

# **104 Ryans Road – Industrial Development**

CARTER GROUP LTD.

Urban Design Assessment

Project No. 2024\_051 | D

## 104 Ryans Road –Industrial Development

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## URBAN DESIGN ASSESSMENT: INDUSTRIAL SUBDIVISION

104 RYANS ROAD, YALDHURST, CHRISTCHURCH 8042 (PT LOT 3 DP 22679, LOT 4 DP 22679, PT LOT 1 DP 2837)

The following report is an Urban Design Assessment (UDA) of the proposed industrial subdivision at the above address. This review is based on the following documents:

- Scheme Plan by Capture Land Development Consultants dated 25 February 2025
- Proposed Roading Cross Sections by Capture Land Development Consultants dated 25 February 2025
- Landscape Concept Plan by DCM Urban Design Limited dated 27 February 2025 (refer to Landscape and Visual Impact Assessment Graphic Supplement)

## INTRODUCTION AND PROPOSAL

DCM Urban Design Limited have been commissioned by Carter Group Limited (Carter Group / the applicant) to assess the potential urban design effects from the design and development of an industrial subdivision at the address stated above. 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 Urban Design Assessments throughout New Zealand. Hannah has a Bachelor of Landscape Architecture (Honours) (BLA) and is a Registered member of the NZILA. Carter Group seeks to develop an industrial subdivision at 104 Ryans Road, being approximately 55.5ha in size, seeking to develop the land to create a 126 Lot industrial subdivision to service local demands for industrial land in association and proximity to Christchurch International Airport, including logistics, warehousing, light manufacturing and other airport related businesses. This proposal is being submitted through the Fast-track Approvals Act recently passed by Government.



**Figure 1.** Site location (red outline) showing the runway of Christchurch International Airport to the North and Ryans Road to the South

Development on this site is regulated by a number of controls in the Christchurch District Plan related to its proximity to the Christchurch International Airport, potentially limiting what the site can be used for. This includes the Airport's Designation and Runway End Protection Area (REPA) and Protection Surfaces along the western side of the site which have particular restrictions (mostly dealing with heights of structures).

The subdivision has been designed with larger lots along the northern and western boundary of the site, ranging in size from 3.06ha to 4.76ha to accommodate the REPA and provide more space around the airport boundaries. The lots along the southern boundary within the Airport Protection Surfaces overlay are also larger, ranging in size from 1.01-1.74ha. The remaining lots are smaller (1,000-2,563m<sup>2</sup>), with the proposed scheme plan also including two 2000m<sup>2</sup> SW utility reserves (one located across Grays Road). The subdivision contains four roads, with roads 1 and 2 providing access to the subdivision from Ryans Road and roads 3 and 4 providing access from Grays Road into the site. Road reserves within the development will feature street trees and streetlights on both sides (other than where lighting may be limited to comply with District Plan requirements) and a footpath on one side of the road. Both Ryans Road and Grays Road are proposed to be upgraded along the frontage of the site, with installation of a footpath (in the road reserve) and incorporation of a 3m wide planting strip (within the development site) along these boundaries.

This report will assess any anticipated effects on the urban character of the site and surrounding area that may occur from the proposed industrial development and will review the proposal in accordance with the New Zealand Urban Design Protocol. The proposal will also be assessed in the context of the relevant Rural and Industrial zone objectives set out in the Christchurch District Plan, as applicable to urban design.

## EXISTING SITE CHARACTER

The proposal site is located at 104 Ryans Road, as mentioned above, and is positioned adjacent to Christchurch City's urban boundary. Ryans Road is located immediately to the south of the site. Christchurch International Airport is located immediately to the north of the site, with the southern end of the runway approximately 160m from the site's northern boundary. The site is bound by Grays Road to the east, and by an extension of the Christchurch Airport property to the west. For a more detailed description of the existing environment and site refer to the Landscape and Visual Impact Assessment.

The site itself currently exists predominantly as vacant grassed farmland, bordered along its eastern and southern extents by a low gorse hedge. This makes the site highly visible from Ryans Road and Grays Road currently. The proposal site and surrounding area are largely flat as is typical of the Canterbury plains, allowing for far-stretching views where not interrupted by established vegetation and/or various structures. The southeastern corner of the site features an abandoned and dilapidated dwelling, clustered with various run-down storage sheds, water tanks and a mixture of overgrown exotic trees/ hedging. These will all be demolished and cleared with development of the site.

