTRIAL STREETSCAPE CHARACTER

The streetscape framework seeks to create a cohesive and functional industrial environment that is visually softened through consistent planting, integrated stormwater treatment, and coordinated landscape setbacks.

The landscape response acknowledges the operational requirements of an industrial subdivision, including heavy vehicle movements, servicing, and large-format buildings, while establishing a greener and more structured public realm.

Streetscape planting and landscape treatments are intended to provide visual consistency throughout the development while contributing positively to the wider character of the area.

Avenue tree planting, and berm areas form key components of the streetscape framework and reflect landscape typologies commonly found throughout the wider Canterbury Plains and rural-urban fringe environment.







GREEN INFRASTRUCTURE & STORMWATER

Green infrastructure and stormwater management form integrated components of the landscape framework and contribute to both the functional and visual performance of the development. Stormwater infrastructure is incorporated throughout the site as visible landscape features that assist in softening the industrial environment while reinforcing a greener landscape character.

The landscape response utilises native planting areas, grassed areas, planted bunding, stormwater reserves, perimeter planting, avenue tree planting, and landscape setbacks to create a cohesive and practical landscape framework suited to the site's industrial context.

Stormwater reserves positioned at locations within the development provide opportunities for landscape integration, visual relief, and the establishment of planting areas that contribute positively to the wider character of the subdivision

PLANTING

The planting strategy seeks to reinforce a cohesive and practical landscape framework that responds to the site's industrial context, surrounding transport corridors, and the rural landscape character.

Planting throughout the development is intended to soften the visual scale of industrial buildings and infrastructure while maintaining clear sightlines, operational functionality, and long-term durability. The planting palette focuses on robust and low-maintenance species suited to local environmental conditions, including exposure, wind, drought, and roadside environments.

A combination of avenue tree planting, planted bunding, stormwater planting is used to create visual consistency throughout the development and strengthen the landscape structure of the site.

Native vegetated corridors throughout the streetscape and Stormwater reserves provide opportunity to act as flyways between surrounding remnant native forest for natove bird species.

The planting strategy also acknowledges the cultural significance of indigenous landscape systems and waterways within the wider Canterbury Plains environment. Indigenous species are incorporated throughout stormwater areas, and landscape setbacks where appropriate, supporting ecological function, local landscape character, and cultural principles associated with mahinga kai.

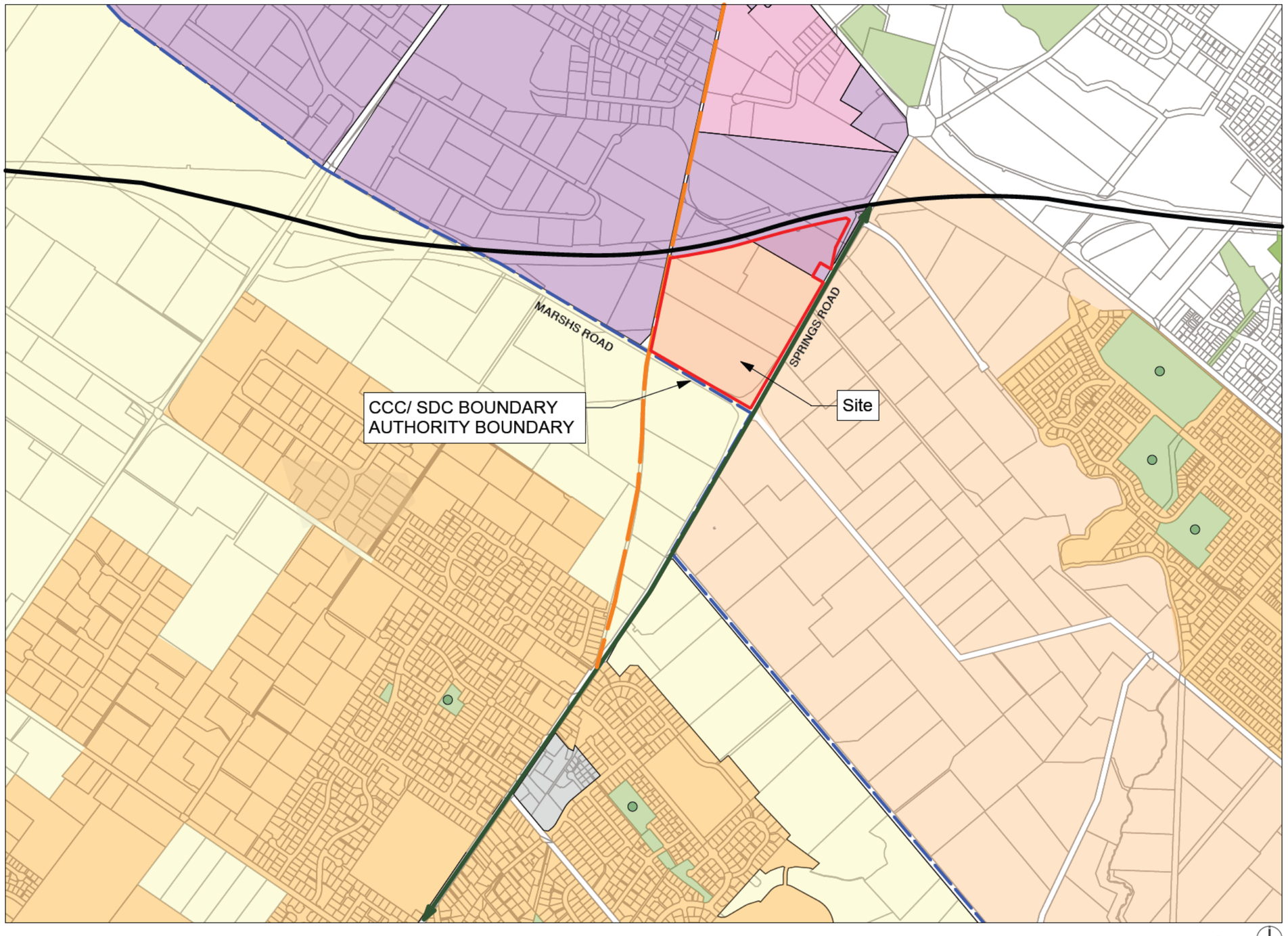
CIRCULATION & CONNECTIVITY

The development is structured around a clear and legible internal road network designed to support industrial vehicle movements while maintaining safe and functional pedestrian and cycle connections.

The site occupies a highly accessible location adjoining Springs Road, Marshs Road, and the Christchurch Southern Motorway (SH76), with existing connections to the wider transport network including shared cycleway infrastructure and nearby public transport routes.
The landscape framework supports these connections through integrated streetscape planting, open sightlines, coordinated landscape setbacks, and simple road geometry suited to industrial traffic movements.

Pedestrian and cycle connectivity forms an important component of the wider landscape response, particularly along Springs Road where existing shared path infrastructure and bus stops provide connections toward Prebbleton and Christchurch. Opportunities are also provided to extend and integrate future cycle connections throughout the development.

