



**RMA/2021/589**

Approved Resource Consent  
Document

25/07/2022

Cottam, Rachel

# Landpower Group

Proposed Agricultural Machinery Sales,  
Servicing and Training Facility



33 & 69 School Road, Yaldhurst,  
Christchurch

Resource Consent Application to the  
Christchurch City Council

March 2021



## Planz Consultants

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- Appendix 1:** Records of Title
- Appendix 2:** Application Plans
- Appendix 3:** Integrated Traffic Assessment prepared by Abley
- Appendix 4:** Acoustic Assessment prepared by AES Ltd
- Appendix 5:** Landscape Assessment prepared by DCM Urban Design Ltd
- Appendix 6:** Three Water Memorandum prepared by GHD Ltd
- Appendix 7:** Landpower Site Selection Criteria

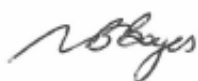
**APPLICATION FOR RESOURCE CONSENT**  
**SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991**

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**To: the Christchurch City Council**

1. **Landpower Group** applies for **Land use consent**.
2. The activity to which the application relates (the proposed activity) is as follows:  
**To construct, use and maintain an agricultural machinery sales, servicing and training facility with ancillary office.**  
**The proposal is more fully described in the attached AEE and plans which form part of this application.**
3. The site at which the proposed activity is to occur is as follows:  
**Address: 33 & 69 School Road, Yaldhurst, Christchurch**  
**Legal Description: Lot 2 DP 24408 (3.24ha) and Lot 1 DP 24408 (2.02ha).**  
**Area: 5.26ha in area combined**
4. The full name and address of the owners of the site to which the application relates is:  
**Whyte Group Investments Ltd**  
**45 Ron Guthrey Road**  
**CHRISTCHURCH 8042**
5. The other activities that are part of the proposal to which the application relates are as follows:
  - **To install a bore and take water for use in an industrial process;**
  - **Discharge of on-site wastewater; and**
  - **Discharge of stormwater from hardstand areas.**
6. The following additional resource consents are required from Environment Canterbury for the proposed activity, but have not yet been applied for:
  - **Land use to install a bore.**
  - **Water take and use in an industrial process.**
  - **Wastewater & Stormwater discharge.****The Applicant will apply for these consents in due course.**
7. In accordance with the Fourth Schedule of the Resource Management Act 1991 (as amended 3 March 2015), an assessment of the environment effects in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment is attached.
8. No other information is required to be included in this application by the district/regional plan, the Resource Management Act 1991, or any regulations made under that Act.

The required deposit will be paid upon receipt of the Council's invoice.



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- \* Planz Consultants Limited accepts no liability for any Council costs or charges. Invoices for all such work are to be sent to the Applicants address above for billing.

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# Resource Management Act 1991

## Fourth Schedule

### Assessment of Effects on the Environment

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## 1 Introduction

This assessment of effects on the environment (AEE) supports the application for land use consent application by Landpower Group (the Applicant) to the Christchurch City Council to construct an agricultural equipment sales and service facility at the subject site. The proposal also includes provision for ancillary offices and a dedicated driver and technician training facility, which will utilise the balance of the site to be kept as open paddock. The retail component is limited to the display and sale of such machinery, which is for the most part imported and not manufactured on the site (although assembly does take place on site).

### 1.1 Background

Landpower is associated with the CLAAS Harvest Centre retail dealership network. Landpower is a leading agricultural machinery sales and servicing business throughout New Zealand and Australia. The company was established in 1975 by Herby Whyte, his focus on being improving productivity and making farming more profitable by making fit-for-purpose machinery more available and making servicing and support facilities more accessible.

Landpower/CLAAS is a successful business offering sales, services and support for the complete range of CLAAS, AMAZONE, Grimme, JCB, Vaderstad, Trioliet and other leading farm machinery products. CLAAS have an existing franchise sales operation at 735 Main South Road, located at the intersection of Main South Road and Marshs Road within the Selwyn District. This existing site is similarly located within a rural zone and was established by way of resource consent, see **Figure 1** below. There is also a separate servicing and parts storage facility located within Dakota Park as part of the Christchurch International Airport landholdings. In the event of the granting of this consent, the existing Dakota Park service facilities will be relocated to the subject application site.

The proposed new development is proposed in order to provide an owner-occupied site with additional storage and sales space that is conveniently located to the rural hinterland and that is also able to cater for field trial and driver and service technician training through the procurement of a site with additional open space in the form of grassed paddocks.

### 1.2 Purpose of this Report

The purpose of this report is to provide the Council with the information required in order to obtain resource consent for the proposed development on the application site.

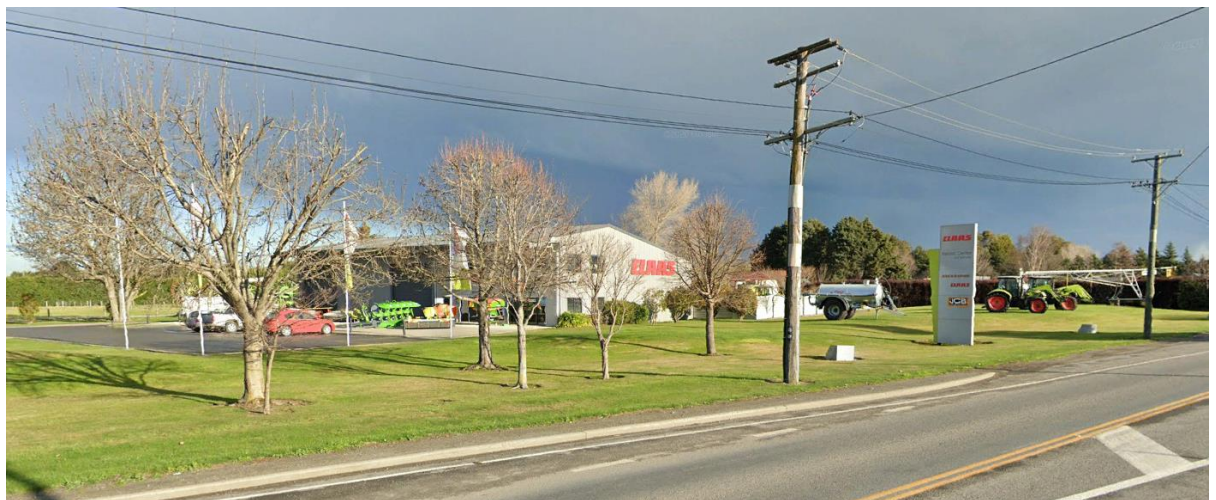
### 1.3 Structure of this Report

This report is divided into eleven sections as follows:

- Section 1:** Provides an introduction to the background for the application and identifies the purpose and structure of the report.
- Section 2:** Provides a brief description of the site and surrounding environment.

- Section 3:** Provides a detailed description of the proposal.
- Section 4:** Outlines the relevant District Plan and assesses compliance with the Plan rules.
- Section 5:** Assesses the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES).
- Section 6:** Identifies the relevant statutory framework in such detail as is commensurate with the proposal.
- Section 7:** Evaluates the proposal in terms of its actual and potential effects on the environment and outlines the mitigation measures to be adopted.
- Section 8:** Identifies the relevant objectives and policies contained in the various planning documents applicable to this proposal; including the operative Christchurch District Plan as well as those contained in the Canterbury Regional Policy Statement and the Mahaanui Iwi Management Plan (IMP).
- Section 9:** Identifies and assesses any ‘other matters’, including relevant statutory and non-statutory documents.
- Section 10:** Outlines the consultation undertaken with neighbours and the basis for non-notification of the application.
- Section 11:** Provides an assessment of Part 2 of the RMA and conclusion of the assessment.

The appendices at the end of the report contain all the plans and other relevant information to support the proposal.