Besides Christchurch Airport, land use in the area is largely farming related, consisting of both larger and smaller land holdings, interspersed with various industrial (storage yards, distribution, and contracting businesses) and rural-residential properties, with an area of industrial development to the northeast. The semi-rural mixture of land use, including various farming enterprises, Christchurch International Airport, private residences and industrial businesses, form a key component of the local area's character.

Views of built form tend to be limited from public viewpoints such as roads, most often due to established boundary planting/ treatments. Where views are available, buildings appear to take on several different forms and finishes, including residential dwellings of various scales and styles, and farming/industry related buildings such as storage sheds. Residential and building density is generally low within this urban-rural fringe location, although the buildings within the industrial zone adjacent to the airport are relatively visible from the area surrounding the site at a distance due to their size and height, forming a backdrop to some views.

In terms of connectivity, street types and their function, the site is bordered immediately by two local roads, indirectly by one minor arterial road and in close proximity to two major arterial roads:

1. Ryans Road is a local road which runs the complete length of the proposal site's southern boundary, as noted above. This is a straight, 7m wide double-lane sealed road with grassed berms on both sides, which in combination form a 20m wide road reserve.
2. Grays Road is a local road which runs along the complete length of the proposal site's eastern boundary, as noted above. This road features the same typology as Ryans Road.
3. Pound Road is positioned to the west of the site, separated from the proposal site by an extension of the Christchurch Airport property. This is a minor arterial road, which has a double-laned, 7m wide sealed carriageway with grassed berms on both sides, and a total road reserve width of 20m.
4. SH 1 (Russley Road), a major arterial road, is located approximately 1.3km to the east of the site and can be easily accessed via Ryans Road, which intersects with the State Highway at its eastern terminus.
5. SH 73 (Yaldhurst and West Coast Road), a major arterial road, is located approximately 1km to the south of the site and is easily accessible via Pound Road.

Overall, the site is well-connected to its local and wider surroundings via the roading network.

## EFFECTS ON URBAN DESIGN MATTERS

The most prominent effects on urban design matters are expected to arise from the permitted density, visual bulk and location of buildings between the existing and proposed theoretical zoning of the proposal site, with the site essentially becoming similar to a General Industrial Zone in terms of built form. Some of the key differences in the built form and activity standards between the current (Rural Urban Fringe) and proposed subdivision (based on Industrial General Zone) are outlined below:

<b>Standard</b>	<b>Rural Urban Fringe Zone</b>	<b>Industrial General Zone</b>
<b>Minimum net site area and dimension (for subdivision)</b>	<b>4ha</b>	<b>500m<sup>2</sup></b>
<b>Maximum height for buildings</b>	The maximum height of any building shall be as follows: <ol style="list-style-type: none"> <li>i. All buildings unless specified below: <b>9m</b></li> <li>ii. Farm buildings: <b>12m</b></li> </ol>	The maximum height of any building within 20 metres of a residential zone shall be <b>15 metres</b>  <i>Noting the proposal site is not within proximity of a residential zone, so buildings could be higher than this.</i>
<b>Minimum setback from road boundaries</b>	<ol style="list-style-type: none"> <li>i. All buildings, unless specified below: <b>15m</b></li> <li>ii. All building on sites less than 0.4ha: <b>6m</b></li> <li>iii. All buildings on sites fronting a major arterial</li> </ol>	<ol style="list-style-type: none"> <li>i. Any activity unless specified below: <b>1.5m</b></li> <li>ii. Any activity fronting on to an arterial road or opposite a residential zone: 3m</li> </ol>

	road or minor arterial road or state highway: <b>30m</b>	<p>i. All buildings within sites which share a boundary with a residential zone: <b>3m</b></p> <p><i>Noting the proposal site does not front an arterial road and is not within proximity of a residential zone</i></p>
<b>Minimum setback from internal boundaries</b>	<p>i. All buildings, unless specified below: <b>10m</b></p> <p>ii. All buildings on sites less than 0.4ha: <b>3m</b></p> <p>iii. New residential unit or minor residential unit: <b>25m</b></p>	<p>N/A</p> <p>Note: No setbacks from adjoining or adjacent Rural zones.</p>
<b>Outdoor Storage of materials</b>	N/A	<p>1. Any outdoor storage areas shall:</p> <p>i. not be located within the minimum setbacks specified (in Minimum building setback from road boundaries, as above).</p> <p>ii. be screened by landscaping, fencing or other screening to a minimum of 1.8 metres in height from any adjoining residential zone.</p> <p><i>Noting the proposal site is not within proximity of a residential zone or arterial road</i></p>
<b>Site Coverage</b>	<p>The maximum percentage of the net site area, and the maximum total area, covered by buildings, impervious surfaces and outdoor storage areas shall be as follows:</p> <p>i. Buildings and outdoor storage areas on sites greater than 4ha in area: 5% of the net site area or 2,000m<sup>2</sup> whichever is lesser</p> <p>ii. Buildings, impervious surfaces and outdoor storage areas on existing sites between 0.4 and 4ha in area: 10% of</p>	N/A