LAND ZONING CONTEXT

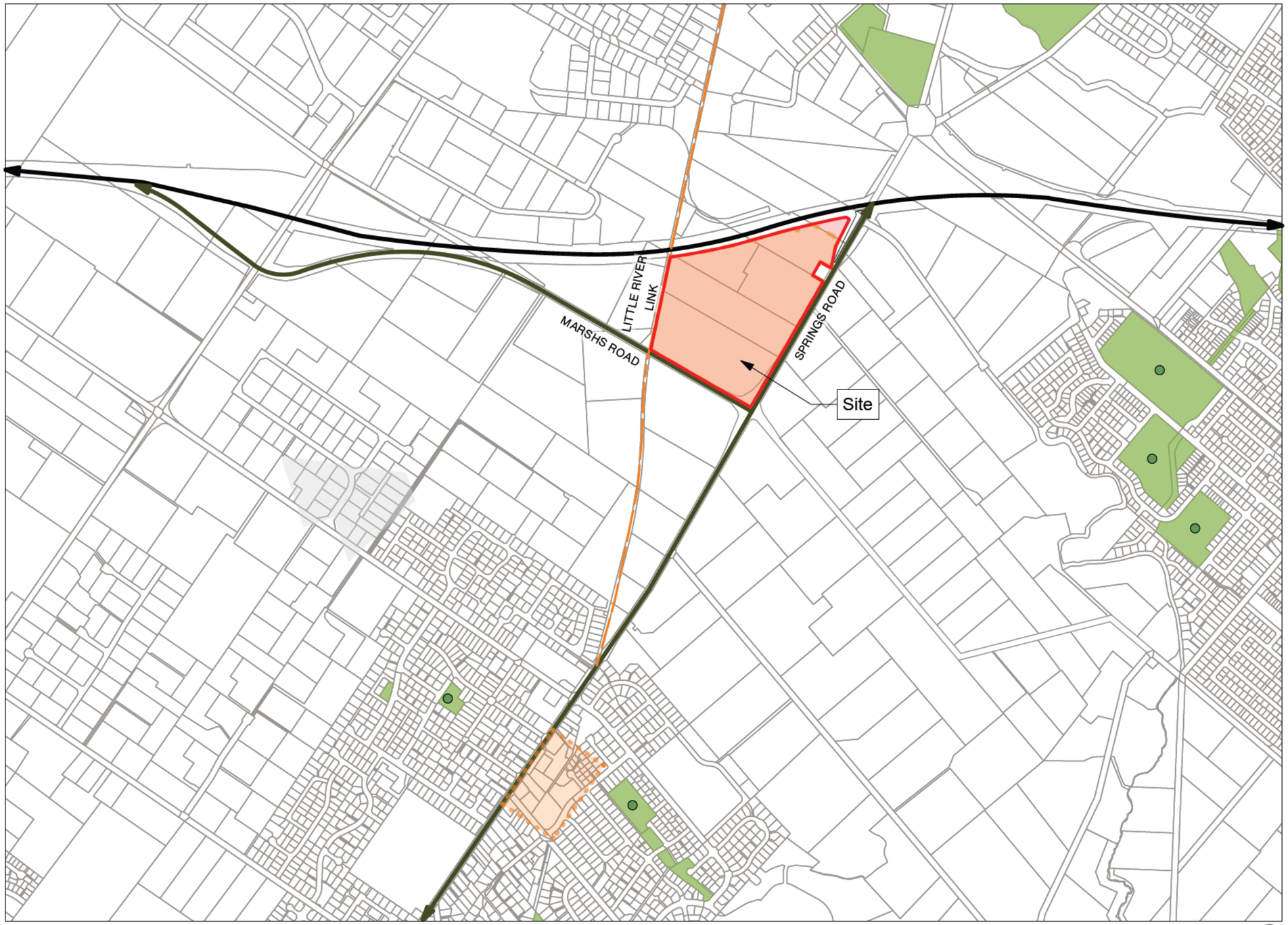


LEGEND

- Site
- CCC/ SDC Authority Boundary
- Inner Plains
- Urban Rural Fringe Zone
- Living 1,2,X / Medium Residential Density Zone
- Industrial Heavy Zone
- Industrial General Zone
- Open Space Zone
- Business 1
- Southern Motorway
- Main Road
- Little River Link Cycleway

SCALE : 1 : 13,500 @ A3

LOCAL CONTEXT

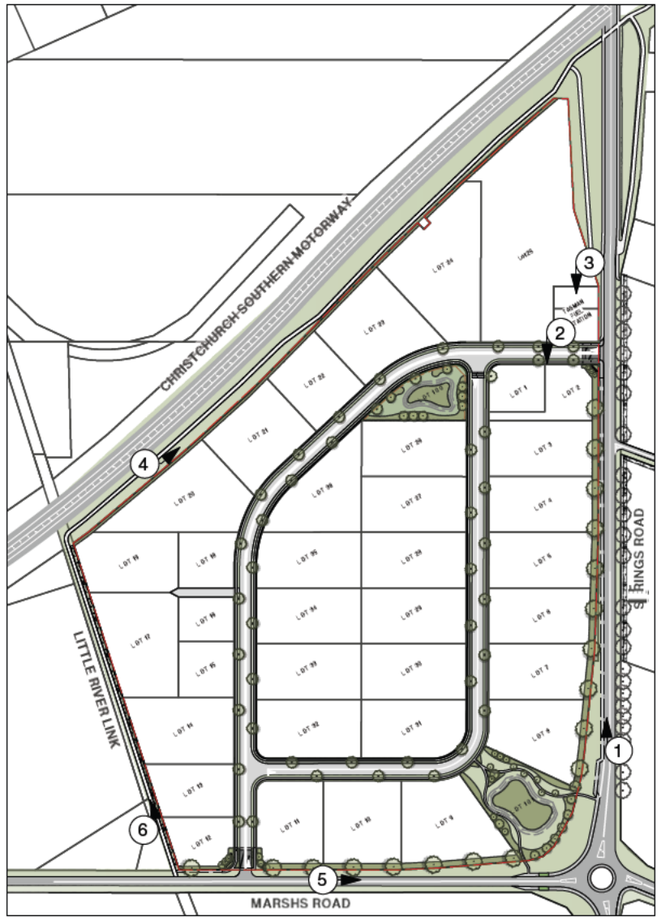


LEGEND

- Southwest Industrial
- Town Centre
- Open Green Space
- Southern Motorway
- Main Road Access
- Little River Link Cycleway

SCALE : 1 : 13,500 @ A3

EXISTING SITE CHARACTER



SCALE : 1 : 5,500 @ A3

LEGEND

Site



VIEW NORTH ALONG SPRINGS ROAD

Springs Road forms the eastern boundary of the site, with established roadside planting and shelterbelts providing a mature landscape setting. Open pastoral land occupies the western side of the road, with industrial development visible further north



VIEW SOUTH-WEST ACROSS THE SITE

The site comprises open pastoral land with scattered rural buildings, shelterbelt planting and mature trees located around the site boundaries. The predominantly flat landform provides expansive views across the surrounding rural landscape.