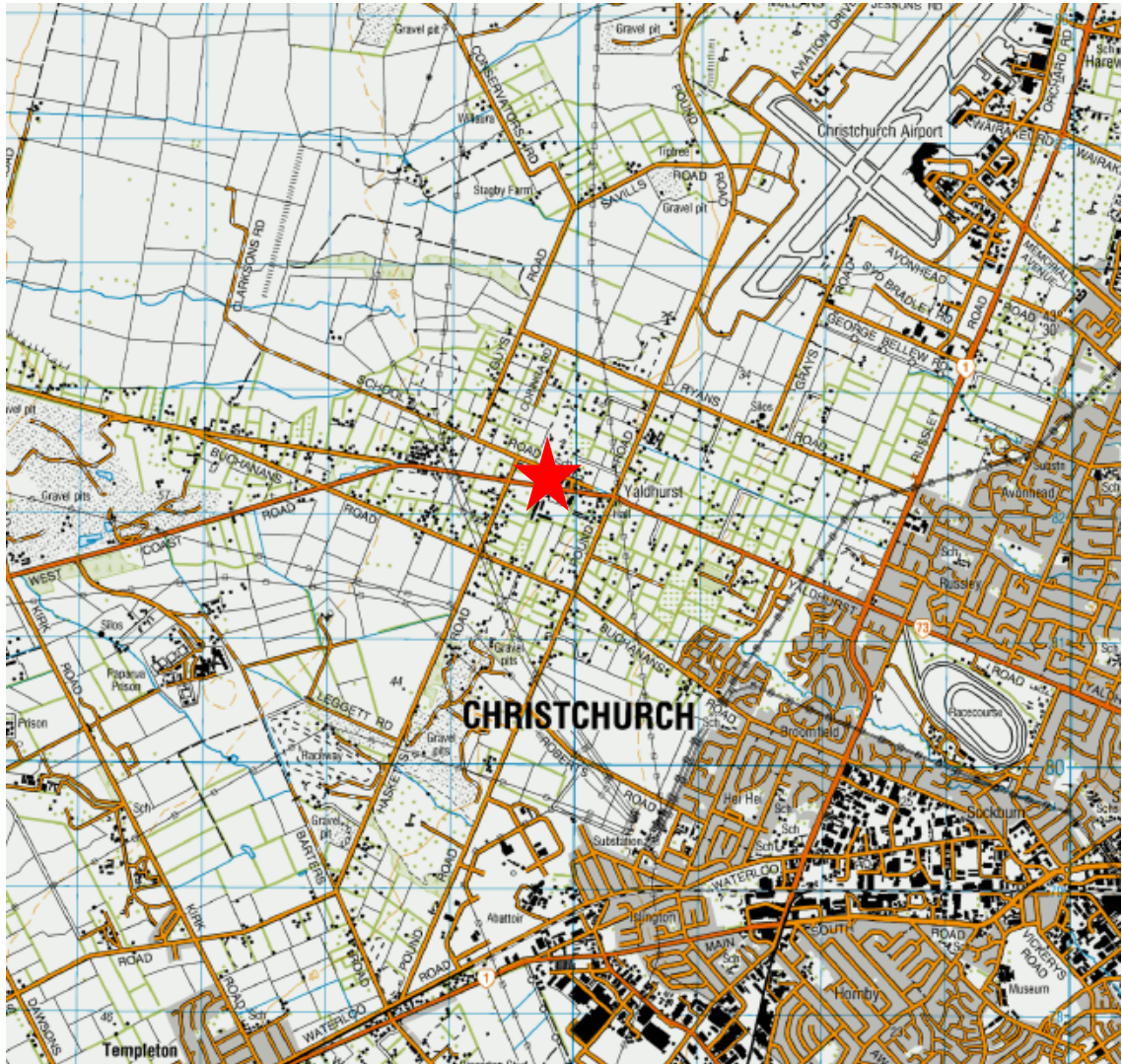
**Figure 1: Photograph of existing site within a Rural Zone on Main South Road (Source Google Street View).**



## 2 Site & Surrounding Area Description

### 2.1 Application Site

The application site is located at 33 and 69 School Road in Yaldhurst on the western boundary of the Christchurch District. A location map of the site is included as **Figure 2** below.



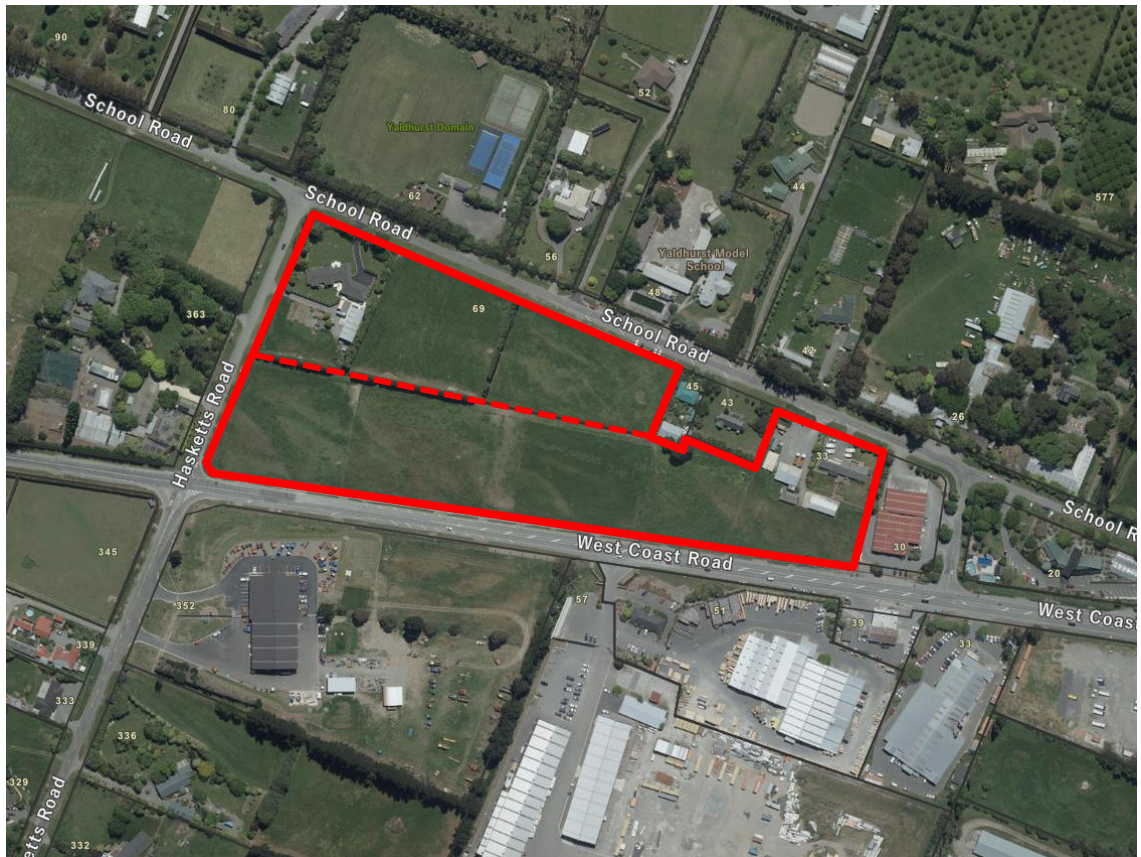
**Figure 2: Application site location.**

The site is made up of two properties each held in their own Record of Title:

- a) 33 School Road, being 3.24ha in area and legally described as Lot 2 DP 24408 (RT CB6A/12); and
- b) 69 School Road, being 2.0234ha in area and legally described as Lot 1 DP 24408 (RT CB6B/367).

The Record of Title for each of the sites is attached as **Appendix 1**.

Together the sites make up the majority of the block of land bounded by State Highway 73 (SH73), Hasketts Road, School Road and a short unnamed road at the eastern extent of the block running from SH73 to School Road (see **Figure 3** below).



**Figure 3: Application site bordered in red. Dashed line indicates existing title boundary between 33 and 69 School Road.**

Whilst having a School Road address the site enjoys extensive frontage (430m) to SH73 as shown in **Figure 3**. The site is for the most part vacant land used for grazing, a dwelling is located at the corner of School Road and Hasketts Road (69 School Road). This dwelling is to be retained on the application site, but will not form part of the proposed activity. The group of rural accessory buildings and a second older residential dwelling located at the eastern end of the site will be removed to make way for the demonstration/training area.

The site is relatively open and views into the site are available along the site's frontage with SH73, Hasketts Road, and School Road. An existing shelter belt at the boundary of 69 School Road screens the existing dwelling on that site.

## 2.2 Surrounding Area

The character and amenity of the surrounding area reflects that of a fringe peri-urban environment, with a number of existing non-rural land uses influencing the character of the surrounding area, as indicated in **Figure 4** below.

These land uses range from hospitality (Yaldhurst Hotel), industrial manufacturing (garage doors, pallet makers, joinery factory), a service station, and retail (garden centre & woollen goods), and a similar activity to that proposed being tractor sales and servicing (Norwood). Many of these land uses are located within the 'Yaldhurst Business Park', the entrance to which is on SH73 directly opposite the application site. All these land uses are undertaken on land with the same underlying Rural Urban Fringe zoning as the application site.

Other land uses located to the north of the application site include the St Lukes Church, Yaldhurst Domain, Yaldhurst School and the Yaldhurst Transport Museum.