	<p>the net site area or 2,000m<sup>2</sup> whichever is the lesser</p> <p>iii. Buildings, impervious surfaces and outdoor storage areas on existing sites less than 0.4ha in area: 35% of net site area.</p>	
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The table above provides insight into the possible urban design outcomes of the proposed industrial development, compared to the current zoning. Notable general distinctions anticipated include:

- Smaller permitted lot sizes with subdivision, thereby creating a greater number and increased density of development
- A greater building height allowance, and greater building bulk
- Buildings and activity (such as material storage) more closely associated with roads and internal boundaries
- Greater site coverage by buildings and storage areas, with an increased intensity of built form/structures
- Reduced setbacks

The proposal will introduce urban form to the proposal site, which will be markedly different to the current rural form that exists on the site (and is permitted). However, from an urban design perspective this change is not considered adverse, as largely determined by the proposal site's location and these two zones (Urban Rural Fringe and Industrial General) are often adjacent to one another.

The site's location, adjoining Christchurch International Airport limits the desirability and compliance (due to airport restrictions/ designations) of alternative land uses. Thereby a change to Industrial General Zoning is seen to promote efficient and pragmatic land use, with the site being located adjacent to Christchurch International Airport and the associated industrial activities surrounding the airport. This is further supported by the proposal site's close connections to key transport corridors (particularly SH1 and SH73) as well as Christchurch International Airport, for logistical reasons. Regarding patterns of development, the proposed development will not appear out of place. Christchurch International Airport is already immediately neighboured to the north and east by three distinct industrial zones, and the proposed development immediately to the south is in keeping with this outline of development. The proposal site is well designated with clear boundaries created by Ryans Road, Grays Road and Christchurch International Airport boundaries, and is expected to integrate well within its urban-rural fringe location where industrial businesses are often found.

It is anticipated that any future development of the site will reflect a much greater intensity and bulk of development than if the site remained undeveloped (as at present) or developed under its Rural Urban Fringe Zoning. However, when considering the context and the wider receiving environment (referring to Christchurch International Airport and its neighbouring suburbs), I consider the proposed industrial development within the Rural Urban Fringe Zone to be appropriate and I am supportive from an urban design perspective.

#### **ASSESSMENT OF THE SUBDIVISION DESIGN AGAINST NEW ZEALAND URBAN DESIGN PROTOCOL (NON-STATUTORY)**

The proposal has been assessed against the “seven c’s” from the New Zealand Urban Design Protocol. The principles, while non-statutory, encourage recognised good urban design to achieve a successful design outcome.

## 1. Context

*Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. For example, a building is connected to its street, the street to its neighbourhood, the neighbourhood to its city, and the city to its region. Urban design has a strong spatial dimension and optimises relationships between buildings, places, spaces, activities and networks. It also recognises that towns and cities are part of a constantly evolving relationship between people, land, culture and the wider environment.*

In terms of context, the industrial subdivision is considered appropriate for the receiving environment. As discussed above, when considered in the wider context:

- The site is well positioned in regard to connectivity and transport for industrial activities
- Industrial land use is suitable given the constraints placed on the site by its proximity to Christchurch International Airport, limiting options for alternative land uses, particularly residential and other sensitive uses
- The use of land for industrial development is consistent with existing patterns of industrial development around Christchurch International Airport, and it is commonplace for industrial land to be located in rural-urban fringe locations, such as the proposal site

As per the Christchurch District Plan, there are no cultural, natural or heritage features within (or in close proximity to the site) that are likely to be affected by the proposal.

## 2. Character

*Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. It ensures new buildings and spaces are unique, are appropriate to their location and compliment their historic identity, adding value to our towns and cities by increasing tourism, investment and community pride.*

The proposed industrial subdivision reflects the distinctive character and land use around Christchurch International Airport, which consists of a mix of farmed paddocks and industry. The development expands on the ‘industry’ part of this established character to the south of the airport, while a reasonable level of farmland is maintained by the properties neighbouring the development site.