VIEW SOUTH TOWARDS TASMAN FUELS

Tasman Fuels is located immediately north-east of the site and forms part of the existing commercial and industrial activity within the area.



VIEW NORTH-EAST ALONG THE CHRISTCHURCH SOUTHERN MOTORWAY

The Christchurch Southern Motorway forms the northern boundary of the site and is separated by a grassed verge and shared pathway. Open pastoral land extends south of the motorway corridor, with shelterbelt planting visible in the distance.



VIEW EAST ALONG MARSHS ROAD

Marshs Road forms the southern boundary of the site and is characterised by a grassed roadside swale, native planting and a wide road corridor. The Springs Road roundabout is visible in the distance, providing access to the surrounding transport network.



VIEW NORTH ALONG THE LITTLE RIVER LINK

The Little River Link shared cycleway forms the western boundary of the site and is bordered by an established shelterbelt. Large-scale industrial buildings accommodating Heavy Industrial activies (Namado Car Rentals) are located on adjoining land to the west.

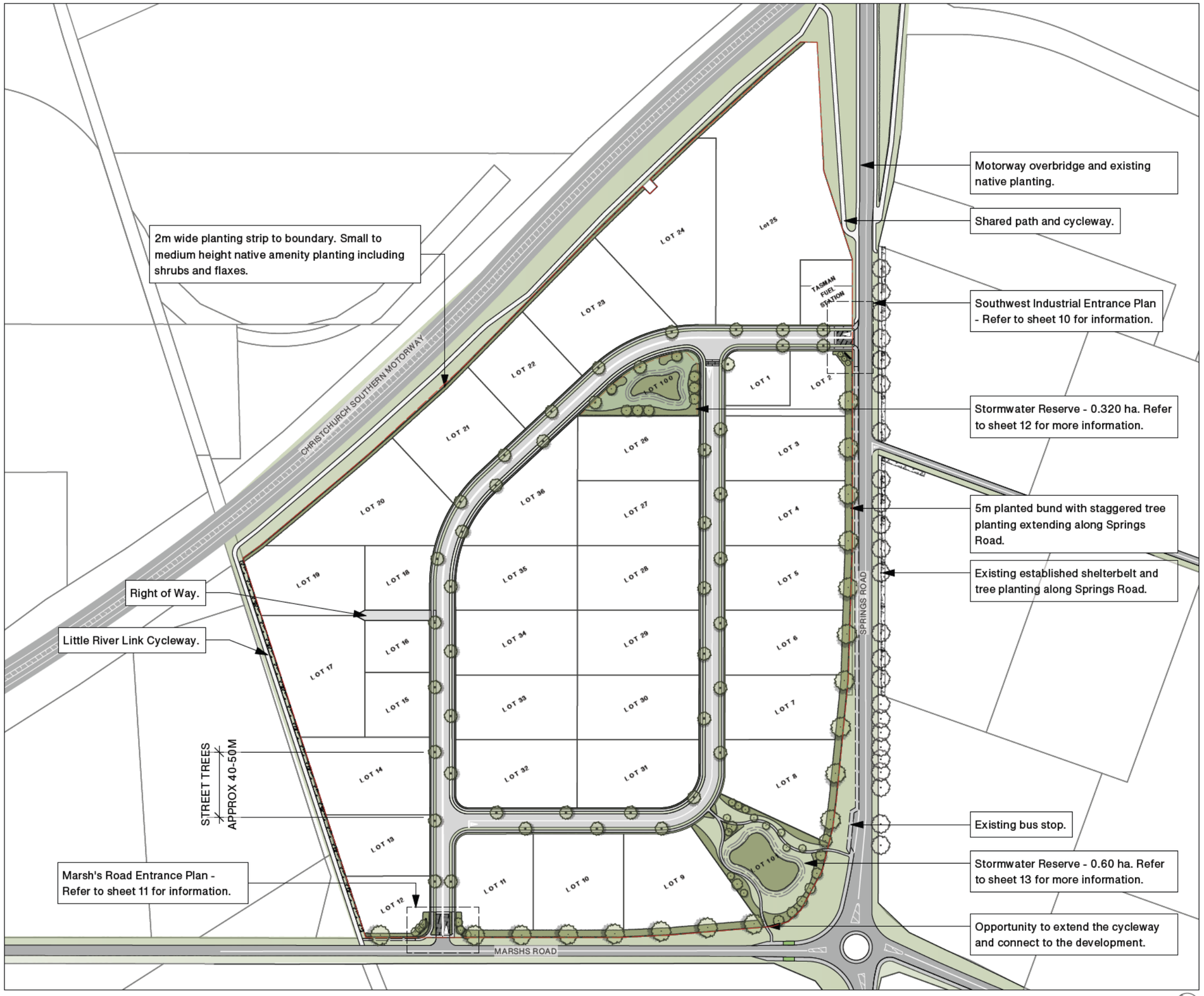
CONNECTION & CIRCULATION



LEGEND

- Southwest Industrial
- Roads
- Shared Path, Cycleway
- Bus Stop

SCALE : 1 : 5000 @ A3



LEGEND

- Site boundary
- Insitu plain coloured concrete
- Asphalt
- Paving setts
- Exposed aggregate paving
- Insitu concrete wall
- Plastered block wall
- Timber fence
- Mounding/contours
- Lawn
- Hedge
- Proposed specimen tree
- Medium/small shrub
- Planting

SITEWIDE MASTERPLAN

SCALE : 1 : 3000 @ A3

SPRINGS ROAD FRONTAGE - LANDSCAPE CONCEPT PLAN



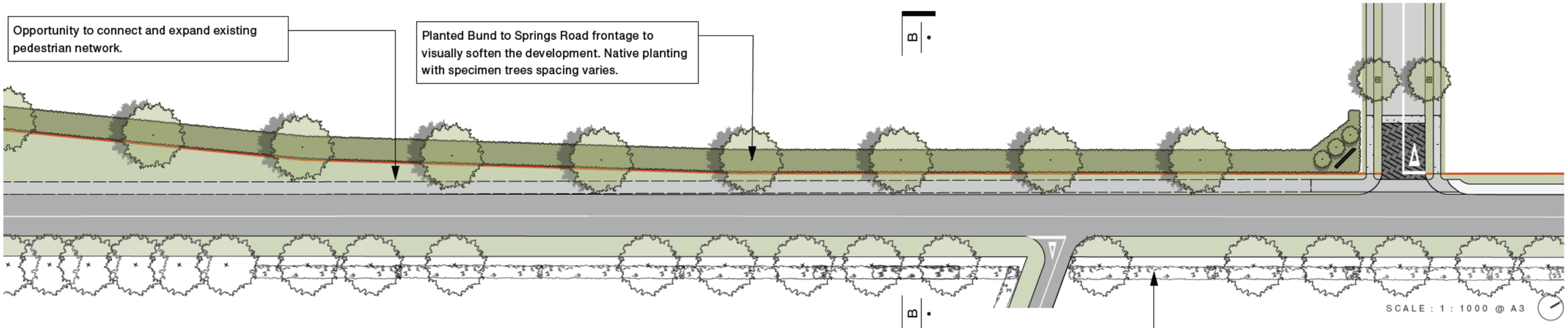
VIEW NORTH PAST THE SITE ALONG THE MOTORWAY OVERPASS

Established native roadside planting line the corridor north of the site. The Christchurch Southern Motorway overpass lighting network is visible in the distance.