**Figure 4: Non-rural land uses in the vicinity of the application site (see Table 1 below for reference).**

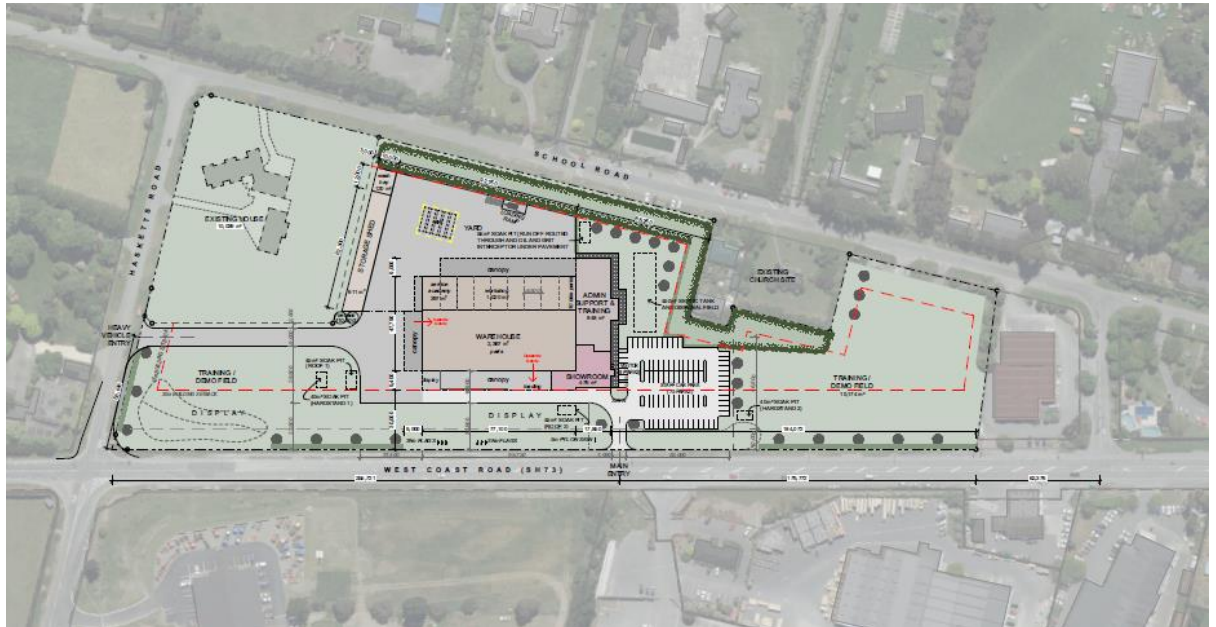
Legend:		
	Description	Address
1	Yaldhurst Domain	62 School Road
2	Yaldhurst School	48 School Road
3	St Lukes Church	43 School Road
4	Yaldhurst Transport Museum	26 School Road
5	Yaldhurst Wools	30 School Road
6	Oderings Garden Centre	5 School Road
7	Yaldhurst Hotel	15 West Coast Road
8	Vehicle Storage Yard	15 West Coast Road
9	Sockburn Joinery	33 West Coast Road
10	Service Station	39 West Coast Road
11	Pallet Makers	51 West Coast Road
12	Conqueror Garage Doors	57 West Coast Road
13	Norwood Farm Machinery	352 Hasketts Road

**Table 1: Non-rural land uses in the vicinity.**

Beyond the above land uses the properties in the immediate vicinity are used for rural lifestyle purposes. The closest of which is within the same block as the application site at 45 School Road (located next to St Lukes Church). The site at 33 School Road is the only site with frontage to SH73 between Pound Road and Hasketts Road not occupied by a non-rural activity.

### 3 Proposal Description

As outlined above, it is proposed to establish and operate a rural machinery sales and service facility on the application site. The site layout is shown on the site plan in **Figure 5** below. A full set of proposed plans and associated architectural design statement is attached as **Appendix 2**.



**Figure 5: Proposed Site Layout.**

There are various aspects to the proposed activity, being:

- Sales of farm machinery
- Service, Assembly and Repair
- Parts Storage and Distribution
- Training and Demonstration for both machinery operators and apprentice service technicians
- Ancillary Administration Support/Management Offices

Each of these are described below before addressing the key environmental concerns and the design response to manage such matters as part of the proposal.

#### 3.1 Sales

The site will be used to display farm machinery to prospective purchasers in both the covered 476m<sup>2</sup> showroom/retail space in the south east and south west corners of the building and the outdoor display areas adjoining SH73 west of the proposed entrance. The outdoor display of equipment is a key aspect of rural machinery sales and is a feature of the existing Claas dealership on Main South Road and also the Norwood operation opposite the application site.

#### 3.2 Service, Assembly and Repair

The proposed facility includes a 1020m<sup>2</sup> workshop area consisting of 7 bays each accessed via their own industrial roller door on the north side of the building. This area is used for major repairs that cannot be undertaken in the field and also the assembly of new equipment before

delivery to the new owner. The nature of the equipment is that it is often very large (i.e. combine harvesters) and is imported in constituent parts. On arrival some assembly is required before delivery to the new owner or being placed on display.

Workshop activity will consist of general maintenance of farm machinery equipment. Typical activities include parts replacement, oil changes and other general maintenance. At times there may be noise generating activities such as grinding or hammering to remove damaged parts. There will be a dedicated engineering bay with equipment such as drills, grinders and a metal cutter. This is to be located at the rear of the building and enclosed so that there is no direct line of sight from the engineering bay to the outside.

The following activities may occur in the workshop:

- Machinery use (such as; drills, lathes, mills, grinders and the like),
- Welding,
- General maintenance that would include washing and parts replacement and use of compressed air ratchets and vehicle hoists,
- Running farm machinery at idle and higher revs.

Servicing is primarily undertaken in the field by staff operating from utility vehicles. These staff will generally visit the site once in the morning to pick up all necessary parts to complete a job. Adjacent to the workshop area there are dedicated offices for maintenance-related administration staff.

### 3.3 Parts Storage and Distribution

The largest portion of the proposed building (2367m<sup>2</sup>) is set aside as a dedicated warehouse for parts storage and distribution. This is accessed via a roller door on the western façade under a covered canopy. This area also includes offices for Parts Service and Management.

The Parts Counter is located in the adjacent area within the Showroom. Whilst this is a large area, it is again simply reflective of the size of agricultural machinery, where the related parts are large items.

### 3.4 Training and Demonstration

A key aspect of the site selection criteria used by the Applicant before settling on this site was the ability to have sufficient land area to provide the opportunity to undertake training and demonstrations of equipment. Such training is for both machinery operators/ customers and for service technicians who need to learn how to service machines in the field as opposed to a controlled workshop environment.

The proposed building includes a dedicated Service Academy teaching space (297m<sup>2</sup>) located in the northwest corner of the building for teaching apprentice service technicians as an ancillary component of the rural machine servicing activity.

The opportunity will also be used to offer driver training and education from the site. This will include both new owners of this specialist machinery and also the training of skilled new drivers in response to the nationwide shortage of agricultural equipment operators given the border restrictions in place as a result of the Covid-19 virus outbreak.

### 3.5 Ancillary Offices

The eastern end of the main building is to be used for ancillary offices in support of the rural machinery sales and repairs activity and coordination of parts distribution and on-farm servicing activity. This area also includes associated meeting rooms, staff toilets, and a staff lunch room, with outdoor seating for staff located to the north and east of the main building. These ancillary office-based functions are integral to the rural sales and servicing operation.

All office spaces will be designed to achieve the required acoustic insulation requirements associated with the site's location beneath the airnoise contours associated with the operation of Christchurch International Airport. The applicant would be happy to accept a condition of consent requiring confirmation of acoustic insulation performance as part of the Building Consent process.

### 3.6 Built Form

Two buildings are proposed on site as part of this resource consent application. The main building and an ancillary open bay storage shed located to the rear of the main building (when viewed from SH73).

The main building has been designed by Sheppard & Rout Architects, their plans of which are attached as **Appendix 1**. The main building is large and covers some 6,586m<sup>2</sup> (excluding canopy structures). The architect has commented that as the facility requires a good amount of land around it to allow the farm machinery to be demonstrated and trialled, it means the setting of the building is within a large open landscaped area which is less dense when compared to a standard industrial business park such as Izone or Dakota Park.

The Architects have designed the building to be similar to a large farm shed in recessive neutral colours with good eave overhangs along part of the edge facing the main road, helping mitigate the sense of scale. The building is set well off the road (30m) with a generous landscape strip in front. Overall, it is designed to be transitional between urban and rural densities, with the overall site setting not as dense as a typical industrial zone layout. It is a simple building sitting within a rural style setting like a large agricultural shed.

The storage shed is 611m<sup>2</sup> is of an open bay design arrangement typically found in rural areas. The external cladding will match the main building in both profile and colouration.

Overall the built site coverage is 7197m<sup>2</sup> or 13.6% of the site. Whilst a further portion of the site beyond this is either yard or sealed car parking, it does illustrate that the extent of built form is not unreasonable given the site location and in comparison to other land uses in the vicinity.

As noted above, there are currently two rural dwellings located on the site. It is proposed to retain the dwelling in the north west corner of the site, with this dwelling and curtilage to continue to be used for residential purposes. No subdivision is proposed. Whilst this existing dwelling forms part of the application site, it does not form part of the proposed rural machinery-related activity.

