

# **104 Ryans Road – Industrial Development**

CARTER GROUP LTD.

Landscape and Visual Impact Assessment

Project No. 2024\_051 | F

## 104 Ryans Road –Industrial Development

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Author: Hannah Bruere – Senior Landscape Architect (NZILA registered), and  
Dave Compton-Moen – Director, Landscape Architect (NZILA registered)

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#### DCM URBAN DESIGN LIMITED

10/245 St Asaph St, Ōtautahi / Christchurch 8011  
Level 1, 17 Garrett St, Te Whanganui-a-Tara / Wellington 611

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# CONTENTS

<b>1. Introduction</b>	<b>4</b>
<b>2. The Proposal</b>	<b>5</b>
<b>3. Receiving Environment</b>	<b>6</b>
<b>4. Assessment of Effects</b>	<b>9</b>
<b>9 Recommendations</b>	<b>22</b>
<b>10 Conclusion</b>	<b>22</b>

APPENDIX 1 Landscape and Visual Impact Assessment Methodology

APPENDIX 2 LVIA Graphic Supplement

# 1. INTRODUCTION

## 1.1. Purpose and Scope

DCM Urban Design Limited has been commissioned by Carter Group Ltd. (the applicant) to assess the potential landscape and visual effects of an industrial development (subdivision and land use consents) proposed at 104 Ryans Road, Yaldhurst, Christchurch 8042 (Pt Lot 3 DP 22679, Lot 4 DP 22679, Pt Lot 1 DP 2837). Dave Compton-Moen is the Director of DCM Urban Design Limited has 25 years of experience working in the planning, urban design and landscape profession and is a Registered Landscape Architect with the NZILA. Dave has a Bachelor of Landscape Architecture (Honours) (BLA), a Master of Urban Design (MURbDes) and a Bachelor of Resource Studies in Planning and Economics. Hannah Bruere has 7 years of experience working as a Landscape Architect, including working on numerous LVIA's throughout New Zealand. Hannah has a Bachelor of Landscape Architecture (Honours) (BLA) and is a Registered member of the NZILA. The proposal centres on the approvals required to establish an industrial development under the Fast Track Approvals Act 2024 recently introduced by Government.

At present the site is in the Rural Urban Fringe Zone of the Operative Christchurch District Plan, giving the industrial development proposed a **non-complying** activity status.

This report is supported by **Appendix 1 Landscape and Visual Impact Assessment Methodology** outlining the broader assessment methodology, and **Appendix 2 Landscape and Visual Impact Assessment Graphic Supplement**, a set of supporting figures, including site plans, character photos and viewpoint images.

## 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 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 site visits (on 12/11/2024 and 14/01/2025) 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.
- **Assessment Against the Relevant Statutory Matters:** The Operative Christchurch District Plan gives effect to the RMA within the context of the site and provides much of the policy framework against which this landscape assessment has been evaluated.
- **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 2000m offset from the proposed subdivision site. This distance was determined by the scale of the proposal and the flat topography of the site and its surroundings, and consideration of key viewers in the receiving environment such as



nearby residents, businesses and road users. While the offset was established to be 2000m, 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. It should also be noted that although a 2000m offset is provided as a visual context, the proposal is more or less visible from different aspects, depending on the presence of screening vegetation and structures in between the viewing location and proposal site. For example, the site is generally more open and visible from the west than from the east and south where there are a greater number of shelterbelts. From distances greater than 2000m the development is anticipated to blend into the distant landscape, with no substantial visual impact.

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, with both pre- and post-mitigation effects considered where relevant. This evaluation encompassed landscape character, values, and visual amenity to provide a holistic assessment of the proposal.

To get an understanding of what the site may generally look like in future, for assessment purposes, we have referred to a nearby Industrial General zone. This area, which exists along the western portion of Wairakei Road (between Abros Place and Stanleys Road, surrounding 565 Wairakei Road), features:

- Buildings which are approximately one to three-storeys high
- Large extents of carparks and hardstand
- A mixture of building sizes, including large format warehouses, factory and office buildings

Reference to this area provided a useful indication of the character of Industrial General activity, in order to gain a better understanding of the proposal.

- **Recommendations / Mitigation Measures:** Identification of potential mitigation measures was undertaken to address adverse and residual effects associated with the proposed subdivision and development with industrial activities and buildings, which is consistent with best practice guidance. At this stage of the development, a single mitigation measure is recommended from a landscape and visual perspective, this being the boundary planting along Ryans and Grays Road. This recommendation has been included as part of the proposal and is discussed further in Section 9.

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

## 2. THE PROPOSAL

### 2.1 Description of the Proposal

The proposal is focused on obtaining Fast-Track Approval (including subdivision, land use and discharge consents and a Wildlife Act permit) to establish an industrial development at 104 Ryans Road. The proposal seeks to subdivide the approximately 55.5ha site to create 126 industrial lots and associated road network and

infrastructure. A scheme plan has been prepared by Capture Land Development Consultants (please refer to page 7 of Appendix 2), this shows the subdivision layout, lot sizes and road network proposed. It is intended that the sites will be used for general industrial activities (as defined in the planning AEE) with a focus on warehousing and logistics associated with Christchurch International Airport.

Of the 126 lots, there are six 'large' lots (3.06-4.76ha) along the northern and western boundary, six 'medium' lots (1.01-1.74ha) along the southern boundary, and 114 'small' lots (1,000-2,563m<sup>2</sup>) which make up the rest of the site, along with two 2,000m<sup>2</sup> stormwater utility reserves (one located across Grays Road). Both stormwater reserves will contain a planted stormwater basin, with planting meeting the bird strike management requirements in Appendix 6.11.9 of the District Plan. A portion of the site to the west falls under an Airport Designation and Runway End Protection Area, which prevents via prohibited activity status buildings, structures, and certain activities from establishing, and requires CIAL approval as the Designating Authority for any use. This affecting four of the larger lots proposed in the western part of the site.

The Christchurch International Airport Protection Surfaces take off and approach slopes in appendix 6.11.7.1 and 6.11.7.2 of the District Plan also restrict building height on some of the lots on the western side of the development. These restrictions are shown on the Capture Land Development Scheme Plans.

A road network is proposed to allow for access across the site. This is comprised of four roads which interconnect, and one cul-de-sac. The road reserves within the development will typically be 21.5m wide and feature a footpath on one side of the road, and space for street trees and light poles on both sides. The two existing roads to which the site directly joins (Ryans Road and Grays Road) will be widened along the frontage, with installation of a footpath in the road reserve along the extents of the proposal site. Along these road boundaries, a 3m wide landscape strip will also be included within the development site boundary, to provide screening from external viewpoints (the mitigation measure referred to above).

## **3 . R E C E I V I N G   E N V I R O N M E N T**

### **3.1 Landscape Description and Characterisation**

The proposal site (104 Ryans Road) is situated within the western rural urban fringe of Christchurch City. Christchurch International Airport is positioned immediately to the north and west of the site, with the runway located in the northern aspect and predominantly open grassed land (for functional requirements E.g. runway emergencies) in the western aspect. Grays Road lies immediately to the east of the site, and Ryans Road immediately to the south. Otherwise, the site is positioned amongst a mixture of geometric agricultural fields, industrial yards and rural-residential properties.

Key features of the natural environment include the vast and flat topography that is typical of the Canterbury Plains, established shelterbelts, boundary plantings, and large open paddocks. Vegetation appears to consist mostly of fast-growing exotic species. This includes pasture grasses and various crops, as well as pine, gorse, macrocarpa and gum species arranged and interspersed along the boundaries of fields and properties.

Built structures tend to take on the form of residential dwellings and farm/industrial sheds and ancillary buildings. These vary in style, with no common colour palette, forms or finishes, and are generally spaced out, creating a low density of development. Buildings are mostly screened from public viewpoints, such as roads, by the tall shelterbelts and boundary plantings mentioned above. Other built infrastructure includes

local roads (mostly two-lane sealed roads), power poles and an array of farm fencing and boundary treatments. From the site, Christchurch International Airport's control tower and various associated buildings are visible, as well as some of the large format industrial buildings to the east of the airport on George Bellew Road.

Other than Christchurch International Airport, land use is predominantly agricultural with stock grazing and crop fields present, with industrial development located nearby within the Specific Purpose (Airport) Zone. Along Ryans and Pound Roads, several industrial yards and businesses are intermixed with the agricultural fields, including a firewood supplier (588 Pound Road), building removal company (600 Pound Road), transportation companies (213, 250 Ryans Road), distribution business (633 Pound Road), horse and pet supplier (57 Ryans Road) and agricultural research facilities (60 Ryans Road). The area also contains a number of rural-residential homes, located along the local roads and further within the landscape via long driveways.

Looking more widely (referring to the neighbourhoods surrounding and near the site, including Yaldhurst, Harewood, and McCleans Island), the landscape features several prominent uses which in turn influences the local character. Both SH1 and SH73 run in the vicinity of the proposal site, to the east and south of the site respectively, forming major transport corridors. Adjoining Christchurch International Airport to the north (along Logistics Drive) and east (the properties immediately connected to the airport, and along Wairakei Road) are various industrial areas, featuring large scale warehouses and extensive areas of hardstand. Quarrying is a key feature of McLeans Island, as well as containing two golf courses and various hobby clubs. Overall, the assortment of land uses listed above are intermixed with rural land and green spaces, which combine to form the rural-urban fringe of western Christchurch.

In terms of sensory qualities, these largely arise from the site's semi-rural locale and proximity to Christchurch International Airport. From the site and surroundings, views are generally green and far-stretching where not enclosed by plantings, shelterbelts, and more scarcely, buildings. The flat plains topography allows for additional views to distant higher elevations, including the Port Hills and hazy views of the Southern Alps. Impressive views of incoming and outgoing aircraft are a unique feature of the site and surroundings, with the Christchurch International Airport runway positioned approximately 160m from the site's northern boundary. This landscape's background is defined by typical sounds of a rural working landscape, with the intermittent sounds of cars passing by on the surrounding roads, and again, more uniquely, the resonance of nearby planes taking off and landing (further details can be found in the Powell Fenwick Noise Assessment which forms part of the application).

### **3.2 Site Description**

The existing site occupies an area of approximately 55.5ha and is made up of several open grass fields. In the southeast corner of the site, an old, abandoned dwelling, clustered with various storage sheds and water tanks is located. This section of the site is enclosed and interspersed with tall established exotic trees and hedging. These existing structures and the associated vegetation will be cleared with development. Boundary treatments around the site include typical post and wire farm fencing coupled with low mixed and gorse hedging, which run along the Ryans and Grays Road extents of the site. Where the proposal site meets the airport, a higher (~2-3m) chain link fence topped with barbed wire sections and electric fencing has been installed as a safety measure, as well as a section of timber batten fencing of the same height. There is a powerline which runs through the western portion of the site as well as powerlines running alongside the site

on Ryans Road and Grays Road and overall, the topography of the site is flat, as consistent with its surroundings.

The natural character of the site is considered modified, with a rural character. There is a water race running alongside the site on Ryans Road, with no other key ecological, wetland/waterway, cultural or heritage items/areas associated with the proposal site identified, as delineated by the Christchurch District Plan or identified by the project's ecologists.

### 3.3 Landscape Values

Landscape values in regard to the relevant zoning and other statutory provisions will be discussed in Section 4.1 below; however at a wider scale, the urban-rural fringe to the west of Christchurch, derives its physical, perceptual and associative landscape values from:

- Its location between Christchurch City's urban boundary and the completely rural farming landscape of the Canterbury Plains.
- Its proximity to Christchurch International Airport, which serves as a commonly used landmark and reference point for Christchurch residents and visitors.
- The location of SH 1 and SH 73, key transport routes and major arterial roads which run through the area.
- The mix of farmland, green spaces, quarrying, industrial activities, businesses and rural-residential living, which require/desire a greater amount of space and buffering from urban areas while remaining in close proximity to them.
- An increasingly low level of development density, as you progress further out from Christchurch City.
- The overall flat topography of the Canterbury Plains.

At a local (neighbourhood) level the site currently contributes to the following landscape values:

#### **Physical**

The site contributes to the low intensity of development of the local area, particularly with open views available from surrounding roads to the primarily undeveloped land of the proposal site. The large open pasture in combination with surroundings of the same nature reinforces the 'rural' part of the semi-rural location, creating distinction from Christchurch's nearby urban environments, and signaling the transition to rural land use. The mix of existing structures on the site (particularly the sheds which are visible from Ryans Road) indicate a functional requirement for buildings as part of a productive working landscape. Other infrastructure on site also reflects utility, including farm fencing and power lines, as well as the taller chain link fencing along the airport boundary. The site's flat topography is consistent with its surroundings, and typical of its location within the Canterbury Plains.

#### **Perceptual**

The most unique perceptual qualities of the site derive from its location next to Christchurch International Airport, and its particularly close proximity to the runway. This allows for closeup views of the various aircraft as they take off and land, while also being exposed to the associated noises and vibrations (further details can be found in the Powell Fenwick Noise Assessment which forms part of the application).