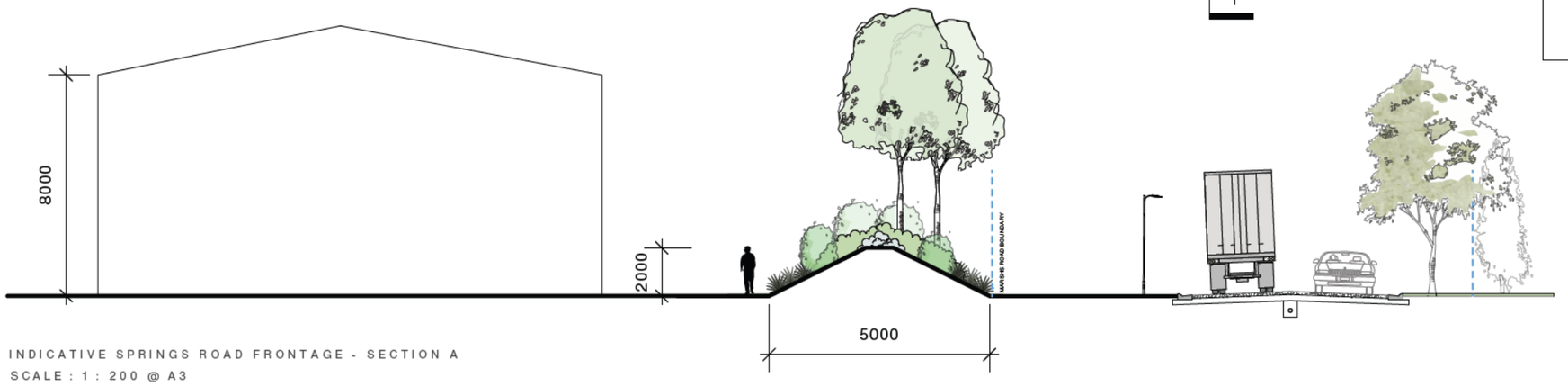
VIEW NORTH ALONG SPRINGS ROAD EXISTING VEGETATION

Established shelterbelt planting and mature specimen trees line the Springs Road frontage, creating a strong vegetated edge and contributing to the character of the road corridor.



SCALE : 1 : 1000 @ A3

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.