The existing dwelling and associated accessory buildings in the north east corner of the site are to be removed and the land reformed as a grassed paddock, thereby reducing the extent of buildings at the eastern end of the site. Overall there will therefore be a net reduction in the number of dwellings located on the site. No overnight accommodation is proposed as part of the activity.

### 3.7 Access, Traffic Generation and Car Parking

Transport-related matters are set out in detail in the Integrated Transport Assessment prepared by Abley consultants and attached as **Appendix 3**. There are two proposed access points to the site, which have been designed and located to incorporate feedback received from Waka Kotahi NZTA, one each from SH73 and Hasketts Road. A conscious design decision has been made to not provide vehicle access from the site to School Road to minimise the potential for conflict with Yaldhurst Primary School activities and the village character to the north of the site. Vehicles will therefore access the site directly to and from SH73, with heavy vehicles accessing via the accessway north of the controlled intersection with Hasketts Road.

The 9m wide entrance from Hasketts Road is for heavy vehicles only. It is setback from the SH73 intersection by some 58m. This is where heavy vehicle deliveries will be made to the site. This provides access to the main yard area, including the “transitional area” set aside for handling containers in accordance with Ministry of Primary Industries (MPI) requirements, the workshop and warehouse.

The 7m wide SH73 access will be dedicated to the use of light passenger vehicles, including staff and visitors and smaller deliveries such as couriers etc. This access location is approximately halfway along the SH73 road frontage and aligns with the eastern extent of the proposed building.

Each of the proposed accesses will be constructed to Christchurch City Council and Waka Kotahi standards.

There is a painted flush median running along SH73 in this location, which right-turning vehicles to be able to wait clear of through-traffic. NZTA have confirmed that whilst this section of SH73 currently has a posted speed limit of 70kph, that the limit will be reduced to 60kph in the near future, meaning that operating speeds and function of this section of road is more in keeping with urban than rural/ open road contexts. Hasketts Rd has a 50 kph speed limit.

The proposed use is anticipated to result in approximately 200 passenger vehicle movements per day through the SH73 entrance (including staff, visitors, and light delivery vehicles). Approximately 85% of these movements are expected to originate to the east of the entrance i.e. travelling west from Christchurch, and will therefore be right-turning into the site in the morning and left-turning out of the site in the evening. The Hasketts road entrance is expected to receive up to 8 heavy vehicle movements and 88 staff movements per day, with all heavy vehicle movements and the majority of staff movements to be travelling to and from SH 73 i.e. not subsequently accessing School Road.

Minor kerb widening is proposed to the Hasketts/ SH73 intersection as detailed in the Transport Assessment. These minor works will be located within the road reserve and therefore will be subject to separate agreements with the road controlling authorities.

A total of 81 car parks are provided, which is in excess of the 55 spaces required by the District plan. The proposed parks are comprised of 75 staff parks, 3 visitor spaces, and 3 mobility spaces. Further informal parking is available within the yard area for service technicians. All visitor and mobility parks are located adjacent to the showroom entrance to the main building.

Twelve covered and secure staff cycle parks are provided within the covered canopy in the north east corner of the workshop area. A further 4 visitor cycle parks (in the form of two ‘staples’) are located adjacent to the entrance to the showroom.

### 3.8 Hours of Operation and staff numbers

The hours of operation of activity on the site can vary given the seasonal nature of agricultural contracting and the resultant times of heavy machinery use. Hours of operation are typically between 7:00am and 6:00pm Monday to Friday, and 8:00am to 2:00pm on a Saturday. However, Landpower operate 24 hours 7 days a week, with the hours outside of the times stated above being a field call out service primarily undertaken off site, but which may require a visit to the site to enable a technician to pick up the correct parts and equipment necessary to undertake the service/repair. Very seldomly a piece of machinery may need to be delivered to the site outside of the main working hours for urgent repairs.

Approximately 72 staff are employed across the workshop, sales, and ancillary office parts of the business, with a further 20 staff operating as field-based service technicians who will call in to pick up parts and job lists for the day's on-farm tasks. On any given day typically 60 staff are anticipated to be on site at any one time during the main opening hours.

### 3.9 Noise

The noise aspects of the proposal have been assessed by Acoustic Engineering Services Ltd (AES), with the report attached as **Appendix 4**.

AES have considered the likely nature and extent of the following noise sources associated with the activity proposed on the site:

- Noise generated by staff and customer vehicles travelling about on the site (engine noise, road/tyre noise, door slams, engine starts and the like).
- Noise generated by delivery and farm vehicles moving about on the site (engine noise, exhaust noise, road/tyre noise, reversing beepers, and the like).
- Noise generated by the vehicle workshop (pneumatic tools, vehicle hoists, compressed air lines, grinding and the like).
- Noise generated by water blasters cleaning the vehicles as part of the normal operation of the dealership and for repairs.
- Mechanical plant noise associated with the various activities including outdoor condensers, and extraction systems.

In response to the consideration of such noise sources, AES have recommended that a 1m high graded slope with a 1.5m high acoustic fence on top be placed along the School Road frontage of the site. This is to mitigate any breakout noise from the workshop area, which will typically have the doors open during working hours.

In addition, a 2.5m high acoustic fence is proposed from the workshop area of the building running north to meet the proposed School Rd fence. This will reduce the workshop noise from reaching the residential dwelling and Church located immediately east of the main building. Construction of this graded slope and fence is offered by the applicant as mitigation and forms part of the application.

### 3.10 Landscaping

The proposed site layout provides various areas of extensive landscape planting as well as retention of open space.

In particular, an undulating outdoor display area is located across the western portion of the SH73 frontage. The eastern portion of the site is to be retained as an open grassed paddock



and utilised for training and demonstration purposes. For the most part this area will be retained in pasture and follow the typical rural cyclical pattern of land use.

The main area where planting is utilised for mitigation purposes is the proposed native shelter belt running along the School Road frontage and also along the internal boundary with the property at 45 School Road and St Lukes Church. This area is shown on the plans attached as **Appendix 1** and also the Landscape and Visual Assessment prepared by DCM Urban Design Ltd attached as **Appendix 5**. This planting varies in width given the dog-leg along this boundary but is generally between 10 and 15m wide. The edge of this area within the application site is bordered by a 2.5m high *griselinia* hedge, which extends down to run along the northern boundary of the proposed staff car park.

A 1m high graded slope screens views of sealed car park areas east of the main building whilst maintaining a generally open frontage to SH73. This is to be planted with tussocks to soften its appearance.

A low 1.2m high Pittosporum hedge is to be planted along the Hasketts Road frontage south of the proposed access and along portions of the SH 73 frontage. Behind this low hedge it is proposed to plant *Liquidamber styraciflua* feature tress at 20m centres. The landscape strategy is to provide the site with a well maintained and visually attractive appearance whilst also enabling longer views across the site from SH73 in keeping with the surrounding rural village environment which is a mix of shelterbelts, amenity garden plantings and longer views.

From a landscape and visual perspective, the proposed buildings are mitigated by the use of darker/ recessive colours (sandstone grey or similar) finish on the warehouse portion of the building and other structures works to reflect typical rural farm building vernacular, colour, and cladding materials present in the surrounding landscape.

### 3.11 Signage

A single free-standing pylon sign is proposed just west of the proposed SH73 entrance to the site. This will consist of primarily the CLAAS logo and grey and green colours, although other secondary branding might also be present in the lower portion. The sign's dimensions are 1.4m wide x 4.7m high (6.58m<sup>2</sup>).

In addition to this free-standing sign a total of no more than 6 x 3.3m<sup>2</sup> 'promotional' style flag signs will be placed along the SH73 frontage during the hours of operation. These are located immediately in front of the proposed building as shown on the proposed plans attached as **Appendix 1**.

The front façade of the building will also include branding, consisting of a 'LANDPOWER' sign above the showroom area (7.5m x 0.9m, 6.75m<sup>2</sup>), the CLAAS logo (4m x 0.7m high, 2.8m<sup>2</sup>) adjacent to the parts counter.

A graphic on backlit translucent cladding is proposed to screen the external storage space along the main façade of the building fronting SH73. The graphic will be of a piece of CLAAS machinery/equipment in action as shown conceptually on the proposed elevations in **Appendix 1**. The image is approximately 25m x 5m high (100m<sup>2</sup>). It is considered to meet the District Plan definition of a 'sign', albeit that it visually takes the form of graphic art.

In total, the following signage is proposed for the application site (not including directional signage and other health and Safety related signage required to be affixed around the site) is as set out in **Table 2** below.