Otherwise, the greater separation between built form and various activities generates a stiller atmosphere when compared with the urban areas of Christchurch or nearby major arterial roads. Although background farming and traffic sounds can still be heard, these are perceived more distantly.

A large part of the site's perceptual values relate to visual amenity, which is discussed in depth in Section 8.5, and referenced in the statutory context below.

#### **Associative**

The associative values of the proposal site and its surroundings relate strongly to the site's location within the urban-rural fringe. In this location a more functional view of the landscape exists, as a buffer area containing activities which are not suitable for either a rural or urban locations yet function well in proximity to both. The area therefore takes on an eclectic mix of activities while at the same time containing features congruent with a rural landscape. As a transition zone the area generally feels less sensitive to change than the purely urban and rural landscapes on either side, being connected yet removed to a degree from both.

## **4 . A S S E S S M E N T O F E F F E C T S**

### **4.1 Statutory Provisions**

It is considered that the Christchurch District Plan gives effect to the Resource Management Act 1991, particularly 'Other matters' in section 7, providing for:

*(c) the maintenance and enhancement of amenity values:*

The proposal site falls within the Rural Urban Fringe Zone of the Operative Christchurch District Plan, and under this zoning has a **non-complying** activity status. A resource consent is sought to establish an industrial subdivision on this site under the Fast Track Act 2024 recently introduced by the Government.

The subdivision has been assessed against the objectives and policies relating to landscape and visual amenity under the Rural and Industrial chapters of the Christchurch District Plan as these are considered most relevant to the development. The proposal has also been assessed against the relevant objectives and policies of the Subdivision chapter of the District Plan. The site is not within any landscape character areas such as an Outstanding Natural Landscape and does not contain any cultural or historic overlays as per Christchurch District planning maps.

In order to provide an assessment of effects on landscape values, policy is used as a framework, as it is considered that the Operative Christchurch District Plan 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 and policies which relate to landscape character and visual amenity, with the expectation that an alignment with policy equates to an alignment with values.

### **Christchurch District Plan**

The following objectives and policies are considered relevant to landscape and visual amenity.

#### **Chapter 17 Rural**

##### **17.2.1.1 Objective – The rural environment**

- a. *Subdivision, use and development of rural land that:*
  - i. *supports, maintains and, where appropriate, enhances the function, character and amenity values of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the Christchurch District;*
  - ii. *avoids significant, and remedies or mitigates other reverse sensitivity effects on rural productive activities and natural hazard mitigation works;*
  - iii. *maintains a contrast to the urban environment; and*
  - iv. *maintains and enhances the distinctive character and amenity values of Banks Peninsula and the Port Hills, including indigenous biodiversity, Ngāi Tahu cultural values, open space, natural features and landscapes and coastal environment values.*

**Response:** Some industrial type activity is often present within the rural urban fringe zones, with this zone considered less sensitive and more able to absorb change. While the development may be utilising rural land for an industrial development, the location of the development is considered appropriate for an industrial development given its proximity to Christchurch International Airport, and the patterns of development in the area. The existing site has limited uses as a rural site as set out in the reports of others accompanying this application. Some of the rural character will be retained through the implementation of a landscape planting strip that will appear similar to a shelter belt along both Ryans Road and Grays Road, providing a buffer in between the proposed industrial development and the rural urban fringe zone.

#### **17.2.2.3 Policy – Contributing elements to rural character and amenity values**

- a. *Recognise that rural character and amenity values vary across the Christchurch District resulting from the combination of natural and physical resources present, including the location and extent of established and permitted activities.*
- b. *Recognise that the elements that characterise an area as rural, from which desired amenity is derived, include the predominance of:*
  - i. *a landscape dominated by openness and vegetation;*
  - ii. *significant visual separation between residential buildings on neighbouring properties;*
  - iii. *where appropriate, buildings integrated into a predominantly natural setting; and*
  - iv. *natural character elements of waterways, water bodies, indigenous vegetation and natural landforms, including the coastal environment where relevant.*
- c. *Recognise that rural productive activities in rural areas can produce noise, odour, dust and traffic consistent with a rural working environment, including farming, plantation forestry and quarrying activities, that may be noticeable to residents and visitors in rural areas.*

**Response:** The character of the surrounding landscape is very mixed, with the area typically being associated with the airport and associated industrial type infrastructure, so in this respect the proposal fits in with the broader values of the area. As above, the landscape strip will help to soften the effects of the industrial development and create a transition between the industrial development and rural urban fringe zone along Ryans and Grays Road and utilises indigenous vegetation for screening. Externally to the site, the site will still appear relatively rural with the landscape buffer, with some buildings likely to be visible above the buffer once established. The proposal will create a change that is not consistent with these rural values, such as buildings closer together and a significant increase in hardstand and infrastructure, which is to be expected given it is an industrial development.

#### 17.2.2.5 Policy – Establishment of industrial and commercial activities

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

**Response:** The development is considered to be strategically placed, being adjacent to the airport where industrial land is highly sought after. Additionally, the rural uses for this land are considered limited given the restrictions placed on the land due to its proximity to the airport runway, particularly in terms of avoiding bird strike. The development will change the site's character, which will be softened through the use of a landscape buffer strip, creating a transition between the rural urban fringe and proposed industrial development, however it will not screen the development entirely, resulting in reduced amenity values and rural character.

## Chapter 16 Industrial

### 16.2.3 Objective - Effects of industrial activities

- a. *Adverse effects of industrial activities and development on the environment are managed to support the anticipated outcome for the zone while recognising that sites adjoining an industrial zone will not have the same level of amenity anticipated by the Plan as other areas with the same zoning.*
- b. *The cultural values of Ngāi Tahu/ mana whenua are recognised, protected and enhanced through the use of indigenous species in landscaping and tree planting, a multi-value approach to stormwater management in greenfield areas, low impact urban design, and the protection and enhancement of wāhi tapu and wāhi taonga including waipuna.*

**Response:** The design of the subdivision seeks to manage adverse effects on landscape character and visual amenity largely through the boundary treatments provided where the site is most visible: along Ryans and Grays Roads. The 3m wide landscape strip within the development site will help to soften future industrial buildings, storage and activity when viewed from locations external to the site. Due to the scale and format industrial development tends to take on, it is unlikely that the landscape strip will mask the development completely, but it will create a consistency with the presence of a green boundary which will greatly assist in maintaining a pleasant outlook from locations external to the site. It is recognised that the Rural Urban Fringe properties surrounding the site may not experience the same level of amenity anticipated by the plan as other areas with the same zoning, particularly those with existing rural views which will undergo a change in outlook. This may include an increase in signage along both Ryans and Grays Road, although according to the lighting report completed by Pedersen Read, illuminated signage will be very limited and is highly unlikely due to lighting restrictions for aircraft safety, with each individual site requiring a lighting assessment. The proposed activities will comply with the applicable rules in the District Plan that



manage glare and light spill, including at the interface between rural and industrial zones, and on that basis, the amenity of rural properties surrounding the site will be maintained to the levels accepted by the District Plan. This is discussed in Section 8.5 below in greater detail.

As demonstrated by the landscape plans, it is intended that a large portion of the development planting consists of indigenous species, with some exotic species required where native species are not ideal, such as for the use of street trees. This includes the majority of the 3m landscape strip at the Ryans and Grays Road boundaries and the two stormwater basins.

#### **16.2.3.1 Policy - Development in greenfield areas**

- a. Manage effects at the interface between greenfield areas and arterial roads, rural and residential areas with setbacks and landscaping.*

**Response:** The proposal site for the development does not directly join to any arterial roads, rural or residential areas, connecting only to local roads and the Specific Purpose (Airport Zone) instead. Across both Grays and Ryans Roads are Rural Urban Fringe zoned land, and although not sharing a boundary with the proposal site, this is still an interface where effects should be managed, although these zones often adjoin each other. Landscaping will be the primary means of managing visual effects at this interface, through the implementation of the 3m wide planting strip mentioned above to soften the appearance of the proposed industrial lots.

#### **16.2.3.2 Policy - Managing effects on the environment**

- a. The effects of development and activities in industrial zones, including reverse sensitivity effects on existing industrial activities as well as, visual, traffic, noise, glare and other effects, are managed through the location of uses, controls on bulk and form, landscaping and screening, particularly at the interface with arterial roads fulfilling a gateway function, and rural and residential areas, while recognising the functional needs of the activity.*
- b. Effects of industrial activities are managed in a way that the level of residential amenity (including health, safety, and privacy of residents) adjoining an industrial zone is not adversely affected while recognising that it may be of a lower level than other residential areas.*

**Response:** The proposed subdivision works well in regard to the above policy, reflecting the principals of the Industrial General zone rather than Industrial Heavy. Industrial General zones 'can operate in close proximity to more sensitive zones' such as the neighbouring Rural Urban Fringe zone, as lesser effects on landscape character in general can be expected, while still maximizing the industrial use of the proposal site.

Furthermore, the proposed landscape planting strip discussed above can be relied upon to diminish adverse visual effects particularly regarding the amenity of nearby residential dwellings (as discussed in Section 8.5 below). It is recognized however that nearby residential dwellings will likely have a lower level of amenity with implementation of the industrial subdivision, when compared to those who neighbour Rural or Rural Urban Fringe zoned land. Effects on visual amenity is discussed in greater depth in Section 8.5.

### **Chapter 8 Subdivision, Development and Earthworks**

#### **8.2.2.2 Policy - Design and amenity / Tohungatanga**

- a. Ensure that subdivision;*
  - i. incorporates the distinctive characteristics of the place's context and setting;*

**Response:** The proposal site currently exists predominantly as a flat, open grassy site with a series of dilapidated structures to be demolished and cleared. The site therefore exists more as a 'blank canvas' with few distinctive features to build from. On a wider scale the proposal is seen as appropriate contextually,



through expanding on the existing development of industrial lots, which are appended to Christchurch International Airport towards the north and east and along Pound Road to the south.

#### **8.2.2.4 Policy - Identity**

1. *Create or extend neighbourhoods which respond to their context and have a distinct identity and sense of place, by ensuring that subdivision, where relevant:*
  - i. *incorporates and responds to existing site features (including trees, natural drainage systems, buildings), cultural elements and values and amenity values (including by taking advantage of views and outlooks);*
  - ii. *incorporates public spaces that provide opportunities for formal and informal social interaction;*
  - iii. *has a pattern of development that responds to the existing urban context;*
  - iv. *is designed with a focus on the use of open space, commercial centres, community facilities, and the use of views;*
  - v. *outside the Central City, in addition to iv., is designed with a focus on density, roads, land form, stormwater facilities and, in the Residential New Neighbourhood Zone, development requirements in an outline development plan, as key structuring elements; and*
  - vi. *incorporates and responds to Rangatiratanga – the expression of te reo kawa, tikanga, history, identity and the cultural symbols of Ngāi Tahu.*

**Response:** Commentary on the above policy can be found in response above regarding incorporation of the site's features, as very few prominent features exist to guide design. As an industrial subdivision, there are no designated community spaces such as reserves, but the design of the road reserves with incorporation of a footpath system and street trees are still expected to provide a positive space with opportunities for social interaction. As noted above (and expanded on further in the Urban Design Assessment provided by our company, DCM Urban Design Limited), the proposal is well positioned in regard to existing development patterns and within the urban context. As an industrial subdivision with a more functional purpose, there is less of a focus on open space, commercial centres and community facilities, although there are opportunities for amenities such as food and gym establishments to be incorporated into the subdivision for future site users. Indigenous vegetation will be used where possible, including along the landscape buffer, aligning with preliminary recommendations received from Mahaanui Kurataiao Ltd. Matter v. is not relevant to this assessment.

#### **8.2.2.6 Policy - Integration and connectivity**

- b. *Ensure that the boundaries between new and existing developments are, where appropriate, managed to avoid or mitigate adverse effects.*

**Response:** A response to this policy can be found above, with mitigation of adverse landscape and visual effects softened by the proposed 3m wide landscape strip along the site's Ryans and Grays Road boundary.

### **8.3 Effects on Landscape Character and Values**

As described above in Sections 3.1, 3.2 and 3.3, the proposal site is located within the western rural-urban fringe of Christchurch and directly neighbouring Christchurch International Airport to the south.

Possible effects on landscape character and values have been evaluated against the landscape attributes identified in the landscape description, characterisation sections, and statutory provisions above. Effects are assessed as follows:

At a wider level, a mix of land uses exist between Christchurch's western urban boundary and the larger farm holdings of the Canterbury Plains, as noted. This includes industrial land use, both in the form of smaller businesses, such as those in close proximity to the site (along Pound Road), and more formally established industrial subdivisions, such as those to the north and east of Christchurch International Airport. Proposing further industrial development in the area is therefore not considered inappropriate or out of place. This semi-rural landscape tends to hold many of the functional requirements of communities, such as transport (E.g. State Highways, Christchurch International Airport) and industry, having greater capacity to absorb such functions through being in proximity for logistical reasons, yet distanced from more sensitive urban areas.