The proposal site is clearly delineated by Ryans and Grays Road, which work well to consolidate the development as its own unique entity and destination. The development is also expected to increase the legibility of the area, through the future incorporation of businesses, presence of built form and increased activity. The industrial subdivision is expected to add value through the effective use of land near Christchurch International Airport, capitalising on this location (which could be viewed as restrictive for certain activities) to meet demands for industrial space in the vicinity and associated with the Airport. Increased investment is also expected in the area, through providing industrial land which can be bought into and adopted for use by a variety of businesses.

As the site currently exists predominantly as a flat and vacant grassed paddock, there are no distinctive landforms, waterbodies or indigenous flora/fauna (confirmed by the ecology report) to consider as part of the subdivision design in order to maintain or enhance the character of the site other than the water race which is proposed to be piped along Ryans Road adjacent to the site.



### 3. Choice

*Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses and creates resilient and robust towns and cities.*

The proposal works well with the principle outlined above, by providing greater choice and potential locations for businesses in the Christchurch International Airport area. The design of the subdivision itself further builds on the provision of choice, through the supply of a range of lot sizes, to accommodate for an assortment of space requirements and business scales. The design of the subdivision follows a logical layout, providing a flexible and practical space for future lot owners to occupy with various activities, and which can be adapted as needed for future uses. Overall, the site is in a good location for its intended land use and utilises the space well to maximise its potential.

### 4. Connections

*Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks - streets, railways, walking and cycling routes, services, infrastructure, and communication networks - connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily.*

As mentioned, the site is well-connected, with a range of transport routes available to and from the site, including close associations with major arterial roads and Christchurch International Airport. The introduction of the subdivision, and subsequently, various new businesses is anticipated to increase liveliness and activity in the local area.

The physical layout of the subdivision is clear, easily understood, and is expected to be easily navigated in future. A footpath network has been incorporated into the subdivision design, along the internal road network and the Ryans and Grays Road extents of the site, to ensure safe pedestrian circulation. Roads within and surrounding the proposed development have been treated as positive spaces, particularly through the inclusion and consideration of landscaping. This includes the presence of street trees and provision for a 3m wide planting strip along Ryans and Grays Road, to maintain green and pleasant outlooks.

### 5. Creativity

*Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities.*

The subdivision will eventuate in a more comprehensive design of the site and individual lots, which will hold opportunities for creative design solutions. This is expected to enhance the local identity of the site, making it a clearly distinguishable place within itself.

### 6. Custodianship

*Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors.*

The proposed industrial subdivision design responds well to the above principle. The subdivision is not proposed in an area which will adversely compromise landscape, ecological or cultural heritage values, but will be viewed as an extension of existing airport development. The subdivision will also integrate well into the receiving environment, given its location near existing transport links and infrastructure, thereby reducing potential costs to the environment.

As the design of the subdivision and individual lots develop, there will be increased opportunities to provide sustainable solutions, use 'green' technology and incorporate renewable energy sources.

At a high level, the subdivision is supportive of Crime Prevention Through Environmental Design (CPTED) principles and creation of a safe environment, by:

- Creating clear routes and entry/exit points for pedestrian and vehicular traffic
- An expected increase in passive surveillance by occupation of the site by various businesses and the coming and going of employees
- A coherent layout and orientation to support safe movement and wayfinding
- Clear delineation of boundaries and reinforcement of ownership through the presence of several businesses

Although it should be noted that as the development progresses, there will be a greater necessity to integrate CPTED principles, to ensure a safe feeling environment is maintained.

## 7. Collaboration

*Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and co-ordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.*

The proposal for an industrial subdivision has required input from several disciplines to achieve a full understanding of the site, come up with potential designs and identify ways forward. Future development of the site will continue to rely on the expertise of various consultants, including engineers, planners, architects and landscape architects, to achieve high-quality and sustainable outcomes.

## **CHRISTCHURCH DISTRICT PLAN: ASSESSMENT OF POLICIES RELEVANT TO URBAN DESIGN**

### **Rural Objectives and Policies:**

#### **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.

#### *17.2.2.1 Policy – Range of activities on rural land*

- a. Provide for the economic development potential of rural land by enabling a range of activities that:*
  - v. have a direct relationship with, or are dependent on, the rural resource, rural productive activity or sea-based aquaculture;*
  - vi. have a functional, technical or operational necessity for a rural location; or*
  - vii. recognise the historic and contemporary relationship of Ngāi Tahu with land and water resources;*
  - viii. provide for commercial film or video production activities and facilities on the rural flat land close to the main Christchurch urban area; and*
  - ix. represent an efficient use of natural resources.*

**Response:** 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. The proposed development provides industrial land adjacent to the airport which is in high demand and is a logical location for this type of development without creating significant adverse effects on the character of the area given the prevalence of industrial developments in the area.