Sign	Location	Area (m <sup>2</sup> )
4.7m high pylon sign	SH73 entrance.	6.58
6 flag signs	In front of building on SH73 frontage.	6 x 3.3 = 19.8
'Landpower' branding	Above showroom on building façade with SH73 frontage.	6.75
'CLAAS' branding	Above Parts department on building facade with SH73 frontage.	2.8
Total area for traditional signage		<b>35.93m<sup>2</sup></b>
CLAAS Graphic	External Storage screen facing SH73 frontage.	100m <sup>2</sup>
<b>TOTAL AREA:</b>		<b>135.93m<sup>2</sup></b>

**Table 2: Signage area.**

### 3.12 Infrastructure and Servicing

Preliminary high level three waters (stormwater, wastewater and water supply) infrastructure considerations have been undertaken on behalf of the Applicant by GHD Ltd in relation to the proposed Landpower Yaldhurst development. The resulting Memorandum prepared by GHD is attached as **Appendix 6**.

This Memo notes that the nearest Christchurch City Council water and wastewater reticulation is 2 km from the proposed site based on the latest Canterbury Map Viewer database.

Anticipated water uses on the site include:

- Potable water;
- Vehicle washing within the 120m<sup>2</sup> wash bay;
- Irrigation; and
- Fire suppression.

GHD assess that water supply requirements are approximated as 5,000 L/d, based on 55 L/d/person plus vehicle wash water. Irrigation is in addition to this figure and depends upon landscaping and operation preferences. Given the site is not located near council operated reticulated water supply, it is proposed that water supply will be sourced from a private bore. Fire & Emergency New Zealand has advised that a total of 110,000 litre water storage onsite would be acceptable with a bridge connected fire alarm system. The proposal includes 110,00L of water storage adjacent to the storage shed accessed from the heavy vehicle entrance on Hasketts Road.

Waste water treatment and discharge requirements are approximated as 2,500 L/d, based on 50 L/d/person. GHD note that as the waste water cannot be discharged to a reticulated network, treatment options include septic tank or secondary treatment system followed by discharge to ground via a disposal field.

Assuming a conservative design loading rate of 10 mm/d, a disposal field of 250m<sup>2</sup> is required for a septic tank system (AS/NZS 1547:2012 Table L1). This could be reduced to 85m<sup>2</sup> if a secondary treatment system is installed. This disposal field should be located away from property boundaries and soak pits to avoid short-circuiting of the discharge to ground water. GHD note that given the discharge rate is likely to be above 2 m<sup>3</sup>/d and that the site is located

within a community drinking water protection zone a resource consent from the Canterbury Regional Council may be required.

To manage the increase in runoff and contaminants from the developed site GHD propose the following concept solutions for each of the surfaces.

**Roofed surfaces:** Discharge to ground via soak pits (with the potential for roof water to be captured for irrigation use).

**Wash bays and workshop area:** Discharged to ground by soak pits. Prior to discharging to soak pits, treat the runoff by routing through an oil and grit interceptor or similar treatment system. A resource consent may be required to discharge the water to ground.

**Carparks and loading areas:** Discharged to ground by soak pits. Prior to discharging to soak pits, treat the runoff by routing through a Stormwater360 stormfilter or similar filtration system.

None of the above-mentioned resource consents have been applied for from Environment Canterbury at the time of writing, however the proposed servicing methodology is based on well proven systems.

In the event that the stormwater solution incorporates swales, these areas will be designed to drain in a manner that complies with District Plan requirements to manage bird strike risk to the Christchurch International Airport operations. The applicant would be happy to accept a condition of consent requiring confirmation of the design solution.

### 3.13 Earthworks

The development on the site will involve earthworks to both clear the existing buildings on 33 School Road, prepare the foundation for the large main building with a footprint of approximately 6,500m<sup>2</sup>, prepare the storage shed foundation of 611m<sup>2</sup>, and prepare the asphalt and concrete hardstand areas on site totalling some 11,377m<sup>2</sup>.

In addition to these construction-based earthworks, earthworks will also be required to construct the landscaping along the School Road frontage, the mounding as part of the display area at the intersection of Hasketts Road and SH73 and the graded slopes adjacent to the main SH73 entrance to partially screen the car park area.

Where possible material excavated from the site will be used to form the mounds proposed in order to reduce the volume of material removed off-site.

In total it is estimated that the earthworks volume required to construct the proposed development will be approximately 5,500m<sup>3</sup> for earthworks associated with building foundation construction, and associated formation of hardstand and landscaping. Maximum fill is 1.5m (School Rd landscaped slopes). Maximum depth of excavation (excluding works associated with foundation construction) is no more than 2m deep associated with the installation of services and soak pits.

It should be noted that no surface water bodies are located either within or near the application site. All earthworks will be undertaken in accordance with erosion and sediment control best practice.

## 4 Christchurch City District Plan Assessment

### 4.1 Zoning

The site is zoned Rural Urban Fringe ('RUF') in the Christchurch District Plan (CDP) (see planning map shown in **Figure 7** below). Under the Plan this zone has the following description:

*The Rural Urban Fringe Zone covers the flat land adjacent to metropolitan Christchurch. The zone provides for rural productive activities and the use of existing sites between 1ha and 4ha for rural dwellings while avoiding the creation of new sites of less than 4 hectares for rural dwellings.*

It has a minimum subdivision site size of 4ha, with 4ha also being the minimum density for residential dwellings. The Rural Urban Fringe Zone is somewhat fragmented, given the high number of residential dwellings on 4ha lifestyle blocks, such that large-scale productive farming activities are no longer the dominant land use. Despite this, these areas are still valued for their rural character and a degree of openness. The Rural Urban Fringe Zone makes limited provision for activities that are not farming or residential in nature.

### 4.2 Overlays

The majority of the subject site is covered by the 55 dB Ldn Air Noise Contour while a small area is within the Air Noise Boundary. The entire site is covered by the Christchurch International Airport Protection Surfaces, which restrict the height of structures constructed on the site. They are horizontal height planes that are established to ensure that low-flying aircraft are not at risk of crashing into high structures or trees.

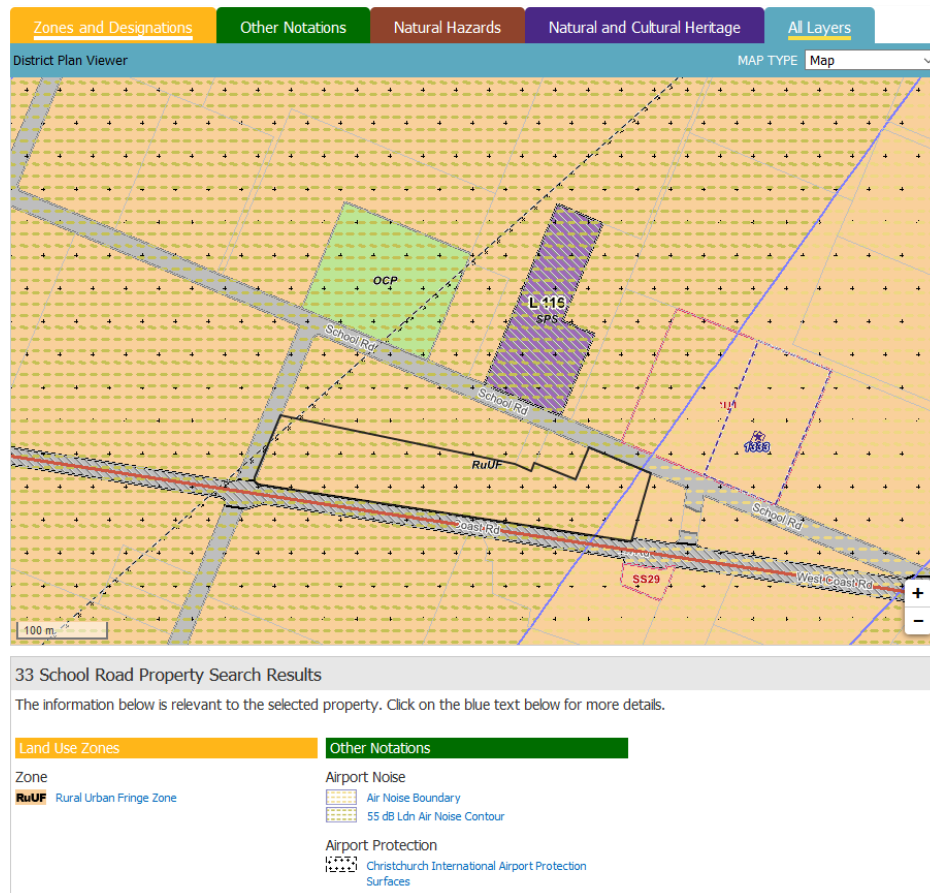


Figure 7: Planning map (Source: [www.districtplan.ccc.govt.nz](http://www.districtplan.ccc.govt.nz)).

### 4.3 Compliance Assessment

The Plan rule interpretation set out below is that of the author and is not in substitution of the Council’s own assessment of the proposal, nor is it a restriction on the matters resource consent is being sought for. Resource consent is applied for the proposal as described in the “Proposal Description” set out above in Section 3 of this AEE, including all attached plans and other technical information submitted in support of the application. Resource consent is applied for the rule infringements described in this application, and any other resource consents necessary, whether specifically identified or not, to allow the proposal to be established, maintained and operated.