The proposed industrial subdivision and consequent development with buildings will introduce a greater density and scale of development to the south of the airport, however this is similar to the other industrial subdivisions/areas around the airport and so is considered appropriate for the nature of the subdivision. The scale of the subdivision is also logical given the proposal site, as the Ryans Road, Grays Road and Airport site boundaries create a well consolidated area for an industrial subdivision. This preventing a more sporadic spread of industrial development, while also maintaining a degree of separation from the neighbouring rural-residential dwellings and land used for farming.

The proposal site is also surrounded by largely undeveloped land, as required by Christchurch International Airport and used for farming/ rural-residential living. This will maintain the present-day variation in land use and continue to signal a transition to Canterbury's rural landscapes as you move further from Christchurch. The proposal is not expected to have any consequential effects on the flat topography of the area.

At a more local (neighbourhood) level, effects have been assessed as below:

### **Physical**

At a local level, the character of the proposal site will change from rural to urban-industrial. With the proposed industrial subdivision, a higher intensity of roading, lots, buildings, scale of buildings, site coverage and general activity is expected, and the site will no longer contribute to the rural farming nature of the area. Instead, the site will appear more as continued expansion of industry, such as that which has more recently taken place to the north and east of Christchurch International Airport on George Bellew Road. The topography of the site is not expected to undergo any noticeable changes.

The physical change to take place with the proposal is further amplified by the current state of the site, which is essentially open and devoid of any substantial built form or vegetation. And so, although industrial activity is both present (although at a smaller scale) and visible in the local landscape, the lack of any real development on the proposal site itself will exaggerate the physical effects of the proposed industrial subdivision.

It should be noted that with the addition of the mitigation planting strip, some of the physical changes will be softened from Ryans and Grays Roads, although this will be further discussed in the context of visual amenity below. It should also be noted that the planting strip, street trees and stormwater basin planting will have positive effect, in regard to increasing canopy cover and indigenous biodiversity on site.

### **Perceptual**

There is expected to be a change to how the site and local area is perceived regarding visual amenity, which is discussed in Section 8.5 below. Otherwise, the increased density of development is anticipated to bring about a greater level of activity, particularly during working hours. This includes sounds and energy generated by the presence of employees and customers, work on site, traffic movements, distribution and

deliveries. The proposal will not adversely affect the functioning of Christchurch International Airport, and so the views and noises from incoming and outgoing aircraft, and their frequency, will continue to form a dominant part of the perceptual experience of the site and surroundings.

#### **Associative**

The associative values of the site and close surroundings will be retained to some degree, as the landscape will continue to be viewed as a working landscape, containing a mix of activities and interspersed with features of rural outlooks. Industrial activity is already present at a smaller scale and clearly visible (referring to the industrial development to the east of Christchurch International Airport in George Bellew Drive) from the local area, and so the introduction of further industrial development is not completely unexpected or out of character for the local area.

### **8.4 Summary of Effects on Landscape Character and Values**

Overall, at a wider scale the proposed subdivision aligns well with the existing mixed land uses and patterns of industrial development in Christchurch's western rural-urban fringe, including Christchurch International Airport and its surrounding neighbourhoods. If the proposal is to proceed, it is expected that this part of the Christchurch region will be viewed as much the same as it is at present.

When looking at the landscape character of the site itself and its immediate local surroundings, the change proposed seems more pronounced however, as part of the wider context it is in an appropriate location. The physical attributes of the site will thereby be transformed, and the change in land use will also be reflected in the perceptual qualities of the site. It is expected that the associative values of the area will remain similar, with the landscape still seen as a transition zone, with capacity to hold activities which work in neither an urban nor rural setting.

Despite the proposal introducing a great degree of change at a site and local level, this change is not necessarily considered adverse, as it will meet a functional demand for industrially zoned land in the vicinity of the airport. In addition, as mentioned above, the planting proposed as part of the proposal is considered to contribute positively to canopy cover and indigenous biodiversity in the area, while the subdivision also builds on the existing industrial activity present in the local vicinity.

Overall, effects on landscape character and values are assessed as **Low**.

### **8.5 Effects on Visual Amenity**

The visual context of the receiving environment is considered to be a 2000m offset from the boundary of the proposed development. Views from further away will likely be ameliorated by distance given the scale of the proposal, with any visual effects from viewpoints outside of this offset unlikely to be greater than those within. This distance was determined by the receiving environment's relatively flat topography, existing planting patterns and identification of key visual receptors, including residents and the public, who may be impacted by the proposal in a visual sense. This distance was also obtained from ascertaining the visual context of existing industrial areas close by as a comparison study.

Visual effects are a subset to the landscape effects and contribute to understanding the landscape effects. A series of key viewpoints were selected to show a representative sample of the likely affected parties. Please

refer to **Appendix 2** for the relevant photos. Viewpoints are generally located on public land, and where possible located as close as possible to existing or proposed residential dwellings. In assessing the potential effects of a proposal, the quality and openness of the view is considered. Selected viewpoints are as follows:

VP1 - View northeast from 95 Ryans Road

VP2 - View northeast from 111 Ryans Road

VP3 - View northeast from 191 Ryans Road

VP4 - View northeast from 211 Ryans Road

VP5 - View southwest from 60 Grays Road

VP6 - View southwest from 88 Grays Road

VP7 - View northeast from 661 Pound Road

VP8 – View southeast from 715 Pound Road

VP9 - View southeast from 677 Pound Road

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, and for private properties is 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 outlines the potential visual effects each visually sensitive receptor might receive. Mitigation measures are listed in Section 9 of this report.

**Table 1: Assessment of Effects on Visually Sensitive Receptors**

Viewpoint	Visually Sensitive Receptors (VSR)	Distance from Proposal (m)	Type of View (open, partial, screened)	Magnitude of Effects pre-mitigation	Mitigation Measures	Effects after Mitigation
1	Residents of 95 Ryans Road  Employees/ Visitors of Insignis Park (83 Ryans Road)  Vehicle Users of Ryans Road	20m	Partial (Partly screened by existing vegetation)	Moderate-High	MM1	Moderate

2	Residents of 111 Ryans Road Vehicle Users of Ryans Road	20m	Partial (Partly screened by existing vegetation)	Moderate-High	MM1	Moderate
3	Residents of 191 Ryans Road Vehicle Users of Ryans Road	20m	Open	Moderate-High	MM1	Moderate
4	Residents of 211 Ryans Road Vehicle Users of Ryans Road	20m	Open	Moderate-High	MM1	Moderate
5	Residents of 60 Grays Road Vehicle Users of Grays Road	20m	Partial (Lower site screened by existing hedge)	Moderate - High	MM1	Moderate
6	Visitors/ Employees of GCH Aviation (73 Grays Road)  Visitors/Employees of Online Distribution (98 Grays Road)  Vehicle Users of Grays Road	68m	Open	Low-Moderate	-	Low-Moderate
7	Residents of 661 Pound Road  Visitors/ Employees of TWT Transport Limited (213 Ryans Road/ 614 Pound Road)  Vehicle Users of Pound Road	145m	Screened (By existing vegetation)	Low-Moderate	MM1	Low

8	Vehicle Users of Pound Road	477m	Open	Low-Moderate	-	Low-Moderate
9	Visitors/Employees to Hiab & Transport Solutions Limited (250/252 Ryans Road)  Vehicle Users of Pound Road	213m	Open	Low-Moderate	-	Low-Moderate

#### **VP1 View northeast from 95 Ryans Road**

Description of existing view – VP1 depicts Ryans Road in the foreground, and the cluster of neglected buildings and vegetation present in the southeast corner of the proposal site. Views of the proposal site are partial, and largely screened by the tall existing trees present along this section of the site boundary, with powerlines prominently visible along the Ryans Road frontage.

Description of effects – As part of the proposal, the existing buildings, structures and vegetation seen from this viewpoint will be cleared, other than the powerlines. This will be replaced with views of the 3m wide landscape strip along the Ryans Road extent of the site, introducing a more uniform green boundary. At present it is unknown what the future development of the proposed industrial lots in this viewpoint may look like, so it is possible that the tops of buildings/structures and driveways may also be visible beyond/interspersed with the landscape strip as well as a noticeable increase in signage, although this is limited by the rules set out within the District Plan and by the limitations set out within the lighting assessment carried out by Pedersen Read. The overall nature of the view will be similar (largely enclosed by boundary planting) however, there will likely also be views of industrial buildings and signage visible over top of the landscape buffer planting, resulting in **Moderate** visual effects.

#### **VP2 View northeast from 111 Ryans Road, VP3 View northeast from 191 Ryans Road, and VP4 View northeast from 211 Ryans Road**

Description of existing view- The views from these three viewpoints are all very similar, featuring Ryans Road and associated infrastructure, including powerlines, in the foreground, the low gorse hedging along the proposal site's southern boundary, and the grass pasture of the proposal site beyond. In the distance the control tower and buildings associated with Christchurch International Airport can be seen, as well as some of the large format industrial buildings which exist to the east of the airport. Views towards and across the proposal site are vast and open, due to the low height of the plantings along the proposal site's boundary in this section of the site.

Description of effects- With the proposed development, future views from this location could look quite different. Views would most likely consist of the 3m wide landscape strip, which is proposed to enclose the

development site along Ryans Road. As noted in the description of effects for viewpoint 1, it is noted that the built form and layout of the proposed industrial lots corresponding to these viewpoints cannot yet be fully understood. Therefore, it is possible that parts of buildings and structures may be visible over the top of the landscape strip plantings, while it is also possible that driveways may disrupt the continuity of any green screening.

Boundary plantings should be considered a permitted baseline however, as they are a permitted activity and are a common screening and shelter feature in rural/ urban-rural fringe landscapes. So, the enclosure of these presently open views should not be considered an adverse effect within itself. When combined with the possibility of views of industrial driveways and portions of large format buildings and signage, however, there is some potential for views to be adversely affected. Visual effects have therefore been assessed as **Moderate**.

#### **VP5 View southwest from 60 Grays Road**

Description of existing view- The existing outlook from this viewpoint consists of Grays Road in the foreground, behind which a taller gorse-mix hedge screens the eastern boundary of the proposal site. Unlike the previous viewpoints, the pasture fields of the proposal site are not visible, with only the tops of a small hedgerow of existing trees (on the proposal site) able to be seen.

Description of effects- From this viewpoint views will change to encompass the 3m wide landscape planting strip, in place of the existing hedging. Again, with no detailed building/site plans for individual lots as of yet, it is possible that parts of buildings and structures may be visible over the top of the landscape plantings with future driveways and signage visible as well. Visual effects have therefore been assessed as **Moderate**.

#### **VP6 View southwest from 88 Grays Road**

Description of existing view- This image was taken from a northeast aspect looking towards the site. It depicts Grays Road going south, with the proposal site located in the right of the image, seen as open grass paddocks. Behind the proposal site, the skyline is formed by established boundary planting along Ryans Road. Views towards the site are open, with the only structure offering some (very limited) screening being the billboard on the neighbouring GCH Aviation property in the foreground.

Description of effects- From this viewpoint the proposed industrial subdivision will be clearly visible, as no screening landscape strip is proposed along the site's northern boundary. The introduction of industrial buildings and activity to this viewpoint is not necessarily adverse however, due to the existing industrial style buildings already in close proximity, which form part of the northern views from this location. Their presence potentially indicating a landscape which is less sensitive to visual change, with industrial forms an accepted part of the landscape in this location.

Furthermore, the orientation of the affected visual receptors, other than road users, appear to be away from the proposal site, towards the runway (GCH) and to the north (Online Distribution), with the southern aspects of their buildings largely featuring blank windowless facades. The proposal is therefore not expected to fall into the primary outlook of these properties, being more present in their oblique or rear views.

Although the industrial subdivision is anticipated to propose a change to this viewpoint, an industrial presence already exists visually, while the proposal does not affect the primary outlooks of nearby buildings. Visual effects have therefore been assessed as **Low-moderate**.

#### **VP7 View northeast from 661 Pound Road**

Description of existing view- Viewpoint 7 shows the view looking northeast from Pound Road towards its intersection with Ryans Road. On the left side of the image a low hedge and pasture is present, while on the right side of the image tall established planting screens the industrial yard located on this corner (TWT Transport). The proposal site is located towards the right of the image and is also screened from view by the boundary planting of the industrial yard of TWT Transport (614 Pound/ 213 Ryans Road).

Description of effects- Although the boundary planting belonging to TWT Transport (614 Pound Road/ 213 Ryans Road) cannot be fully relied upon, at present this provides screening of the proposal site from the southern portion of Pound Road. However, as a further 3m wide planted landscape strip will be implemented along the Ryans Road extent of the site boundary, limited visibility of the site is expected from this oblique outlook to the site. Visual effects from this location are therefore assessed as **Low**.