#### *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:** As above, the development is strategically placed adjacent to Christchurch International Airport on a site that is restricted by a number of designations and rules under the District Plan, limiting the options for what this site can be utilised for. Industrial land adjacent to the airport is in high demand and this site is an appropriate location for that development. See associated Landscape and Visual Impact Assessment for effects on rural character and amenity values.

#### **Industrial Objectives and Policies:**

##### *16.2.1.1 Policy - Sufficient land supply*

- 1. Maintain a sufficient supply of industrial zoned land to meet short, medium and long term supply needs of industrial activities, having regard to the requirements of different industries, and to avoid the need for industrial activities to locate in non-industrial zones.*

**Response:** The proposed development generally aligns with the above policy, by meeting the present-day demand identified by the client for additional industrial land in the immediate vicinity of Christchurch International Airport. This demand is anticipated to grow, as populations and New Zealand based industry grows, and so the development will not only relieve existing demand but will provide space for future industry expansions and additions, in a location that is appropriate and logistically convenient.

##### *16.2.1.3 Policy - Range of industrial zones*

- a) Recognise and provide for industrial zones with different functions that cater for a range of industrial and other compatible activities depending on their needs and effects as follows:*
  - i. Industrial General Zone*
    - A. Recognise and provide for industrial and other compatible activities that can operate in close proximity to more sensitive zones due to the nature and limited effects of activities including noise, odour, and traffic, providing a buffer between residential areas and the Industrial Heavy Zone.*

**Response:** The industrial zones presently associated with Christchurch International Airport consists of Industrial Heavy and Industrial Park zones, with an Industrial General Zone located around Wairakei Road closer to the residential boundary of Christchurch. The proposal will expand on the availability of industrial land, utilising controls similar to the Industrial General Zone which 'can operate in close proximity to more sensitive zones'. This is seen as appropriate as the proposal will maintain the balance of industrial zone types and availability of choice to meet specific industry functions. The development will also have lesser impact on the surrounding land than other types of industrial development, which is considered positive, through the 'limited effects of activities' which are permitted within the Industrial General zone.

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

1. *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.*

**Response:** The proposed industrial subdivision design aligns well with the above policy. The development has been proposed as a result of the functional need for industrially zoned land, especially in the immediate vicinity of key transport routes and locations, such as SH 1, SH 73 and Christchurch International Airport. Given possible adverse effects, the subdivision has been designed with the site's rural-urban fringe surroundings in mind, particularly with the implementation of a 3m wide landscape strip at the site's road facing boundaries. This is intended to screen views of industrial activities and soften the appearance of built form, while greenery within the overall site will further be enhanced through the planting of street trees along the subdivision's roads. Although future built forms cannot yet be determined, it is assumed that any future buildings on site will generally comply with the built form standards of the Industrial General Zone set out within the Christchurch District Plan. If not, they will require a resource consent and be assessed against the relevant matters of discretion for approval. A further and more in depth assessment of landscape and visual effects can be found in the Landscape and Visual Impact Assessment (LVIA) prepared by our office, DCM Urban Design Limited.

## CONCLUSION

Having reviewed the scheme plan, proposed road cross sections and landscape plans for the proposed industrial subdivision at 104 Ryans Road, I can support the proposal from an urban design perspective. I consider that the proposal will not have any adverse effects from an urban design perspective for the following reasons:

- The site is an appropriate location for industrial development given its rural-urban fringe position, high level of accessibility, and location in close proximity of SH1, SH73 and Christchurch International Airport.
- Although the industrial subdivision will introduce a greater scale and intensity of development on the proposal site than is permitted under the current zoning, there is a functional requirement for industrially zoned land, and I see the proposal to be appropriately located given the receiving context.
- The proposed industrial subdivision aligns well with the '7 c's' of the New Zealand Urban Design Protocol, which outlines aspects to be considered in order to achieve high quality urban design outcomes.
- The proposed industrial subdivision responds favourably to the relevant Industrial zone policies under the Christchurch District Plan, as relevant to urban design.

Please do not hesitate to contact me if you require any clarification.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Alve', with a long horizontal line extending to the right.



David Compton-Moen

**Director, Urban Designer / Landscape Architect**

(M.Urban Design(hons); Registered Landscape Architect, MNZPI)

DCM Urban Design Limited