As such, if the Council is of the view that resource consent is required for alternative or additional matters to those identified in this Assessment of Effects on the Environment (AEE), it has the discretion to grant consent to those matters as well as or in lieu of those identified in this AEE. Furthermore, should Council be of the view that the activity status of any of the matters requiring consent is different to that described in this AEE, or that some or all of the matters requiring consent should be bundled or unbundled in a way that results in a different outcome to that expressed in this AEE, the Council has the ability under section 104(5) of the RMA to process the application regardless of the type of activity that the application was expressed to be for.

An assessment of the proposed development against the relevant provisions of the CDP is summarised in the compliance tables below.

Standard	Assessment	Compliance Status
<b>CHAPTER 6 GENERAL RULES AND PROCEDURES</b>		
<p><i>Rule 6.1.5.1.1 Permitted Activities</i> Any activity that generates noise shall meet the Zone noise limits outside the Central City in Rule 6.1.5.2.1. Contains standards that apply at both the site boundary and notional boundary as set out below.</p>	<p>The Acoustic Assessment identifies that the occasional use of heavy vehicles during night time hours may not comply.  All other operations are compliant.</p>	<b>Does not comply</b>

<b>Zone noise limits (from Table 1, Section 6.1.5.2.1)</b>				
Receiving Site Zoning	0700 – 2200 hrs		2200 – 0700 hrs	
	dB LAeq	dB LAmax	dB LAeq	dB LAmax
All rural zones (except Rural Quarry) – notional boundary [*]	50	-	40	65
All rural zones (except Rural Quarry) – site boundary	55	-	45	70

[\*] The notional boundary is a line 20m from any wall of a dwelling, or the site boundary where this is closer to the dwelling

Standard	Assessment	Compliance Status
<b>TRANSPORT CHAPTER</b>		
<p><i>Rule 7.4.3.1 Minimum Number and Dimensions of Car Parks</i></p> <p>As per Table 7.5.1.1 in Appendix 7.5.1.</p>	<p>34 spaces are required for staff and 75 are provided.</p> <p>11 spaces are required for visitors and 3 are provided.</p> <p>Staff spaces will not be marked in accordance with Appendix 7.5.1(c). It is instead proposed to mark visitor spaces.</p>	<b>Does not Comply</b>
<p><i>Rule 7.4.3.2 Minimum Number of Cycle Parks</i></p> <p>At least the minimum amount set out in Appendix 7.5.2 shall be provided on the same site as the activity.</p>	<p>12 staff and 3 visitor cycle parks are required.</p> <p>12 staff and 4 visitor parks are proposed</p>	Complies
<p><i>Rule 7.4.3.3 Minimum number of loading spaces required</i></p> <p>At least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity.</p>	<p>Formal loading areas are proposed.</p>	Complies
<p><i>Rule 7.4.3.4 Manoeuvring for parking and loading areas</i></p>	<p>The site size and layout provides sufficient space for manoeuvring so that no vehicle is required to reverse from the site.</p>	Complies
<p><i>Rule 7.4.3.5 Gradient of parking and loading areas</i></p>	<p>The site is flat</p>	Complies
<p><i>Rule 7.4.3.6 Design of Parking and Loading Areas</i></p> <p>Lighting of car parks – maintained at minimum level of 2 lux, with uniformity during the hours of darkness.</p> <p>Car parking surfaces – shall be formed, sealed and drained and car parking spaces [permanently marked.</p>	<p>Lighting will be provided.</p> <p>Parking areas will not be sealed.</p>	Complies
<p><i>Rule 7.4.3.7 Access Design</i></p> <p>Access</p> <p>Queuing spaces</p> <p>Visibility splay</p>	<p>Queue space to SH73 is required to be 18m, with 15m proposed.</p> <p>Hasketts Road queue space is in excess of 60m.</p> <p>The Hasketts Rd access is to have a formed width of 16m at</p>	<b>Does not Comply</b>

Standard	Assessment	Compliance Status
	the road boundary compared with 9m permitted.	
<i>Rule 7.4.3.8 Vehicle Crossings</i>	SH73 and Hasketts Rd accesses will not strictly be in accordance with Figure 14, Appendix 7.5.10.	<b>Does not Comply</b>
<i>Rule 7.4.3.10 High Trip Generators</i> More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day	A total of 93 vehicle trips are anticipated during the am peak hour	<b>Does not Comply</b>

Standard	Assessment	Compliance Status
<b>Chapter 8 Subdivision, Development and Earthworks</b>		
<b>8.5A.2 Activity status tables</b>		
<p><b>Rule 8.5A.2.1 (P1)</b> Earthworks not for the purpose of the repair of land used for residential purposes and damaged by earthquakes is a permitted activity provided:</p> <ul style="list-style-type: none"> <li>(i) Earthworks do not exceed the volumes in Table 9 over any 12-month time period.</li> <li>(ii) Earthworks in zones listed in Table 9 do not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities.</li> <li>...</li> <li>(vii) Fill consists of clean fill</li> </ul> <p><b>Rule 8.5A.2.2 (RD1)</b> Any activity listed in Rule 8.5A.2.1 P1 that does not meet any one or more of the activity standards is a restricted discretionary activity.</p>	<p>Table 9 referred to in the rule, allows for a total volume of 100m<sup>3</sup>/ha of earthworks on the Rural zoned site. The proposed earthworks of 5,500m<sup>3</sup> of material on the application site will exceed the maximum volume specified.</p> <p>Construction-phase excavation may also exceed 0.6m in depth.</p>	<b>Does not Comply</b>

Standard	Assessment	Compliance
<b>Chapter 17.5 Rural Urban Fringe Zone</b>		
<p><b>Rule 17.5.2.4 Non-complying activities</b></p> <p><b>NC1</b> – Any activity not provided for as a permitted, controlled, restricted discretionary, or discretionary activity.</p>	The establishment of retail farm machinery sales and servicing facility is not provided for within the Rural Urban Fringe Zone.	<b>Does not Comply Non-Complying</b>

<p><b>Rule 17.5.2.2 Building height</b></p> <p>The maximum height of any building shall be 9m (excluding farm buildings).</p>	<p>The maximum height of the building is proposed to be 9m, however to account for minor changes in existing ground level a total building height of 9.3m is applied for.</p>	<p><b>Does not Comply</b></p>
<p><b>Rule 17.5.2.3 Building setback from road boundaries</b></p> <p>The minimum building setback from road boundaries shall be 15 metres, unless specified below,</p> <p>All buildings on sites fronting a major arterial road or minor arterial road or state highway shall be 30m.</p>	<p>The building will be set back at least 30m from SH73 frontage and at least 15m from Hasketts Rd and School Rd.</p>	<p>Complies</p>
<p><b>Rule 17.5.2.4 Setback from internal boundaries</b></p> <p>a. The minimum building setback from internal boundaries shall be 10m.</p> <p>b. New residential units or minor residential units shall be setback 25m.</p>	<p>The buildings are in excess of 10m from the internal boundary with 43 and 45 School Road.</p>	<p>Complies</p>
<p><b>Rule 17.5.2.5 Separation distances</b></p> <p>The minimum separation distance for any new residential unit shall be 250m from the boundary of a Rural Quarry Zone or legally established quarrying activity.</p>	<p>The proposal does not include a residential unit.</p>	<p>Complies</p>
<p><b>Rule 17.5.2.6 Site coverage</b></p> <p>The maximum % of the net site area, and the maximum total area, covered by buildings, impervious surfaces and outdoor storage areas on sites greater than 4ha in area shall be:</p> <p>a. 5% of the net site area or 2,000m<sup>2</sup> whichever is lesser.</p>	<p>The proposal will result in 13.6% site coverage in new buildings and a further 18.3% in hardstand. The existing dwelling and associated driveway results in 2.7% site coverage.</p> <p>Total site coverage of both buildings and impermeable surfaces is therefore 34.6%.</p>	<p><b>Does not Comply</b></p>
<p><b>Rule 17.5.3.7 Vehicle trips</b></p> <p>The maximum number of vehicle trips per site for all activities, other than for farming, shall be 100 per day.</p>	<p>288 vehicle movements per day are proposed.</p>	<p><b>Does not Comply</b></p>

#### 4.4 Compliance Summary

Rural farm machinery sales and servicing is not provided for. Where an activity is not specifically provided for it requires a resource consent as a **non-complying activity**.

Under the built form standards there are the typical restrictions on site coverage, building setbacks and height and traffic generation. The site coverage rules concern the total area of a site covered by buildings, impervious surfaces and outdoor storage areas, and vary depending



on the area of the site. For sites larger than 4ha (i.e., 33 & 69 School Road combined), the permitted site coverage is the lesser of 5% of the net site area or 2,000m<sup>2</sup>. The site coverage limitation applies to both buildings and outdoor hardstand areas used for the storage or display of machinery. Given the scale of the proposed buildings, the proposal does not comply with the site coverage rules.