INDICATIVE SPRINGS ROAD FRONTAGE - SECTION A
SCALE : 1 : 200 @ A3

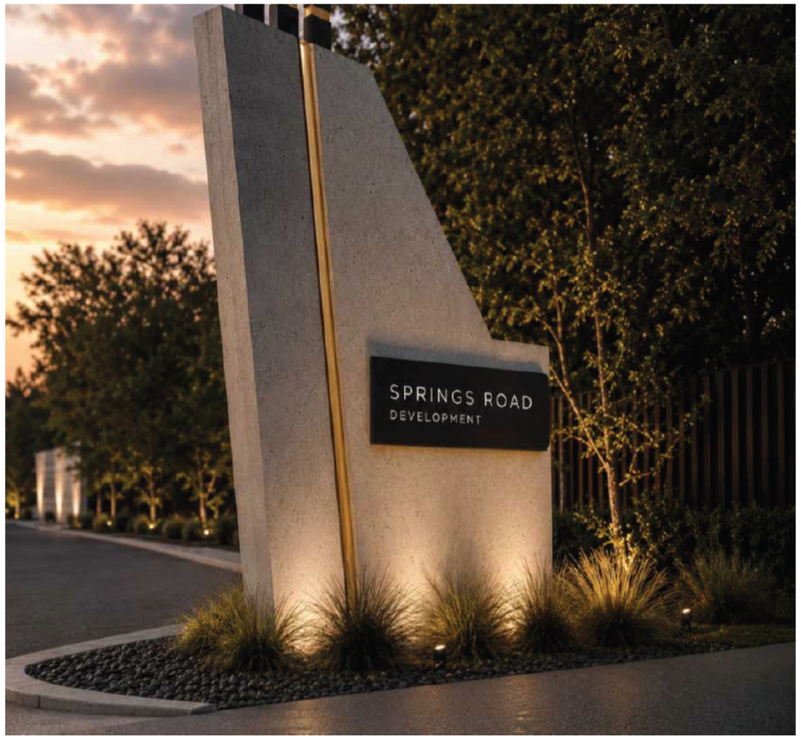
SPRINGS ROAD ENTRANCE - CONCEPT PLAN

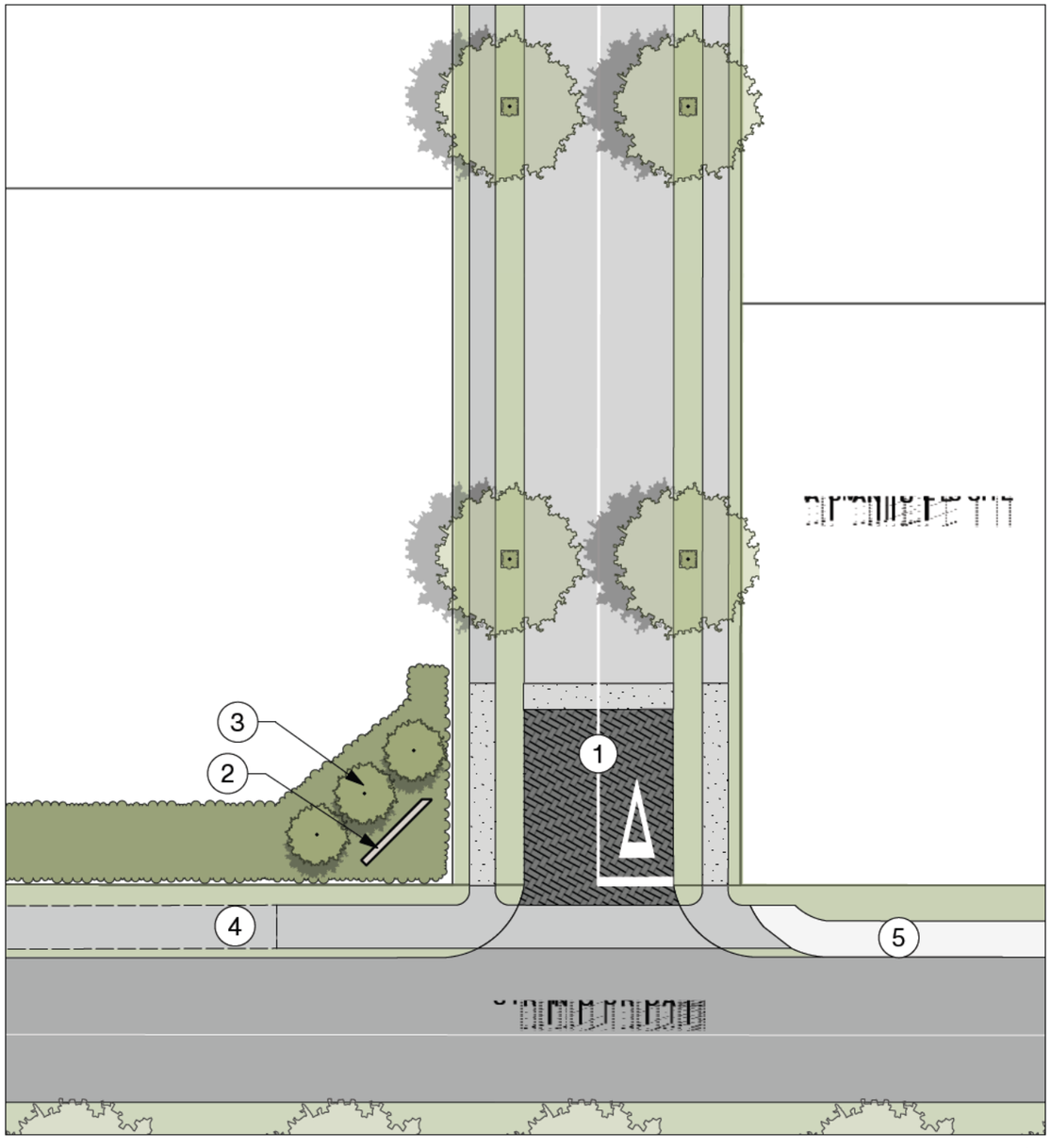
LEGEND

1. Feature paving to provide traffic calming and signify the entrance to this development.
2. Entrance walls and signage.
3. Specimen grade trees and amenity planting.
4. Opportunity to connect and expand existing pedestrian & cycleway network.
5. Existing shared pathway network.

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.

INDICATIVE RENDER





SCALE : 1 : 400 @ A3

MARSHS ROAD ENTRANCE CONCEPT PLAN

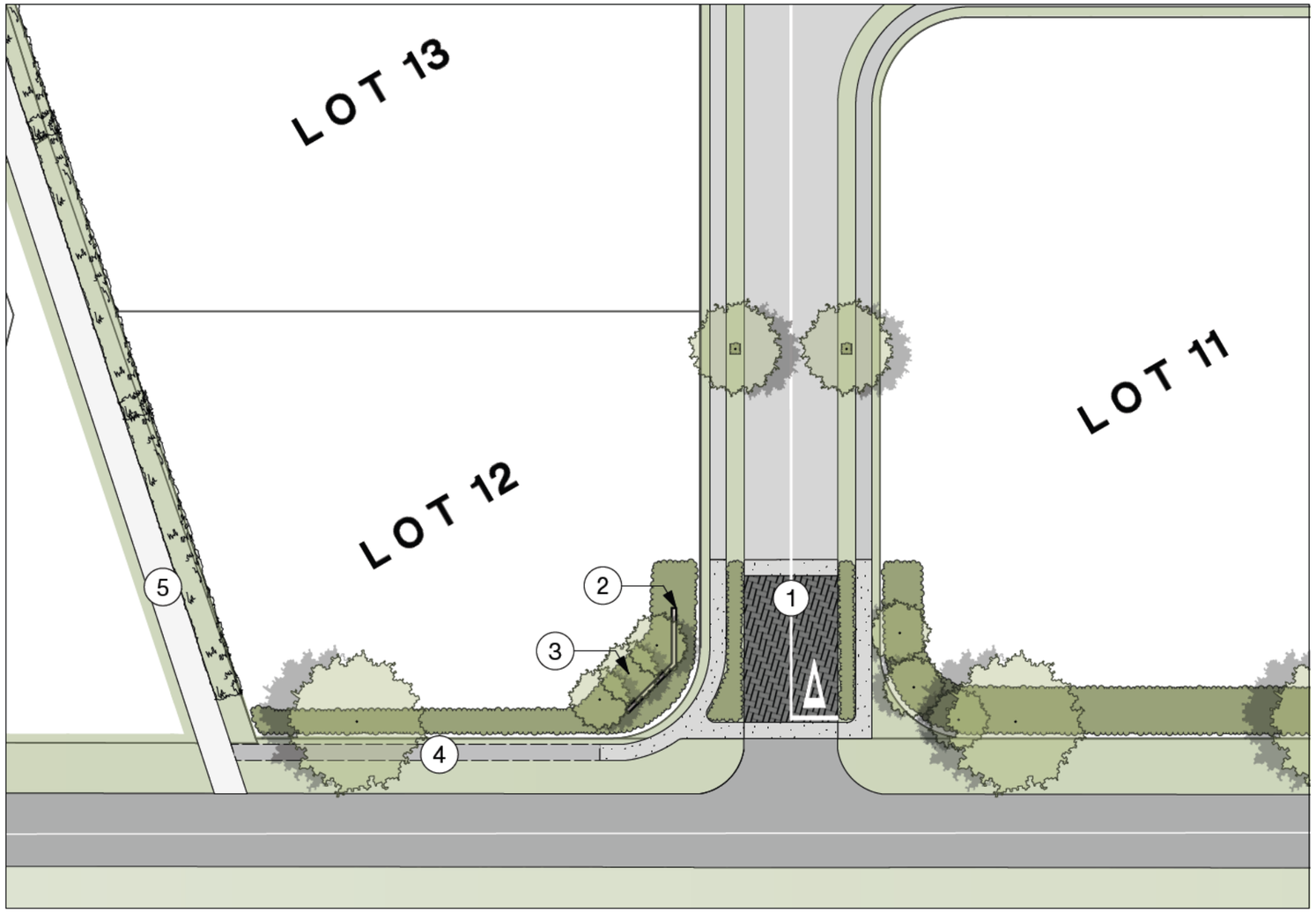
LEGEND

1. Feature paving to provide traffic calming and signify the entrance to this development.
2. Entrance features and signage.
3. Specimen grade trees + amenity planting.
4. Opportunity to connect and expand existing pedestrian & cycleway network.
5. Existing Little River Link Cycleway.

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.