#### **VP8 View southeast from 715 Pound Road and VP9 View southeast from 677 Pound Road**

Description of existing view- Both viewpoints 8 and 9 focus on views towards the site from the section of Pound Road adjacent to Christchurch International Airport. Viewpoint 8 is taken from slightly further north, closer to the end of the runway, and features airport fencing in the foreground, the airport property and proposal site in the midground, and the skyline formed by the Port Hills and various established boundary plantings in the background. Viewpoint 9 features a similar skyline on the right side of the image, formed by the Port Hills and established vegetation, and a midground of the fields belonging to the proposal site and Christchurch International Airport. This view features low post and wire farm fencing in the foreground however, as opposed to airport security fencing. The airport infrastructure and nearby industrial development is also visible within this view.

Description of effects- As the property in the foreground of these images is Christchurch International Airport, this portion of the view won't change. The midground and background in these viewpoints will undergo a change however with the introduction of the industrial subdivision. Although the western portion of the site falls under an airport designation and is therefore a restrictive build zone, future buildings and infrastructure beyond this restrictive build zone is expected to be visible. The impact on blocking any views to the Port Hills is not known at this stage. Depending on the height and location of future buildings, there may some points along the horizon where the skyline is redefined by built form/structures.

As shown in viewpoint 9 views, Pound Road already features views of industrial buildings and infrastructure, forming an accepted part of the landscape. Additionally, there are no residential properties that share this outlook; noting that the business at 252 Ryans Road (Hiab & Transport Solutions Limited) is suitably distanced and orientated with no obvious glazing directed towards the proposal site. Visual effects are therefore assessed to be **Low-Moderate**.

### **8.6 Summary of Visual Effects**

Overall, the visual effects of the proposed industrial subdivision are assessed to be **Low-Moderate**, with **Moderate** effects on residents directly adjacent to the site. Along Grays Road and Ryans Road, views will change from open fields to being enclosed by boundary planting and possible views of industrial buildings over top of the landscape buffer. Although this change will be visually impactful, this is not considered entirely adverse, as this planting can currently be implemented on site and would have a similar result, and so the enclosure of views by planting should be considered a permitted baseline, with the addition of industrial



buildings being the change. Boundary planting is also a commonly accepted feature of the existing landscape, as can be seen along the roads in the vicinity of the site. As the detailed design of future industrial lots is not yet known, including the scale of buildings and location of driveways, it anticipated that some of the large scale industrial built form may be visible over top of the landscape strip proposed, as well as along driveways which will interrupt the continuity of the proposed green boundaries. This may include an increase in signage along both Ryans and Grays Road, although according to the lighting report completed by Pedersen Read, illuminated signage will be very limited and is highly unlikely due to lighting restrictions for aircraft safety, with each individual site requiring a lighting assessment. The proposed activities will comply with the applicable rules in the District Plan that manage glare and light spill, including at the interface between rural and industrial zones, and on that basis, the amenity of rural properties surrounding the site will be maintained to the levels accepted by the District Plan.

Looking from the northern aspect and from the section of Pound Road adjacent to the site, no landscape strip is proposed, and so open views to the industrial subdivision will be possible. These viewpoints are either in close proximity or already feature views of industrial activity, and so an industrial presence is already part of the visual character. Although the proposal site will undergo a significant change, from these outlooks it is not expected to appear unusual or out of place.

## 8.7 Temporary and Cumulative Effects

### Temporary Effects:

The greatest visual effects will likely be perceived during the construction phase of the proposed development, before planting has been provided with enough time to establish. Assessment of visual effects from the viewpoints along Grays and Ryans Roads rely on mitigation by the 3m wide landscape planting strip, which will take time to reach a 'screening' height to soften the appearance of the development. During construction and the planting establishment period, open views of development and industrial buildings/activity may be available from Grays and Ryans Road. It is acknowledged that the planting of the landscape strip will happen when the roading infrastructure is built, with particular lot buildings likely taking one year or more to be established. This will allow the planted landscaping strip time to establish, enabling the mitigation to be more effective by the time buildings start to be constructed. Once buildings begin to be established, it is acknowledged that sections of the landscape buffer will need to be removed for vehicle entrances to the sites along Ryans Road and Grays Road. Visual effects from these locations will therefore be greater than those assessed above, considered **Moderate** with the establishment of the landscape buffer prior to any buildings being constructed.

### Cumulative Effects:

Cumulative effects have been considered in the context of the existing industrial subdivisions/areas nearby. Cumulative effects are assessed to be **Low** as the proposed industrial subdivision works well when considering other industrial developments. The proposal is consistent with industrial development patterns around the airport, with the proposal site being logically located adjacent to the airport and reflecting a similar design to existing industrial developments close-by. The proposal site is well connected to nearby industrial neighbours, while this is balanced with a good level of separation by farmland to retain a variation of land uses and nodes to rural features in this rural-urban transition zone.

## 9 RECOMMENDATIONS

### 9.2 Mitigation Measures

The following mitigation measure is recommended to mitigate any potential adverse effects on the visual amenity as perceived from the surrounding receiving environment as discussed and referred to in the report above. This mitigation measure will be implemented as part of the proposal and forms an accepted part of the design, as shown in the engineering scheme plan and landscape concept plan.

#### MM1 – 3m LANDSCAPE STRIP ALONG RYANS ROAD AND GRAYS ROAD

The eastern (Grays Road) and southern (Ryans Road) boundaries of the proposal site will be planted with a native 3m wide landscape strip along their entire length. It is noted that site access will be allowed off both Grays Road and Ryans Road, creating gaps in this landscape strip. This is common throughout rural zones, and will not create any significant adverse effects if site accesses are designed appropriately.

Plant species have been selected based on advice from an Ecologist, with species chosen that will not attract large populations of birds. These species include:

- *Pittosporum eugenioides*
- *Griselinia littoralis*
- *Anemathele lessoniana*
- *Coprosma propinqua*
- *Veronica salicifolia*

This landscape strip is expected to reach a maximum height of 12m, which is anticipated to screen the larger part of any future industrial buildings and any associated storage/activity. The landscape strip is also seen to be fitting, given the readily accepted presence of boundary plantings in the receiving environment. Please refer to Appendix 2, pages 20 – 22 for further details on the landscape concept.

## 10 CONCLUSION

In terms of the identified landscape character and values of the area, the proposed industrial subdivision is seen to be an appropriate addition to the existing landscape. The wider and local area features a mix of rural-residential, agricultural and industrial land uses, with the proposed industrial subdivision seeking to build on the latter. The development fits in well given the existing land uses around the airport and in this rural-urban fringe area, and the scale of the development is well proportioned within the boundaries of the local road layout and in reference to nearby industrial areas. At a site and local neighbourhood level, the change from open rural land to higher intensity industrial land will be more significant (particularly in a physical and perceptual sense). However, this change is not necessarily considered adverse, as it is maximising the use of available land to meet the functional requirement and existing demand for industrial land. Overall, effects on landscape character have been assessed as **Low**.

In regard to visual amenity, this will largely involve the enclosure of currently open views along Ryans and Greys Road, and the full or partial visibility of industrial buildings and activity from all aspects of the surrounding landscape. A 3m wide native landscape strip along the southern (Ryans Road) and eastern (Greys Road) boundaries has been proposed as a mitigation measure. This will help soften views of the proposed subdivision from these locations. To be noted, the landscape strip is not expected to appear out of place within itself, as it is an accepted screening method in the existing local landscape. Overall, the industrial subdivision will bring about a level of change to the visual amenity of the landscape with the potential loss of some views. However, it is expected that most of the view qualities associated with the receiving landscape will be maintained. Additionally, the presence of existing industrial development in many of the area's views to the northeast, will help to visually integrate the proposed industrial development by providing connection to its surroundings. Effects on visual amenity have been assessed as **Low-Moderate** for most receivers, and **Moderate** for residents directly adjoining the development along Ryans and Greys Road who will be most affected by this development.

## APPENDIX 1:

### LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY

The purpose of a Landscape and Visual Impact Assessment is to evaluate how a proposal will affect the landscape and views within a particular environment. The assessment aims to understand any changes to the landscape character and visual amenity, identifying any adverse impacts and proposing ways to mitigate them. The methodology used for this assessment follows the guidelines provided in Te Tangi a Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines (July 2022). The process is often non-linear, but may typically consist of the following stages:

1. Gaining a thorough understanding of the proposal;
2. Identifying and describing the relevant landscape context;
3. Reviewing and assessing any relevant statutory provisions;
4. Assessing the landscape and visual effects on the proposal;
5. Recommending changes to the proposal that will improve the proposal or lessen any adverse effects, including suggesting mitigation measures.

### 1.0 LANDSCAPE ASSESSMENT

#### 1.1 LANDSCAPE DESCRIPTION AND CHARACTERISATION

Landscape embodies the relationship between people and place. It is the character of an area, how the area is experienced and perceived, and the meanings associated with it. Landscape attributes can be broken down into three overlapping dimensions: Physical, Associative and Perceptual qualities or values.

**‘Physical’** includes both natural and human features, and the action (and interaction) of natural and human processes over time. This might include anything from more ‘natural’ features such as topography and vegetation to human-made features such as roads or buildings.

**‘Perceptual’** means both direct sensory experience and broader interpretation through the senses. While sight is the sense most typically applied to landscape assessment, direct sensory perception importantly includes all the senses.

**‘Associative’** means intangible things that influence how places are perceived, such as history, identity, customs, laws, narratives, creation stories, and activities specifically associated with the qualities of a landscape. Such associations typically arise over time and out of the relationship between people and place, often referred to as ‘sense of place’.

Landscape characterisation involves interpreting these elements to define the landscape’s unique identity and to identify the existing landscape values. This step is essential for understanding how the landscape contributes to

the environment, community, and cultural heritage, providing a foundation for assessing the proposal's impact on these valued attributes.

## 1.2 STATUTORY PROVISIONS

**Planning and Statutory Context:** The first step in identifying landscapes of significance involves reviewing relevant planning documents to determine if any specific landscape values have been assigned to the site or its surrounding areas. This includes:

- **Outstanding Natural Landscapes and Features (ONL/ONF):** If the area is designated as an ONL or ONF in a district or regional plan, its value is legally recognised, often requiring special consideration and protection measures.
- **Areas of High Landscape Value (AHLV):** Some planning documents identify areas with high landscape value, often in sensitive environments. These areas typically carry specific policies for preserving landscape quality and character.
- **Cultural and Historical Sites:** Statutory plans may identify significant cultural or historic landscapes, which could include areas of indigenous significance, heritage sites, or locations associated with important historical events.

**District Plan and Policies:** Where specific values relating to landscape are identified in local and regional planning documents, the objectives, policies, and rules are examined and assessed. These values form a baseline of landscape values against which the proposal is assessed to ensure alignment with local or national policies and objectives. The purpose for reviewing the provisions is not to undertake a planning assessment. It is to frame the landscape assessment and assist with identifying the relevant landscape values.

## 1.3 EFFECTS ON LANDSCAPE CHARACTER AND VALUES

Following the descriptive phase of landscape assessment and assessment of the statutory provisions where existing landscape character and values are identified, the evaluative phase determines the impact the proposal might have on these landscape values. While the magnitude of change to the landscape is considered as part of the assessment, *'change itself is not an effect: landscapes change constantly. It is the implications of change for a landscape's values that is the effect'*.<sup>1</sup> Effects are not always adverse and positive effects are also taken into account. Cumulative and temporary effects may need to be considered and assessed as part of the effects on landscape values. Cumulative effects are potential impacts of the proposal when considered in conjunction with other existing or approved developments in the area. The assessment may include granted resource consents that are likely to be implemented in the future, influencing the overall landscape and visual environment. The degree of change allowed under current planning regulations also must be considered (permitted baseline), which may influence the landscape regardless of the proposal. This could include activities that are permitted under zoning rules or existing land use rights.

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<sup>1</sup> Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135

In this section, both the nature and the magnitude of the effects are described and assessed in terms of specific values and attributes identified within the landscape. The magnitude of effects is described using the 7-point scale outlined within Te Tangi a Te Manu, as below:

VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH
LOW			MODERATE		HIGH	

The magnitude of effects is assessed in relation to the specific nature of the effect, with reasons provided as to why that conclusion has been drawn. This process is essential for understanding the potential impacts of the proposal on landscape character and values and provides a foundation for the visual effects assessments that follows.

Where recommendations or mitigation measures are suggested, a pre-mitigation and post-mitigation assessment on landscape effects may be required to understand the extent of the effects. Often these measures are discussed with the client before finalising the assessment and are included as part of the application, avoiding the need for a pre-mitigation assessment.