The District Plan requires buildings to be setback a minimum of 30m from the State Highway, 15m from Hasketts and School Roads and 10m from internal boundaries. All the buildings propose comply with these setbacks.

The maximum height is 9m. The roof apex may extend to a maximum height of 9.3m above natural ground level, resulting in a minor non-compliance. The number of proposed vehicle movements also exceeds the CDP standard of 100 per day.

Other sections of the District Plan control matters such as noise, signage, earthworks, lighting, and transportation/access. The proposed activity exceeds the permitted levels of signage (which are set very low in rural zones), and also exceeds earthworks volumes given the extent of the site that requires to be scraped to establish building foundations, hardstand and landscaped areas. A detailed assessment against the noise and transport rules is set out in the Acoustic and Transport Assessments respectively.

#### 4.5 Christchurch District Plan Status

Due to the nature of the development not being provided for within the Rural Urban Fringe provisions of the CDP, the proposal is considered a **non-complying** activity.

Resource consent applications for non-complying activities must pass through an additional statutory test under section 104D of the RMA, this is outlined further below.

## 5 National Environmental Standard

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES) came into force on 10 October 2011.

Clause 5 sets out that these regulations:

- a) *apply when a person wants to do an activity described in any of subclauses (2) to (6) on a piece of land described in subclause (7) or (8):*
- b) *do not apply when a person wants to do an activity described in any of subclauses (2) to (6) on a piece of land described in subclause (9).*

On that basis whether or not the regulations apply depends on whether the application site is described as a 'piece of land' under subclause (7), being:

- a) *an activity or industry described in the HAIL is being undertaken on it:*
- b) *an activity or industry described in the HAIL has been undertaken on it:*
- c) *it is more likely than not that an activity or industry described in the HAIL is being or has been undertaken on it.*

Clause 6 sets out there are only two methods that may be used for establishing whether or not a piece of land is as described in regulation 5(7) above.

One method is by using information that is the most up-to-date information about the area where the piece of land is located that the territorial authority—

- a) holds on its dangerous goods files, property files, or resource consent database or relevant registers; or
- b) has available to it from the regional council.

The other method is by relying on the report of a preliminary site investigation—

- a) stating that an activity or industry described in the HAIL is, or is not, being undertaken on the piece of land; or
- b) stating that an activity or industry described in the HAIL has, or has not, been undertaken on the piece of land; or
- c) stating the likelihood of an activity or industry described in the HAIL being undertaken, or having been undertaken, on the piece of land.

In accordance with Clause 6b), the methods used to collect the information included a search of historic titles, a visual inspection, a search of the ECan Listed Land Use Register, a review of the Christchurch City Council Property File and a review of historic aerial photography. No HAIL activities are identified on the ECan LLUR. Based on a review of this information and given the known history of the use of this site, it is considered to be highly unlikely that an activity or industry described in the HAIL has been undertaken on the application site. Therefore, the application site is not considered a ‘piece of land’ as described in regulation 5(7) of the NESCS.

In summary, based on the information available, it is concluded that the potential for soil contamination at the site is low and as such it is considered that the site is suitable for the intended land use, with it being highly unlikely that there will be any risk to human health. On that basis the proposal is considered to be a **permitted activity** under the NES.

## 6 Statutory Framework

### 6.1 Part 2 of the RMA

Part 2 of the RMA sets out the purpose and principles of the Act, being “to promote the sustainable management of natural and physical resources” which is defined to mean:

- “managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –*
- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
  - (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
  - (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.”*

Section 6 sets out matters of national importance, being the natural character of the coastal environment, protection of outstanding natural features, protection of areas of significant indigenous vegetation and habitats of indigenous fauna, maintenance and enhancement of public access along coastal marine areas, lakes and rivers, and the relationship of Maori and their culture and traditions. These matters will not be placed at risk by the proposal as the application site does not contain any of the values within the scope of subsections 6(a) to (g) of the RMA.

Section 7 requires particular regard to be had to ‘other matters.’ Of relevance to this application are:

- (b) the efficient use and development of natural and physical resources;*

- (c) *the maintenance and enhancement of amenity values; and*
- (f) *maintenance and enhancement of the quality of the environment;*

These matters will be considered as part of the Assessment of environmental effects set out in the following section of this report.

Section 8 requires the principles of the Treaty of Waitangi to be taken into account. There are also no known cultural values that need to be taken into account in respect of this proposal.

## 6.2 Section 104 RMA

Section 104 of the RMA provides the statutory requirements for the assessment of the applications and sets out those matters that the Council's must have regard to when considering the applications. Subject to Part 2 of the RMA, it is considered that the relevant matters for the assessment of this application include:

- (a) *Any actual or potential effects on the environment of allowing the activity;*
- (b) *The relevant provisions of a national environmental standard; regional policy statement and the relevant objectives, policies, rules and other provisions of the Selwyn District Plan, the Natural Resources Regional Plan and the proposed Land and Water Regional Plan;*
- (c) *Any other matter that the Council considers relevant and reasonably necessary to determine the application.*

Section 104(2) allows the Council when forming an opinion in relation to any actual or potential effects on the environment of allowing the activity to disregard an adverse effect of the activity on the environment if the District Plan permits an activity with those effects.

Section 104D sets out particular restrictions for non-complying activities, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—

- (a) *the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
- (b) *the application is for an activity that will not be contrary to the objectives and policies of—*
  - (i) *the relevant plan, if there is a plan but no proposed plan in respect of the activity; or*
  - (ii) *the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or*
  - (iii) *both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity*

Section 104B relates to the 'Determination of applications for discretionary or non-complying activities'. After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority—

- (a) *may grant or refuse the application; and*
- (b) *if it grants the application, may impose conditions under section 108.*

The actual and potential effects of allowing the activity are assessed in the following section. The remaining pertinent matters listed in sections 104, and 104B are then considered in the remaining sections of the report.

## 7 Assessment of Effects on the Environment

### 7.1 Overview

In accordance with section 88 of and the Fourth Schedule to the RMA, this section of the report provides an assessment of the actual and potential effects on the environment associated with the proposal. The potential adverse effects of the proposed activity can be broadly categorised as relating to rural character, visual amenity, noise, transportation and earthworks.

Before assessing the effects of the proposal, it is considered relevant to consider both the permitted baseline and the nature of the receiving environment.

### 7.2 Permitted Baseline

The zoning permits a range of farming activities (with very limited provision for any other non-agricultural activities), with up to 2,000m<sup>2</sup> of buildings and impervious surfacing. Given the nature of the proposal there is considered to be no relevant permitted baseline by which to make a valid comparison to the effects of the proposed activity.

### 7.3 Receiving Environment

Before considering the actual and potential effects of the proposal, it is important to clarify the nature of the receiving environment. The locality around the application site is not a pristine rural environment and is characterised by the presence of various non-rural activities as described above and shown in **Figure 4**.

Although the current land use is still rural, the amenity and character of the area is influenced by the presence, scale and intensity of the activities listed above. In combination, the wide array of non-rural activities provide the area SH73 area with a light industrial appearance, and the School Road area with a village character. Heavy vehicle movements are a key aspect of the local environment given the presence of SH73 and the passing quarry traffic heading to the Christchurch urban area. These heavy vehicle movements affect the ambient noise levels and have a significant influence on the existing character of the area.

It is considered that the nature of the receiving environment provides the context in which this application should be assessed. The receiving environment is somewhat different to that of a typical rural zone on the urban fringe of Christchurch City.

The Council has also granted consent (RMA92028610) for a similar activity at 352 Hasketts Road, which approved a tractor distribution and repair business, known as Norwood Farm Machinery Centre. The decision was granted in 2015 under the previous Christchurch District Plan. Under this Plan the site was zoned Rural 5 (Airport Influences). Two subsequent changes of conditions have been granted under section 127 of the RMA, one in 2016, the other in 2017.

As the activity was non-complying the Norwood application had to satisfy the Council that the effects would be minor, or that the application would not be contrary to the objectives and policies of the District Plan. The Hearings Commissioner concluded that the activity would meet both of these threshold tests and accordingly granted the application subject to conditions. Of significance the Commissioner also determined that the Norwood proposal was consistent with the outcomes sought in the Canterbury Regional Policy Statement for the rural area adjacent to Christchurch. Conditions of consent addressed issues such as landscaping, traffic, lighting, hazardous substances, fire-fighting and airport issues. Whilst this consent was originally granted under the previous City Plan which had different zoning, rules, and objectives and policies; it is noted that the overall activity status was the same (non-complying) and the

strategic policies contained in the Canterbury Regional Policy Statement, which the current District Plan must give effect to, have remained the same.