INDICATIVE RENDER





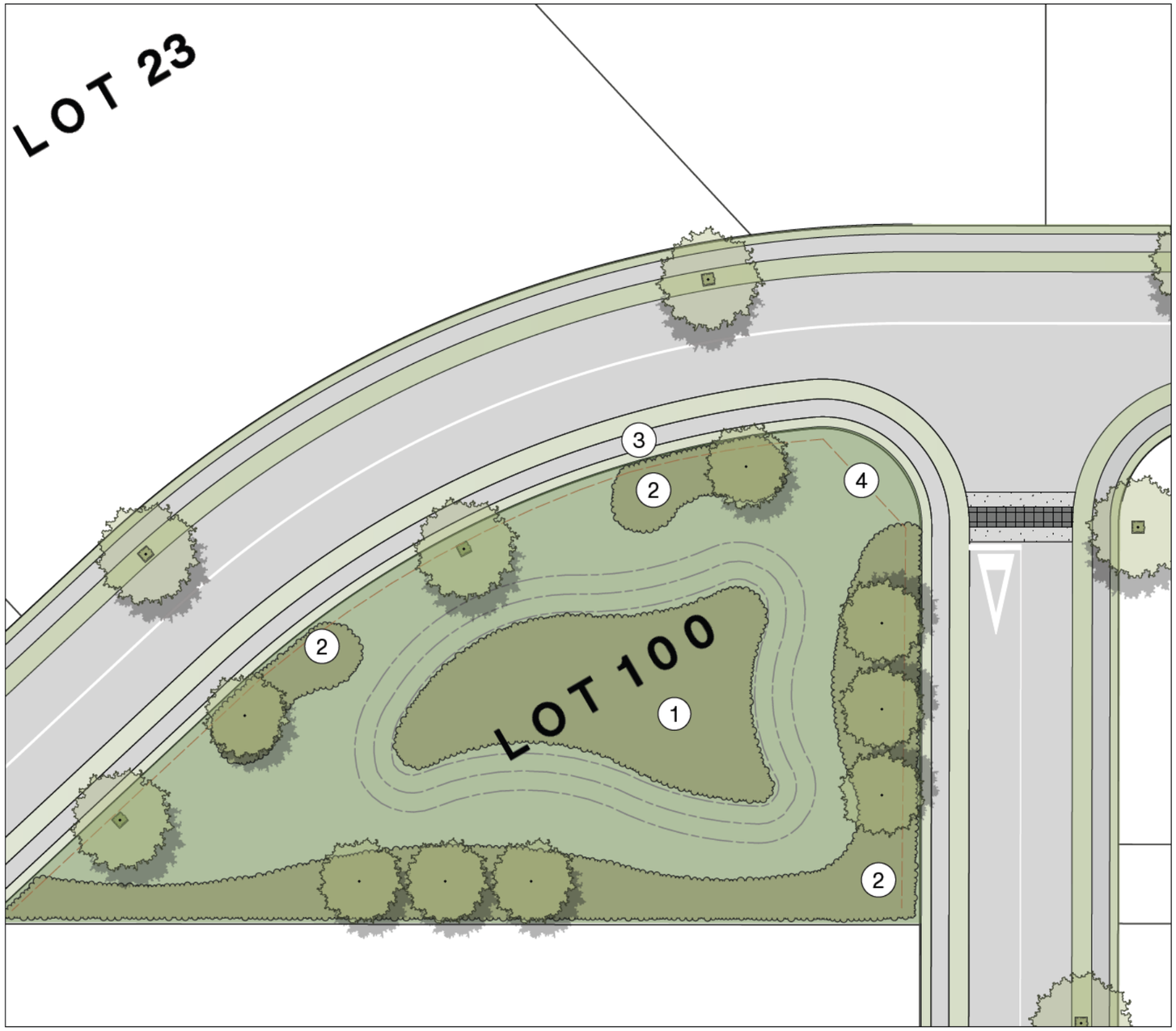
SCALE : 1 : 400 @ A3

RESERVE 100
LANDSCAPE CONCEPT PLAN

LEGEND

1. Indicative stormwater planting to basin. To be mixed small/medium native planting With specimen-grade trees to reserve.
2. Pockets of plantings to provide amenity within the development. Planting to be low maintenance, native planting varying in height.
3. Pedestrian pathways throughout development to provide opportunity for circulation and recreational amenity.
4. Bollard fencing to boundary of reserve with maintenance access points.

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.



SCALE : 1 : 500 @ A3

RESERVE 101
LANDSCAPE CONCEPT PLAN

LEGEND

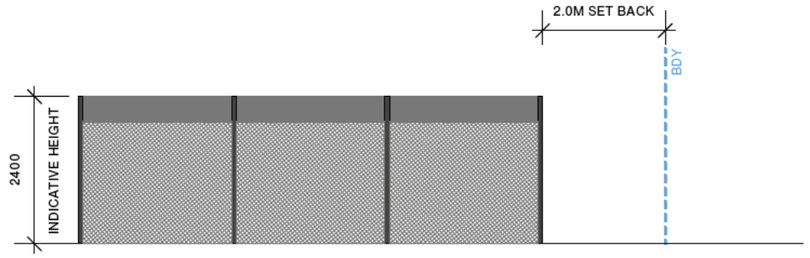
1. Indicative stormwater native planting to basin.
2. Existing shared cycleway.
3. Pockets of plantings and specimen grade trees to provide amenity within the development.
4. Planted bund along Springs Road & Marshes Road to soften the visual impact of the development with specimen grade trees at varying spaces.
5. The proposed shared pathway will link the development with the surrounding existing networks.

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.