#### 1.4 VISUAL EFFECTS ASSESSMENT

The visual effects assessment evaluates the effects of the proposal on visual amenity and assesses how these effects may impact on the people who experience the landscape. Visual amenity values refer to the qualities of a landscape that contribute to people's appreciation of its visual appeal, aesthetic coherence, and cultural or recreational value. The visual effects are a subset to the landscape effects and contribute to understanding the landscape effects. The methodology used follows a systematic approach to evaluate the proposal's visual impacts, identifying the views affected, the different types of viewers (residents, workers, passersby etc), and the potential for visual impact. The following steps inform and influence the visual assessment:

- 1) Identification of the visual catchment and key viewpoints (where it may be seen from)
- 2) Identification of the 'audiences' (who will see it)
- 3) Assessment of the effects on landscape values from certain viewpoints

#### IDENTIFICATION OF KEY VIEWPOINTS AND AUDIENCES

**Viewpoint Selection:** Key viewpoints are chosen to represent a range of viewing audiences and locations. This includes public spaces, such as parks, roads, and recreational walkways, as well as residential areas where people may experience the visual impacts of the proposal on a regular basis. Viewpoints are selected based on:

- **Receptor Type:** Identifying where people are likely to experience the view (e.g., residents, visitors, and recreational users).
- **View Accessibility:** Selecting public locations where views of the proposal are accessible to a broad audience.
- **Diversity of Perspectives:** Ensuring the viewpoints represent different distances, angles, and elevations relative to the proposal.

**Verification Process:** The initial selection of viewpoints is based on a desktop study using tools such as GIS to review aerial imagery, topographic contours, and land use data. These preliminary viewpoints are then verified through on-site visits to ensure their accuracy and relevance to the assessment. Adjustments are made if necessary to reflect the most accurate and representative viewpoints. Not every receptor within the identified catchment area will be assessed, as it is considered sufficient to assess receptors who are more likely to be affected than others, with the other receptors considered to have a lesser effect than those assessed.

**Viewshed Analysis:** For larger or more complex projects, a Theoretical Zone of Visual Influence (TZVI) may be created. This analysis uses digital modelling to identify the areas from which the proposal is likely to be visible. The TZVI mapping is conservative, as it does not account for existing structures, vegetation, or other obstructions that may block views. This data helps refine the selection of key viewpoints and assists in visualizing the potential impact on the surrounding landscape.

## PHOTO SIMULATIONS

Photos are taken of the identified viewpoints following the methods set out within the 'Best Practice Guide 10.2 – Visual Simulations (2010)' from the NZILA. All photos are taken using a Sony ILCE-6000 (Alpha 6000) digital camera with a focal length of 35mm, which is the equivalent of an approximately 52.5mm focal length on a full frame sensor camera. In the case of stitched photos used as the viewpoint images, a series of 4 or 5 portrait photos are taken from the same position to create a panorama, providing a more representative horizontal field of view. The photos are stitched together in Adobe Photoshop to create the panorama presented in the figures. As set out within the best practice guidance, panoramas should not exceed the 124 degree horizontal primary field of view or the 55 degree vertical primary field of view. The field of view is calculated based on the lens, with the Sony ILCE-6000 having a 37.8 degree horizontal field of view and a 25.4 degree field of view when using the 35mm lens (in landscape). When the images are stitched together this creates a wider horizontal field of view.

## IDENTIFICATION OF VISUAL EFFECTS

The assessment then identifies the potential sources of visual impact the proposal may cause to the existing view. The nature and degree of effect is described for each viewpoint, which may involve:

- **Defining Visual Changes:** Visual changes are described in terms of scale, contrast, and compatibility with the existing landscape. This includes the size, shape, colour, and materials of the proposed development relative to the surrounding environment.
- **Assessing View Composition:** The visual assessment evaluates how the proposal will alter the composition of the view. This includes consideration of elements such as:
  - Whether the proposal will block open views or reduce visual clarity.
  - Whether the proposal will dominate the view or blend with existing features.
  - Whether the proposal aligns with the aesthetic qualities of the current landscape or introduces contrasting elements.
- **Analysing Cumulative Effects:** For areas already experiencing visual changes, the assessment considers the cumulative impact of the proposal in relation to other developments or existing structures, evaluating the potential for visual clutter or landscape character degradation.

It is important to note that *'a development that is in keeping with the landscape character (existing or anticipated) may have no adverse effects on landscape values even through it is highly visible and a noticeable change to the view'*.<sup>2</sup>

Where recommendations or mitigation measures are suggested, a pre-mitigation and post-mitigation assessment of the visual effects may be required to understand the extent of the effects. Often these measures are discussed with the client before finalising the assessment and are included as part of the application, avoiding the need for a pre-mitigation assessment.

As with landscape effects, visual effects are measured using the 7-point scale, with both the nature and magnitude of the effects considered. Operational impacts from a change in the use of the site and temporary effects, such as effects during construction or prior to vegetation establishing, may also need to be considered in this section.

## RECOMMENDATIONS / MITIGATION MEASURES

Where potential adverse visual effects are identified, the assessment may explore mitigation measures to reduce or minimise these impacts. These may include:

- **Avoidance:** Changing the proposal's location, scale, or design to completely avoid adverse effects on sensitive areas.
- **Minimisation:** Reducing the magnitude of visual impact by refining design aspects, such as reducing the height or adjusting the colour palette to better integrate with the surrounding landscape.
- **Remediation:** Introducing elements to restore or enhance affected landscape values. For example, replanting disturbed vegetation or restoring habitats that are altered during construction.
- **Compensation:** In cases where direct mitigation is not feasible, compensatory measures such as creating additional public open spaces, or enhancing nearby landscapes to offset the impact, may be considered.

Common examples of mitigation strategies include:

- **Design Modifications:** Adjusting the scale, location, or orientation of the proposal to reduce visibility from key viewpoints.
- **Landscape Screening:** Using vegetation, such as trees or hedges, to screen or soften views of the proposal. Native planting is often prioritised to enhance ecological integration.
- **Material Selection:** Utilising materials and colours that reflect the natural tones of the surrounding landscape, reducing visual contrast.

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<sup>2</sup> Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 245



- **Lighting Controls:** Managing the intensity, direction, and timing of artificial lighting to limit light pollution and reduce visual impacts during nighttime.

The effectiveness of these mitigation measures is assessed to determine the extent to which they reduce visual impacts, aiming for a balance between development and landscape preservation. Often these measures will be included as part of the application, where work has been done with the client prior to or during the assessment.





APPENDIX TWO - LANDSCAPE AND VISUAL IMPACT ASSESSMENT GRAPHIC SUPPLEMENT

## 104 RYANS ROAD INDUSTRIAL SUBDIVISION FOR CARTER GROUP LIMITED

7 March 2025  
PROJECT NO. 2024\_051  
REVISION G





104 RYANS ROAD - LVIA FIGURES

Project no: 2024\_051  
Document title: LANDSCAPE AND VISUAL IMPACT ASSESSMENT GRAPHIC SUPPLEMENT  
Revision: G  
Date: 7 MARCH 2025  
Client name: CARTER GROUP LTD.

Author: JEREMY ROSS / HANNAH BRUERE  
File name: 2024\_052 CARTER GROUP 104 RYANS ROAD - LVIA APPENDIX\_F

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E	27/02/2025	Amendments	HB		
F	06/03/2025	Amendments	HB		
G	07/03/2025	Amendments	HB		



DCM URBAN DESIGN LIMITED

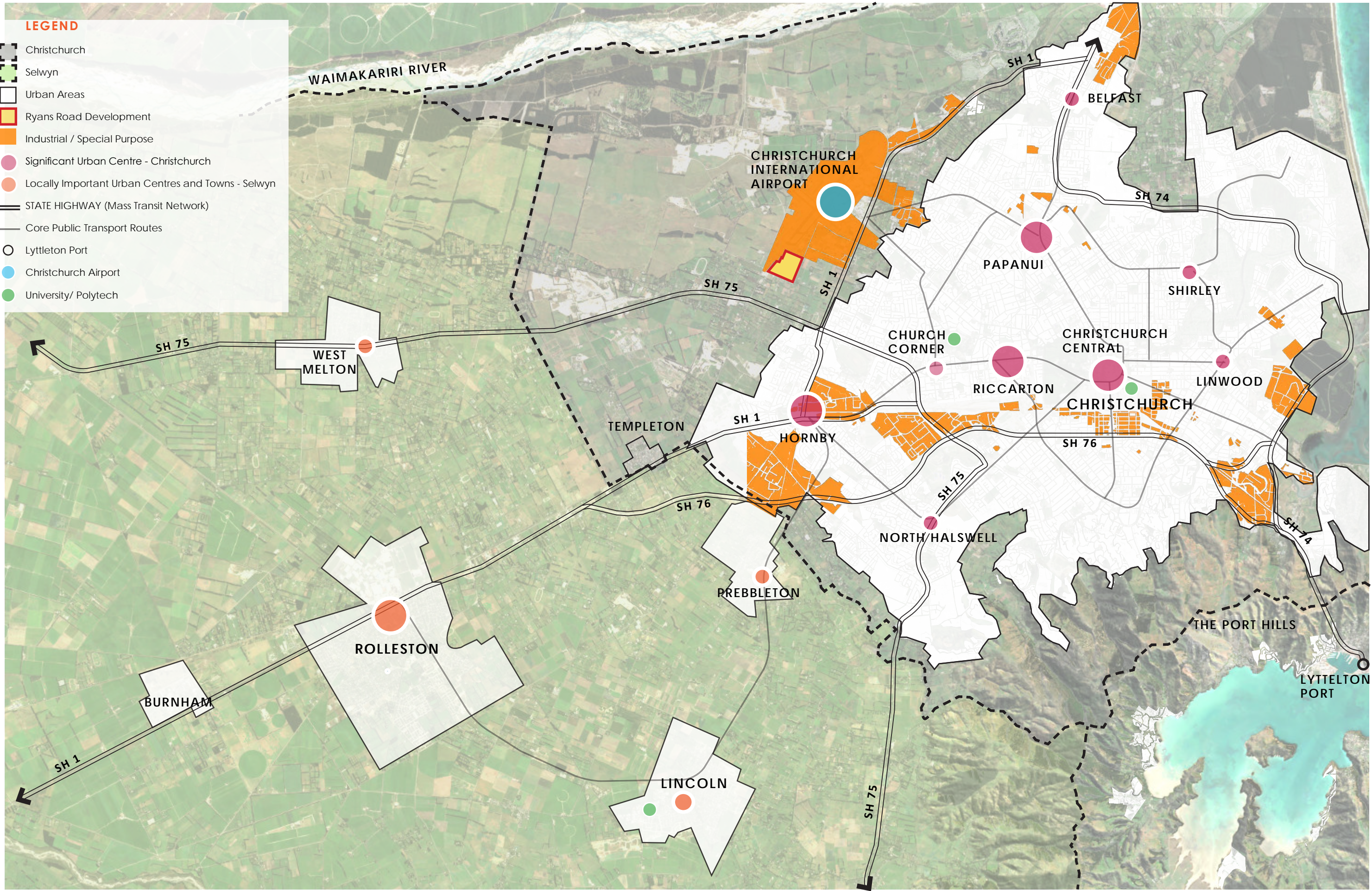
Level 1/17 Garrett Street - Te Whanganui-a-Tara / Wellington 6011  
10/245 St Asaph Street - Ōtautahi / Christchurch 8011  
Level 4 / 1 Bond Street - Ōtepoti / Dunedin 9016

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CONTENTS

CONTEXT - STRATEGIC CONTEXT AND SPATIAL PLAN	1
CONTEXT - LOCATION PLAN	2
CONTEXT - CHRISTCHURCH DISTRICT PLAN ZONING MAP	3
CONTEXT - RYANS ROAD GROWTH MAP + CONNECTIVITY	4
CONTEXT - RYANS ROAD URBAN + LANDSCAPE ANALYSIS	5
CONTEXT - RYANS ROAD URBAN + LANDSCAPE ANALYSIS LEGEND	6
CONTEXT - SCHEME PLAN (CAPTURE LAND DEVELOPMENT CONSULTANTS)	7
CONTEXT - NEAREST RESIDENTIAL	8
CONTEXT - CHARACTER AND VIEWPOINT PHOTO LOCATIONS	9
CONTEXT - CHARACTER PHOTOS	10
VP1 - VIEW NORTH EAST ACROSS SITE FROM 95 RYANS ROAD	11
VP2 - VIEW NORTH EAST ACROSS SITE FROM 111 RYANS ROAD	12
VP3 - VIEW NORTH EAST ACROSS SITE FROM 191 RYANS ROAD	13
VP4 - VIEW NORTH EAST ACROSS SITE FROM 211 RYANS ROAD	14
VP5 - VIEW SOUTHWEST ACROSS SITE FROM 60 GRAYS ROAD	15
VP6 - VIEW SOUTH WEST ACROSS SITE FROM 88 GRAYS ROAD	16
VP7 - VIEW NORTH EAST TOWARD SITE FROM 661 POUND ROAD	17
VP8- VIEW SOUTH EAST ACROSS SITE FROM 715 POUND ROAD	18
VP9- VIEW SOUTH EAST ACROSS SITE FROM 677 POUND ROAD	19
PROPOSAL - PROPOSED LANDSCAPE CONCEPT PLAN	20
PROPOSAL - PROPOSED LANDSCAPE CONCEPT PLAN - PLANT PALETTE	21
PROPOSAL - LANDSCAPE TREATMENT A	22
PROPOSAL - 21.5M PRIMARY ROAD CROSS SECTION	23









## LEGEND

— Site Boundary

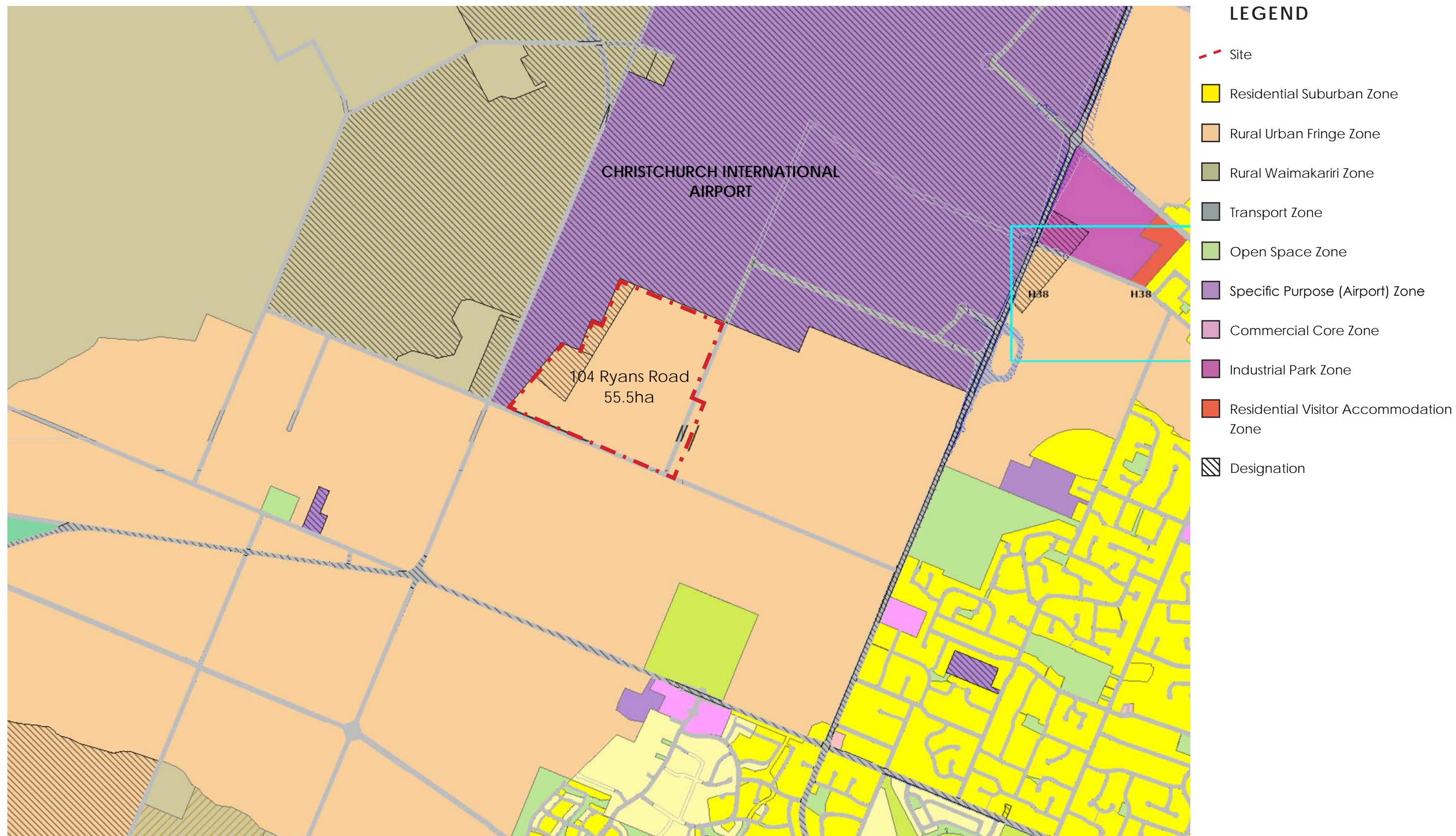
Aerial map (1:40,000@A3 - Map/Image Source: Canterbury Maps)

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## CONTEXT - LOCATION PLAN

2024\_051 CARTER GROUP 104 RYANS ROAD





#### A. DISTRICT PLANNING MAP (1:15,000 @ A3)

Map / image source: [districtplan.ccc.govt.nz](https://districtplan.ccc.govt.nz)

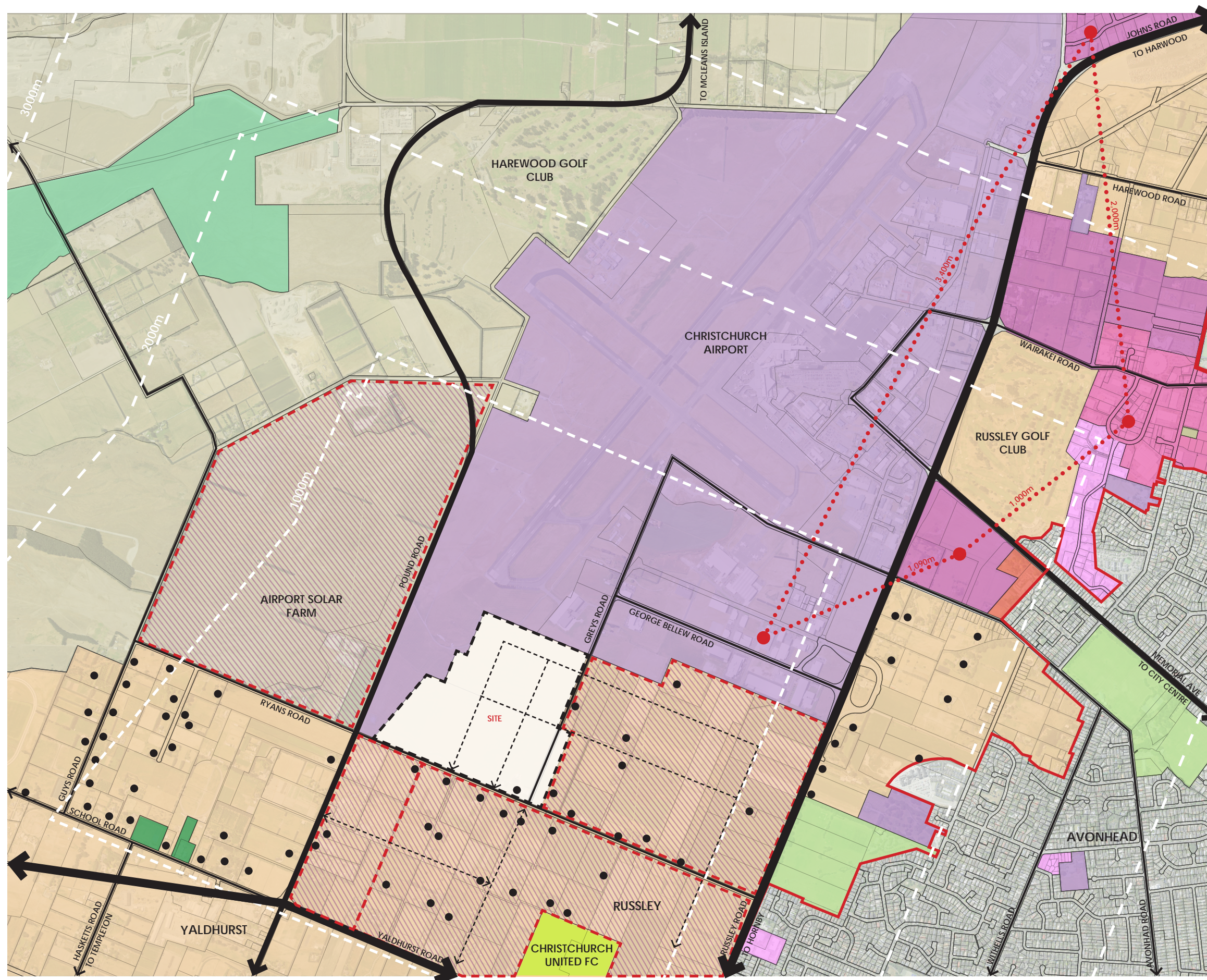
APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## CONTEXT - CHRISTCHURCH DISTRICT PLAN ZONING MAP

2024\_051 CARTER GROUP 104 RYANS ROAD







## LEGEND

### LANDUSE

- Existing Urban Form Limit
- - - Indicative Potential industrial Growth
- Specific Purpose Zone
- Residential Visitor Accommodation Zone
- Large Scale Recreation / Reserve
- Rural Urban Fringe Zone
- Industrial General Zone
- Industrial Park Zone
- Commercial Office Zone
- Open Space Natural Zone
- Rural Residential Dwellings
- Existing Industrial Hub

### CONNECTIVITY

- ↔ Major Arterial
- ↔ Minor Arterial
- ↔ Collector
- - - Future Connections

## A. RYANS ROAD GROWTH MAP

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

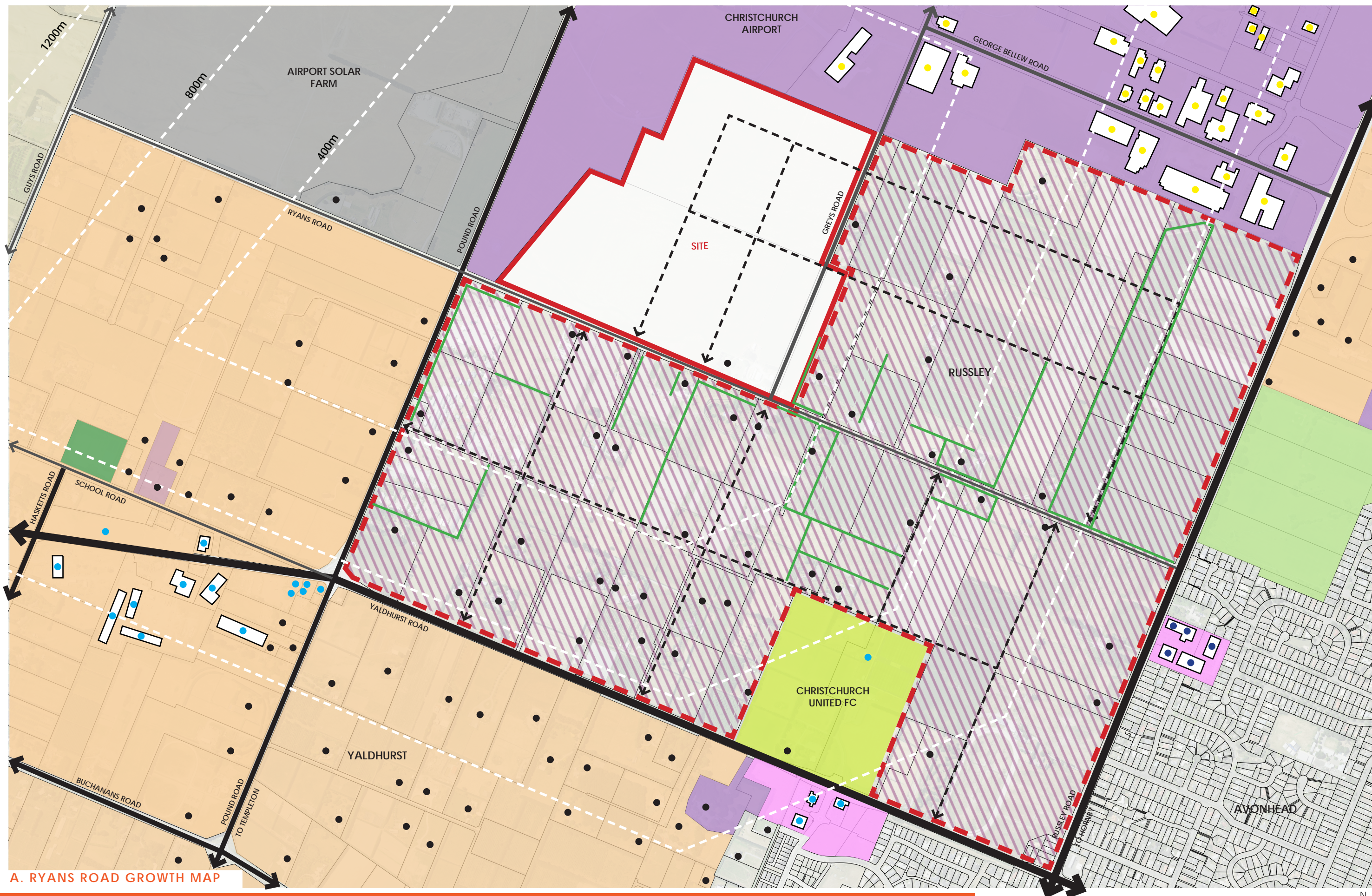
## CONTEXT - RYANS ROAD GROWTH MAP + CONNECTIVITY