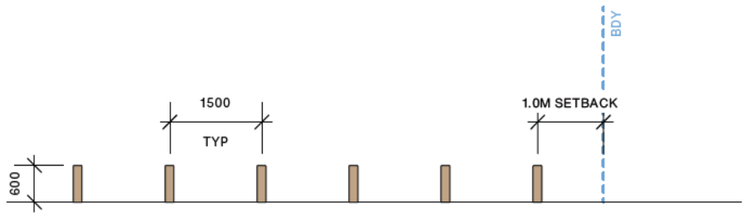


SCALE : 1 : 500 @ A3

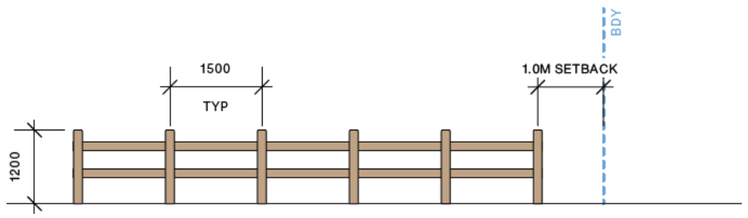
INDICATIVE SITEWIDE FENCING TYPOLOGIES



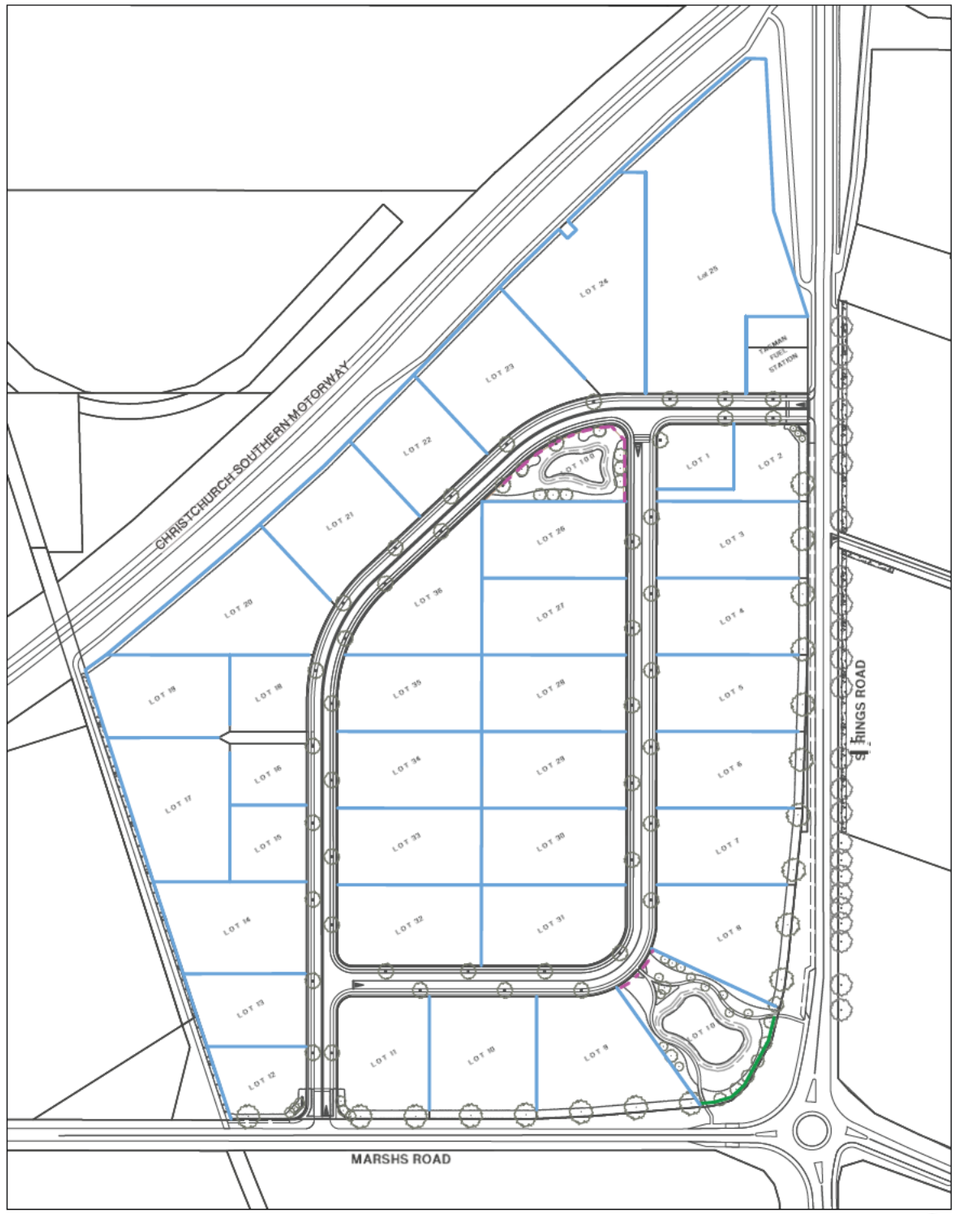
EXAMPLE FENCING TYPE A
SCALE 1:100



EXAMPLE FENCING TYPE B
SCALE 1:100



EXAMPLE FENCING TYPE C
SCALE 1:100



LEGEND

SCALE : 1 : 4000 @ A3

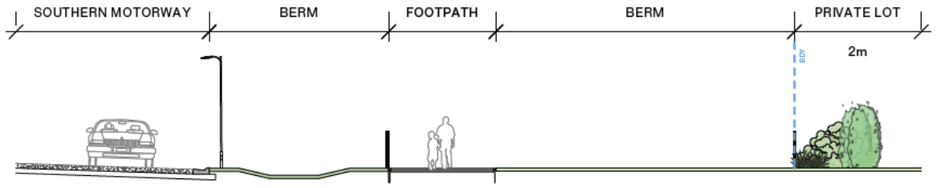
INTERLOT FENCING - 2.4M Openstyle Chainlink Aluminium Fencing

BOLLARD FENCING - 0.6M Bollard Fencing + Maintenance access

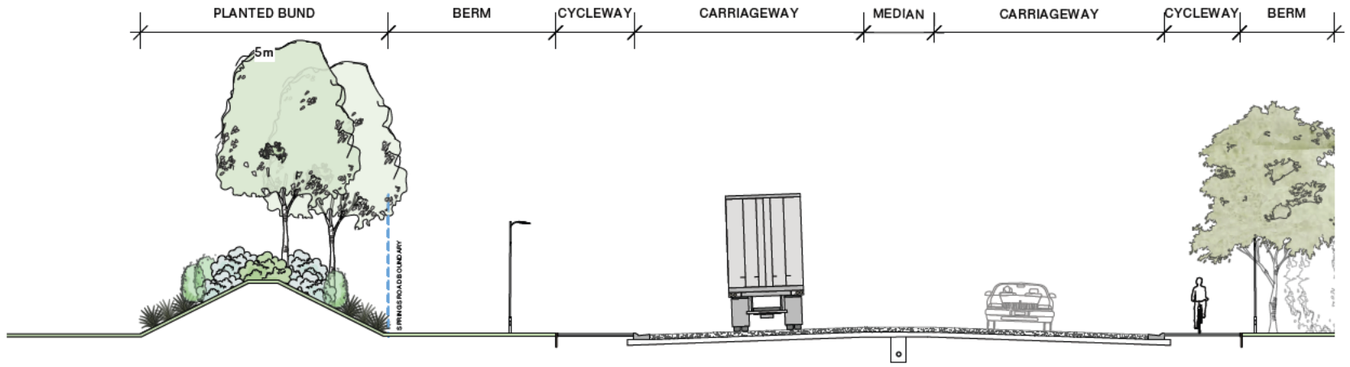
POST AND RAIL FENCING - 1.2M Timber Fencing

Fencing typologies indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.