2024\_051 CARTER GROUP 104 RYANS ROAD

1:20,000 @A3







A. RYANS ROAD GROWTH MAP










LEGEND

LAND USE

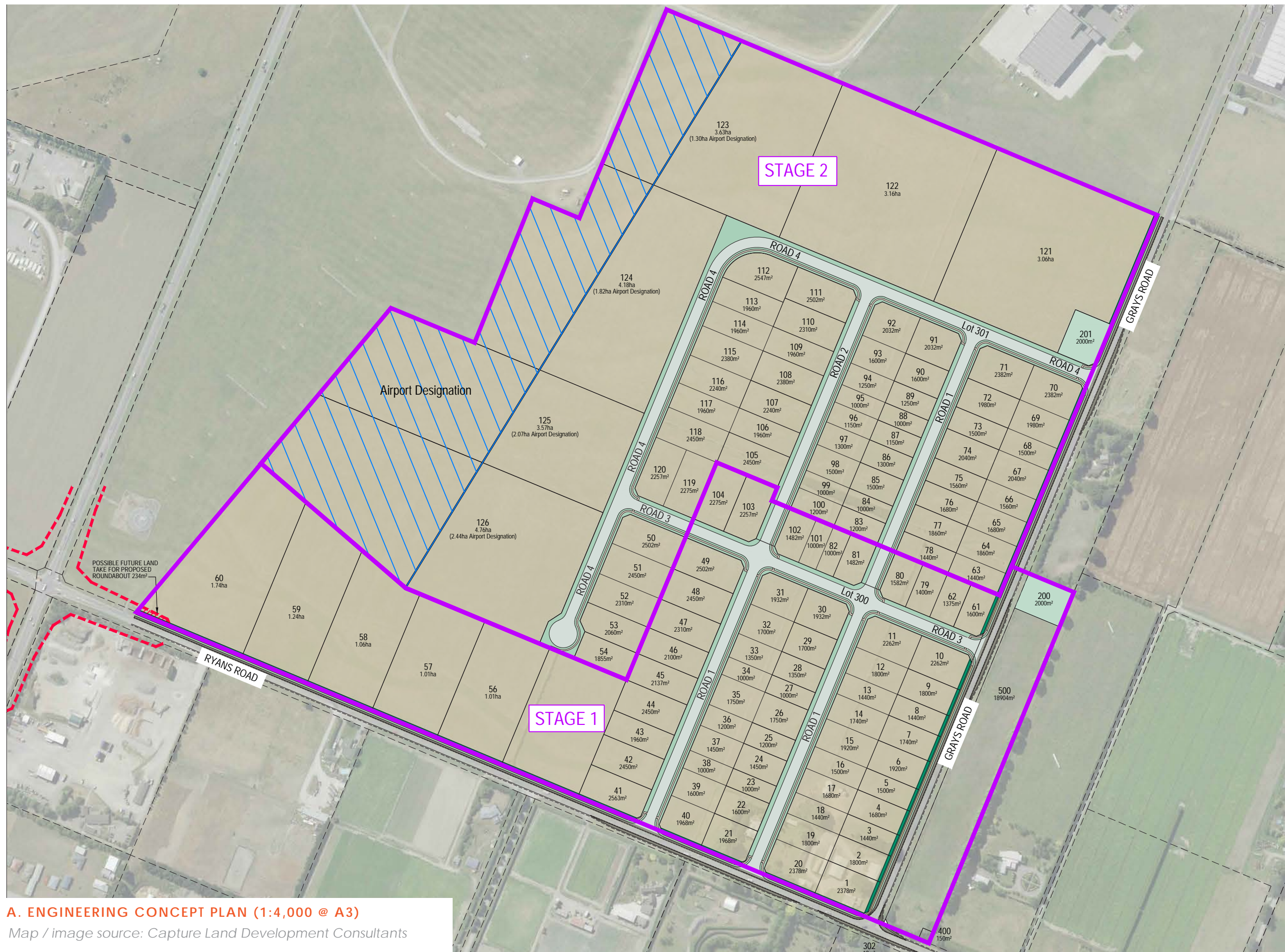
-  Indicative Potential industrial Growth
-  Specific Purpose Zone
-  Residential Visitor Accommodation Zone
-  Large Scale Recreation / Reserve
-  Rural Urban Fringe Zone
-  Industrial General Zone
-  Industrial Park Zone
-  Commercial Office Zone
-  Open Space Natural Zone
-  Rural Residential Dwellings
-  Shelter Belts

CONNECTIVITY

-  Major Arterial
-  Minor Arterial
-  Collector
-  Local Road
-  Future Connections

LOCAL BUSINESSES

- AIRPORT
-  New Zealand Couriers
  -  Courier Post Southern Operations Centre
  -  Apex Car Rentals Christchurch Airport
  -  Mainfreight Air & Ocean
  -  Link Engine Management Ltd
  -  Kia Ora Campers Christchurch
  -  Canterbury Linen Services
  -  HCB Technologies Limited
  -  GCH Aviation
  -  DSV Air & Sea Ltd
  -  Nimbl Group
  -  Waireka Group
  -  DXC Technology
  -  Equipment Lighting Global
  -  DB Schenker
  -  ProPharma
  -  Kiwi Express
- RUSSLEY
-  Airport Business Park Christchurch Ltd
  -  Fonterra Christchurch
  -  Smith&Smith® Russley Christchurch
  -  Ryman Healthcare
  -  Xclusive Property Management
  -  BeeBio Skincare
  -  Prendos New Zealand Limited
  -  Agtrac
  -  Xclusive Insurance Limited t/a SHARE
  -  Manage IT Digital Ltd
- YALDHURST
-  Topco Industries
  -  Yaldhurst Hotel
  -  Sue's Takeaway and Convenience Store
  -  Sockburn Joinery
  -  Mobil Yaldhurst
  -  Loscam
  -  Palletmakers SI LTD
  -  Exquisite Wool Traders
  -  Conqueror
  -  UMC Innovation
  -  Norwood Christchurch
  -  Landpower



# A. ENGINEERING CONCEPT PLAN (1:4,000 @ A3)

Map / image source: Capture Land Development Consultants

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## CONTEXT - SCHEME PLAN (CAPTURE LAND DEVELOPMENT CONSULTANTS)

2024\_051 CARTER GROUP 104 RYANS ROAD







## LEGEND

- Site Boundary
- Residential Dwellings  
Note: Only the dwellings referenced in the LVIA are identified.

A. CHARACTER AND VIEWPOINT LOCATIONS PLAN (1:8000@A3)

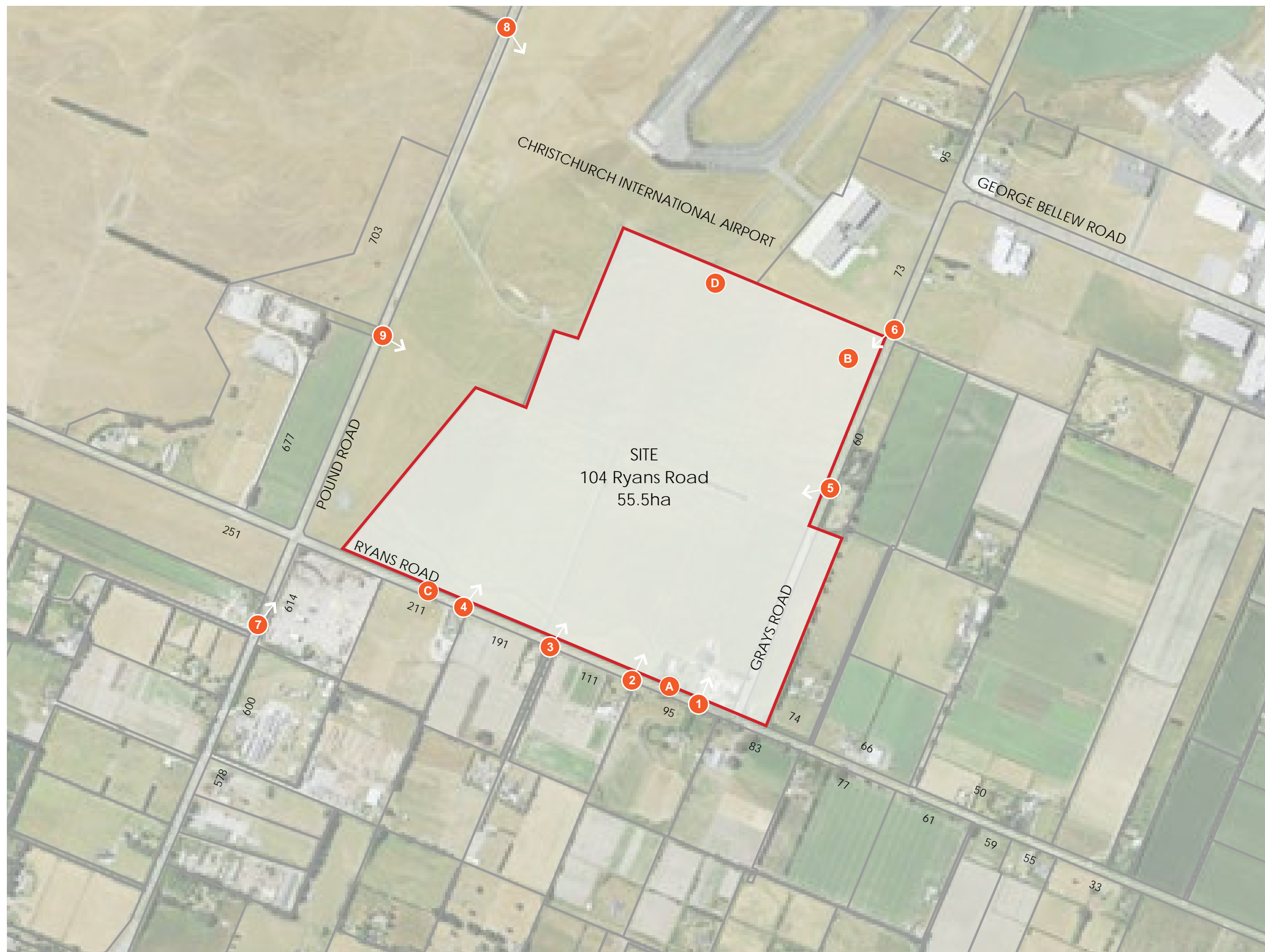
Map / image source: Canterbury Maps

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## CONTEXT - NEAREST RESIDENTIAL DWELLINGS

2024\_051 CARTER GROUP 104 RYANS ROAD





A. CHARACTER AND VIEWPOINT LOCATIONS PLAN (1:8000@A3)

Map / image source: Canterbury Maps

## LEGEND

Site Boundary

### VIEWPOINT LOCATIONS

- 1 VP1 - view north east across site from 95 Ryans Road
- 2 VP2 - view north east across site from 111 Ryans Road
- 3 VP3 - view north east across site from 191 Ryans Road
- 4 VP4 - view north east across site from 211 Ryans Road
- 5 VP5 - view southwest across site from 60 Grays Road
- 6 VP6 - view south west across site from 88 Grays Road
- 7 VP7 - view north east toward site from 661 Pound Road
- 8 VP8 - view south east across site from 715 Pound Road
- 9 VP9 - view south east across site from 677 Pound Road

### CHARACTER PHOTO LOCATIONS

- A Views from 104 Ryans Road of the typical rural property boundary treatment
- B Views from 104 Ryans Road of the neighbouring industrial zoned area.
- C View from 211 Ryans Road, looking towards 211 Ryans Road. Showing typical residential property
- D Views from 104 Ryans Road showing the existing aviation operations







**A** View from 104 Ryans Road of the typical rural property boundary treatment. Features dense shelterbelts and established trees within the properties.



**B** View from 70 Grays Road of the neighbouring industrial area. Showing minimal planting and clearly visible industrial buildings of varying height.



**C** View looking towards 211 Ryans Road. Showing typical residential properties which includes mature vegetation in front and behind the building.



**D** Views from 104 Ryans Road showing the existing aviation operations at 73 Grays Road, adjacent to site.





#### A. IMAGE LOCATION

Distance from Site: 15m  
Horizontal Field of View: 117.5°  
Vertical Field of View: 37°

104 RYANS ROAD



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP1 - VIEW NORTH EAST ACROSS SITE FROM 95 RYANS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:00am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.507766, 172.523217





#### A. IMAGE LOCATION

Distance from Site: 15m  
Horizontal Field of View: 120.8°  
Vertical Field of View: 37°



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP2 - VIEW NORTH EAST ACROSS SITE FROM 111 RYANS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:05am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.507316, 172.521761





#### A. IMAGE LOCATION

Distance from Site: 17m  
Horizontal Field of View: 102.9°  
Vertical Field of View: 37°



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP3 - VIEW NORTH EAST ACROSS SITE FROM 191 RYANS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:10am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.506707, 172.519816





#### A. IMAGE LOCATION

Distance from Site: 17m  
Horizontal Field of View: 122°  
Vertical Field of View: 37°



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP4 - VIEW NORTH EAST ACROSS SITE FROM 211 RYANS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:15am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.506012, 172.517579





#### A. IMAGE LOCATION

Distance from Site: 17m  
Horizontal Field of View: 77°  
Vertical Field of View: 37°

104 RYANS ROAD



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP5 - VIEW SOUTH WEST ACROSS SITE FROM 60 GRAYS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:15am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.503603, 172.526853





#### A. IMAGE LOCATION

Distance from Site: 68m  
Horizontal Field of View: 124°  
Vertical Field of View: 37°

60 GREYS ROAD RESIDENTIAL PROPERTY

104 RYANS ROAD



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP6 - VIEW SOUTH WEST ACROSS SITE FROM 88 GRAYS ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

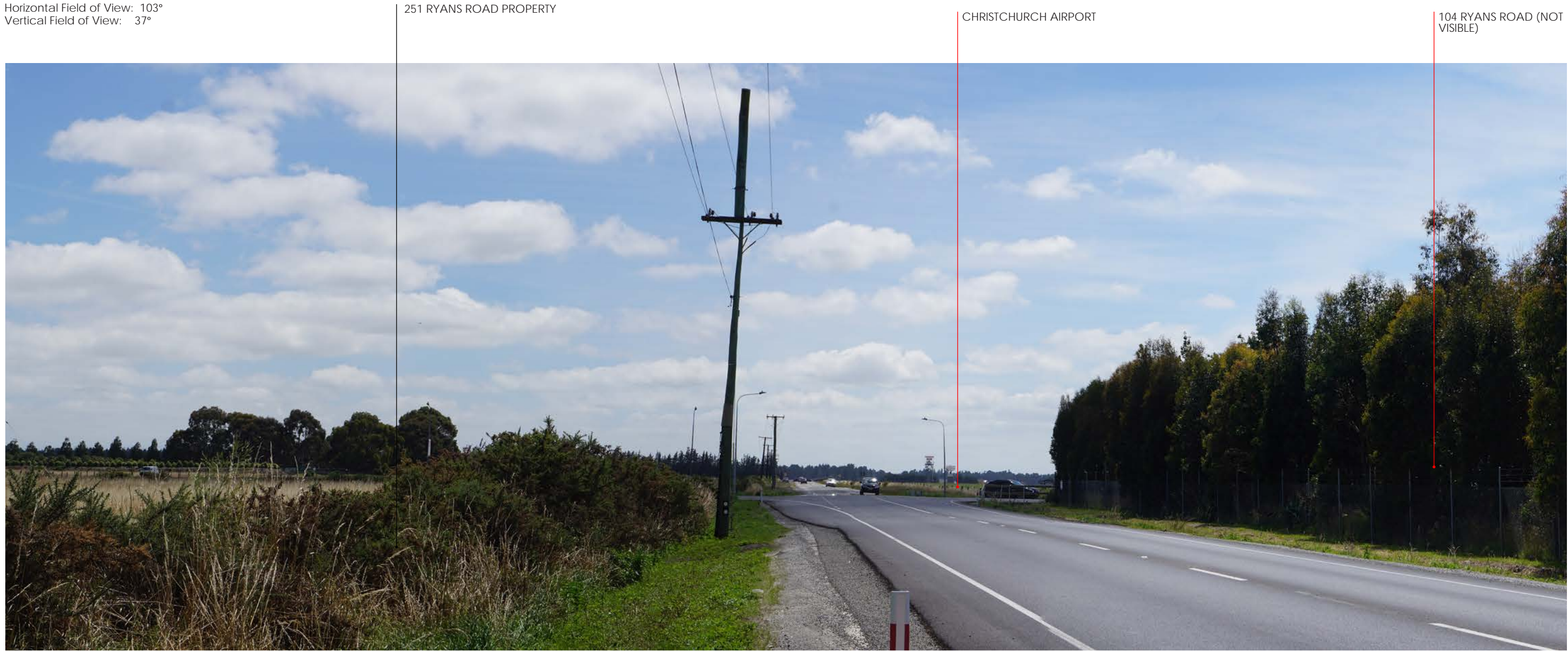
Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 12 November 2024 at 9:20am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.498504, 172.529766





A. IMAGE LOCATION

Distance from Site: 145m  
Horizontal Field of View: 103°  
Vertical Field of View: 37°



B. EXISTING VIEW





#### A. IMAGE LOCATION

Distance from Site: 477m  
Horizontal Field of View: 81°  
Vertical Field of View: 37°

CHRISTCHURCH AIRPORT

104 RYANS ROAD



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP8- VIEW SOUTH EAST ACROSS SITE FROM 715 POUND ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 14 January 2025 at 11:30am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.495492, 172.518648





#### A. IMAGE LOCATION

Distance from Site: 213m  
Horizontal Field of View: 71°  
Vertical Field of View: 37°

CHRISTCHURCH AIRPORT

104 RYANS ROAD



#### B. EXISTING VIEW

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## VP9- VIEW SOUTH EAST ACROSS SITE FROM 677 POUND ROAD

2024\_051 CARTER GROUP 104 RYANS ROAD

Image captured on Sony ILCE-6000 (Alpha 6000) digital camera  
Focal length 35mm (52.5mm full frame equivalent)  
Date: 14 January 2025 at 11:35am  
Height of 1.60 metres  
Photos merged in Photoshop CS to create panorama  
Coordinates: -43.501007, 172.515509



## LEGEND

- Site Boundary
- /// Airport designation
- A 3m planted setback along Grays Road and Ryans Road boundaries (except where accesses are located)
- B 21m transport corridor with street trees at 40 - 60m intervals



A. PROPOSED LANDSCAPE CONCEPT PLAN (1:4,000 @ A3)



# STREET PLANT PALETTE

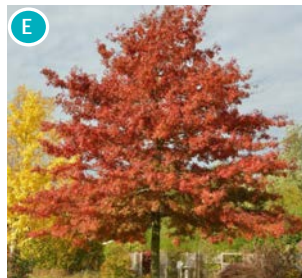
## SPECIMEN TREES



Upright Red Maple  
(*Acer 'bowhall'*)



Snakebark Maple  
(*Acer davidii*)



Scarlet Oak  
(*Quercus coccinea*)

# STORMWATER MANAGEMENT AREAS

## SPECIMEN TREES



Mōnatu/Lowland  
Ribbonwood  
(*Plagianthus regius*)



Tōtara  
(*Podocarpus totara*)



Kōwhai  
(*Sophora microphylla*)



Kanuka  
(*Kunzea ericoides*)

## SHRUBS / GROUNDCOVERS



Hunangamoho/wind  
grass  
(*Anemanthele lessoniana*)



Kakaha/bush flax  
(*Astelia fragrans*)



Mikimiki/mingimingi  
(*Coprosma propinqua*)



Mānuka/tea tree  
(*Leptospermum scoparium*)



Purei/swamp sedge  
(*Carex secta*)



Tarata/lemonwood  
(*Pittosporum eugenioides*)



Kōhūhū/black matipo  
(*Pittosporum tenuifolium*)



Koromiko  
(*Veronica salicifolia*)

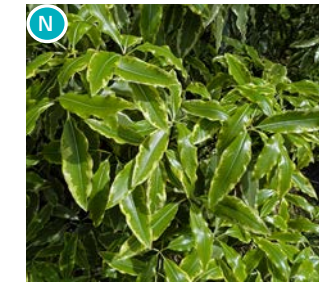


Kāpuka/broadleaf  
(*Griselinia littoralis*)



# BUFFER PLANTING

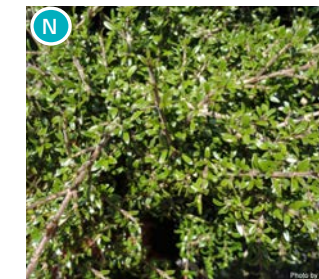
## SPECIMEN TREES



Tarata/lemonwood  
(*Pittosporum eugenioides*)

Note: Row of *Pittosporum eugenioides* to be used as 'shelterbelt'. To be underplanted with approved shrub / ground cover mix.

## SHRUBS / GROUNDCOVERS



Mikimiki/mingimingi  
(*Coprosma propinqua*)



Hunangamoho/wind grass  
(*Anemanthele lessoniana*)



Koromiko  
(*Veronica salicifolia*)



Kāpuka/broadleaf  
(*Griselinia littoralis*)



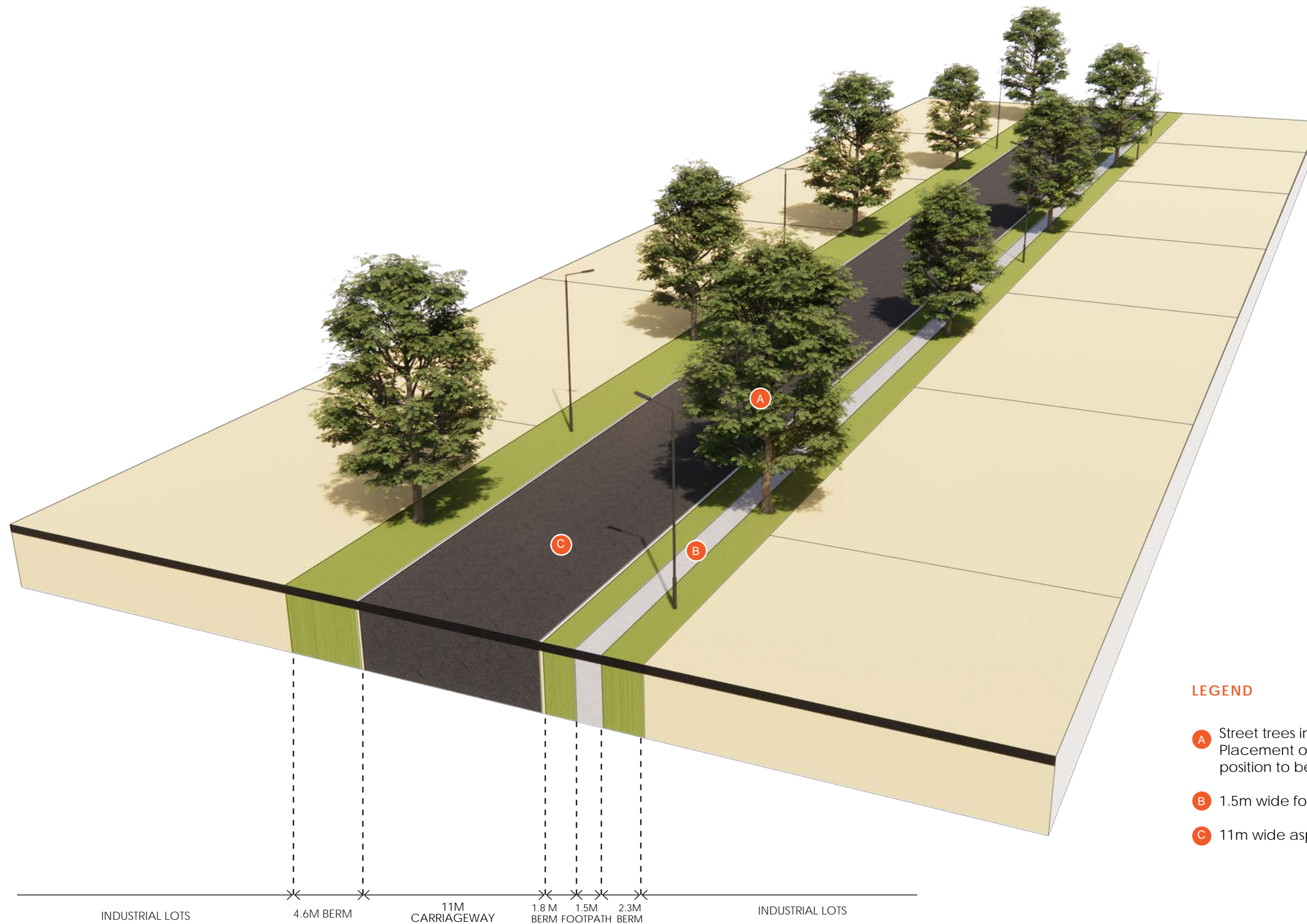
### A. BOUNDARY TREATMENT SECTION - ELEVATION (NTS)

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## LANDSCAPE TREATMENT A

2024\_051 CARTER GROUP 104 RYANS ROAD





#### LEGEND

- A Street trees in the grass berms at 40 - 60m intervals. Placement of street trees indicative only. Exact position to be determined during detailed design.
- B 1.5m wide footpath
- C 11m wide asphalt carriageway

#### A. 21.5M WIDE ROAD RESERVE (NTS)

APPENDIX 2 - LANDSCAPE AND VISUAL IMPACT ASSESSMENT - GRAPHIC SUPPLEMENT

## PROPOSAL - 21.5M PRIMARY ROAD CROSS SECTION

2024\_051 CARTER GROUP 104 RYANS ROAD