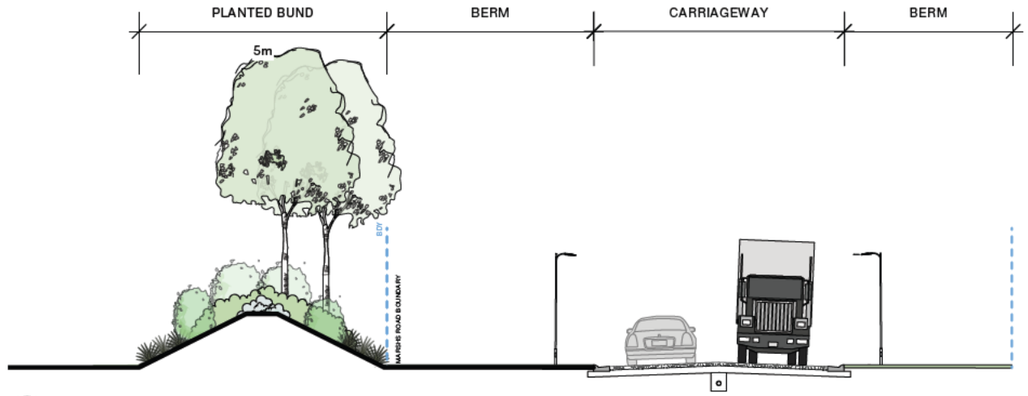
TYPICAL INDICATIVE ROADING SECTIONS



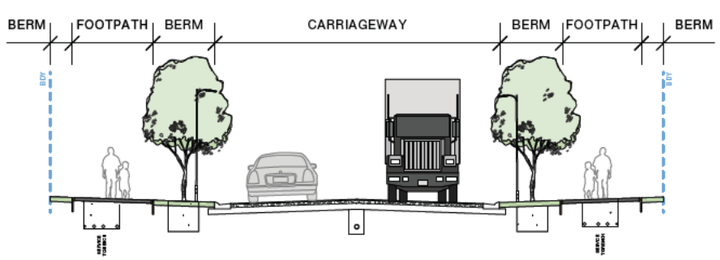
A • INDICATIVE NORTH BOUNDARY - SECTION
Scale: 1:200



B • INDICATIVE EASTERN BOUNDARY SPRINGS ROAD - SECTION
Scale: 1:200



C • INDICATIVE SOUTHERN BOUNDARY MARSHS ROAD - SECTION
Scale: 1:200



D • INDICATIVE TYPICAL INTERNAL ROAD - SECTION
Scale: 1:200



SCALE : 1 : 4000 @ A3

Design indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.

INDICATIVE STREET TREE SPECIMEN PALETTE



Carpinus betulus 'Fastigiata'



Acer rubrum 'Jeffersred'

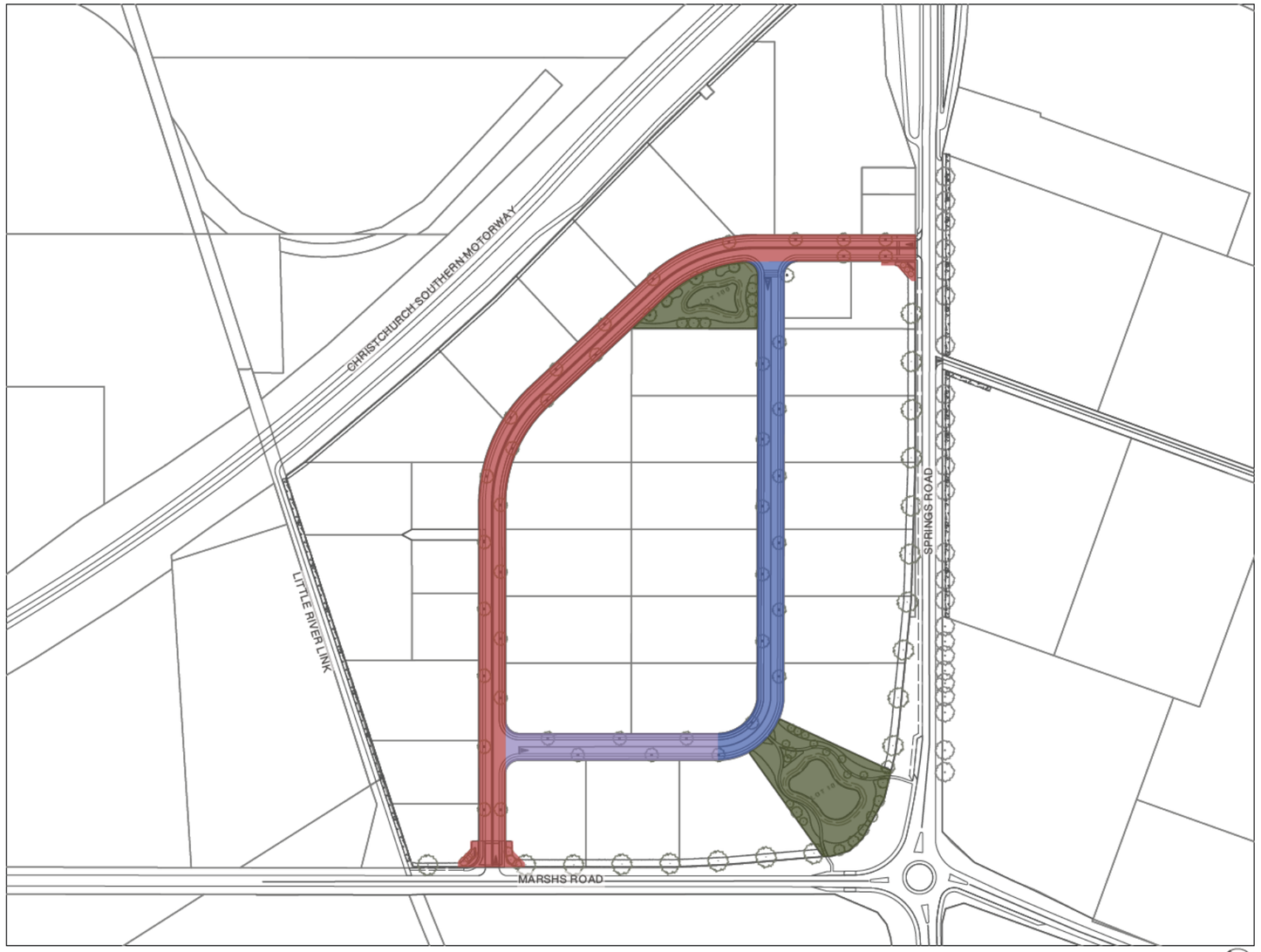


Hoheria angustifolia



Podocarpus totara

Design and species indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.



SCALE : 1 : 4000 @ A3

RESERVE & BUND PLANTING PALETTE



Harakeke/ Phormium tenax



Kohuhu/ Pittosporum tenuifolium



Pukio/ Carex secta



Muehlenbeckia astonii /





REFERENCE IMAGE

Proposed planting to tie in with existing Southern Motorway Bund Planting



Kapuka / Kaupuka / Griselinia littoralis



South Island Toe Toe/ Cortaderia richardii



Koromiko/ Hebe salicifolia



Tarata/ Lemonwood/ Pittosporum eugenioides



Tī kōuka/ Cabbage tree/ Cordyline australis

SWALE PLANTING PALETTE



Pukio/ Carex secta



South Island Toe Toe/ Cortaderia richardii



Common spikerush/ Eleocharis acuta



Oi oi/ Apodasmia similis

Design and species indicative only and subject to confirmation during detailed design works and compliance with local authority regulations.