#### 7.4 Rural Character & Amenity

It is noted that the District Plan seeks to provide for a variety of activities in the rural area, provided that the overall rural character of the area is maintained. The character of the rural area in general is primarily derived from a low density of buildings and large areas of open space and grass or crops. In this case, the application site is 5.26ha in area (including the area to be occupied by the existing dwelling). Buildings will occupy some 7197m<sup>2</sup> or 13.6% of the site. Additional hardstanding further increases the site coverage, but this has a minimal effect on the sense of openness when viewed from beyond the site.

The balance of the site will be in grass for display purposes, pasture for training and demonstration purposes, or landscaping. This further contributes to the sense of rural open space.

The effects of the proposal on landscape character have been assessed by DCM Urban (**Appendix 5**). This assessment concludes that aspects of rural and open character will be maintained through the generous building setbacks from road and internal boundaries in conjunction with the proposed landscape planting and fencing. Furthermore, open character will be promoted through the management of fencing and mitigating the impacts of built infrastructure through planting and bunding. Overall, DCM are of the view that rural character will be maintained through the agriculturally based activity of the proposal, with reference to the specific character and landscape qualities of the surrounding area.

The existing natural landscape character is highly modified, having been cleared for agricultural land use. This is reflected in the lower quality vegetation present in the area. DCM consider that the proposed landscaping enhances the amenity of the site and provides a screening buffer between the proposal and existing development along School Road. Overall, DCM considers that the character and land use of the area will change, such change is acceptable in landscape terms given the site's location and context within Yaldhurst Village. Through mitigation measures, open character and landscape components will be retained and enhanced, to remain consistent with the existing landscape character along West Coast Road (SH73).

Amenity aspects of the rural character relating to visual effects, noise, earthworks/dust and traffic are considered separately below.

#### 7.5 Visual effects

Visual effects are closely linked to the maintenance of rural character and amenity. Concepts of rural character include an assessment of the overall compatibility of the proposed activity within the wider context or setting, whereas visual amenity is more narrowly focussed on the views and outlook obtained from adjacent properties. For the purpose of the visual effects assessment the visual context of the receiving environment is based on an initial 500m offset from the edge of the proposed development. This distance has been used by DCM due to the receiving environment's flat topography, resulting in views from further away either not being possible or being indiscernible at distance. The visual catchment has then been further refined by accounting for the presence of established shelterbelts and amenity plantings and buildings.

A series of key viewpoints were selected to show a representative sample of the likely visual effects which could result from the proposal (refer to report and Visual Attachment in Appendix 4 for the relevant photos). The chosen 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 effect of a proposal, the quality and openness of the view is considered.

Table 2 in the DCM report outlines the potential visual effects each Visually Sensitive Receptor might receive. The effects take into account the likely sensitivity of the receptor (based on type), combined with the likely magnitude of effects (a combination of distance from the proposal and degree of change) to determine what the likely residual effects from the proposal will be.

#### **7.5.1 School Road visual effects**

The visual effects are described in the DCM report. The greatest potential for visual effects after mitigation are those experienced by the residential properties closest to the proposal along School Road. Views of the development from Yaldhurst Model School and the majority of residential dwellings along School Road are partially screened by existing amenity plantings and in some cases fencing on the neighbouring properties. Whilst part of the existing environment such plantings are not relied upon for mitigation. In order to manage visual effects from School Road a number of design decisions have been incorporated into the application. These include:

- No vehicle entrances (and therefore open gates or views into the workshop/ yard area) from School Road;
- Existing informal parallel parking along School Road adjacent to the primary school is retained and the rural character of the road reserve unaltered by the proposal;
- The main building is set back 35-60m from School Road (15m required);
- The School Road frontage in front of the yard is proposed to be formed as a shallow 1m high graded slope, 1.5m dark-stained acoustic fencing, and 15m deep dense native planting;
- The existing dwelling and cluster of accessory buildings at the eastern end of the site is to be removed and this area formed as open pasture.

Whilst views across the site from School Road will change, once the landscaping is established the views will be comparable to those experienced when site boundaries are lined by shelterbelts or dense amenity plantings, as is extremely common in the wider area. Visual effects on the School Road environment are considered less than minor, and will include positive amenity elements especially once the proposed native planting matures (over some 5 years).

#### **7.5.2 Internal boundary visual effects**

The application site shares an internal boundary with three immediate neighbours. The neighbour at the eastern end of the site is a commercial activity (Yaldhurst Wool) with a large, windowless storage building located adjacent to the internal boundary. This activity is not considered to be sensitive to changes in views and is likewise located adjacent to eastern end of the site which is to be retained as an open paddock.

The nearest neighbours to the main activity are a dwelling at 45 School Road and an adjacent church. The following design steps have been taken to minimise effects on these near neighbours:

- The building is set back 35-50m from the internal boundary with 45 School Road (10m required);
- The higher amenity aspects of the business such as showroom, ancillary office space, and staff lunchroom have been located at the eastern end of the building to both

manage noise effects from the workshop area, minimise vehicle disturbance, and provide a large grassed amenity area between the building and the neighbours;

- A 2.5m high acoustic fence is proposed to run in a north-south direction to separate the yard from the grassed amenity area. This enables both effective mitigation of acoustic effects and minimises the visual effects of a large solid fence by locating it well within the application site;
- A dense 10m deep native landscaped area is proposed around the western and southern internal boundaries with 45 School Road and the Church to provide a high amenity visual screen of the site.

DCM's findings indicate that whilst the proposal will result in an overall change in views from these properties, the replacement of an open pastoral view with native amenity plantings is not a worse outcome and is consistent with the establishment of rural shelterbelt planting along internal boundaries which is extremely common on rural sites in the surrounding area.

### **7.5.3 SH73 and Hasketts Rd visual effects**

The application site has an open rural appearance when viewed from SH73 and Hasketts Road. The following design decisions have been made to manage visual effects when viewed from these two roads:

- Building set back a compliant 30m to the canopy and 39m to the main building façade from SH73;
- Building set back a substantial 150m from Hasketts Road;
- Retention of existing dwelling and amenity planting at the corner of Hasketts and School Roads to substantively screen views from this intersection;
- Building to be finished in recessive colours;
- Glazed showroom located on the most visually prominent corner of the building (as viewed by vehicles travelling west from Christchurch);
- Proposed visual artwork of farm machinery to add visual interest to the southern elevation;
- Retention of substantial grassed open space along the SH73 and Hasketts Rd frontages;
- Low 1.2m high hedging with feature specimen trees along these frontages;
- Low contoured slopes adjacent to the staff carpark to screen views of this area which maintaining a generally open outlook.

The primary views of the site from SH73 are those experienced by motorists (given that the activities on the far (southern) side of SH73 are rural-retail and light industrial in nature and therefore are not considered to be particularly sensitive to changes in views or outlook). Motorists' views of the site are inherently temporal in nature. The site's location in the middle of an established rural village environment means that views of the proposed development by motorists are consistent with a transition from rural to urban fringe environments.

Overall, the bulk and location and rural-related purpose of the proposal, combined with the substantial mitigation package proposed, allow the proposal to appear as a natural extension of existing development within Yaldhurst Village, resulting in the anticipated landscape effects being assessed by DCM as being less than minor.

## 7.6 Retail Signage

The only aspect of the proposed farm machinery retail activity that will be visible from outside of the site is the outdoor display area along the boundary of the site adjoining SH73, this area is for the purpose of displaying machinery to support sales. The display areas will incorporate landscaping to ensure that the outdoor display areas are integrated with the site design and do not look out of place.

The outdoor display areas will be visible from SH73 and Hasketts Road as a result of machinery being displayed on low graded mounds, albeit interspersed with the proposed landscaping. The only other potential amenity effect is that associated with the proposed advertising signage on the site, which exceeds District Plan signage standards for area and number.

In this situation, although the proposed signage exceeds the permitted area standards the physical presence of signage onsite in the context of all built development is not considered to be out of keeping with the scale of the built form. The signage on the building consists of the 'Landpower' and 'CLAAS' branding on the SH73 facing building front façade. The size of the building signage is in proportion to the size of the façade and is clear and simple in design. The proposed scale of building signage is not considered to be unreasonable or out of keeping in the context of the development.

The other two sets of signs include a free-standing pylon sign at the road frontage, and six flags along the SH73 frontage immediately in front of the building placed during operational hours. The signage facing SH73 allows for those passing by to easily identify what company is occupying the site without drawing attention away from the road and to provide early indication of the site's location for those intending to visit the site. The size of the sign is considered reasonable for this scale of development and is not considered to distract drivers as a result of the surrounding landscaping.

A large graphic artwork of farm machinery is proposed on the southern elevation of the building. This artwork has conservatively been assessed as meeting the definition of a 'sign' and therefore has been included in the matters for which consent is sought. Whilst potentially meeting the signage definition, the artwork has a different visual appearance to words or corporate logos and has been designed to provide visual interest and to improve amenity by being more in the nature of a mural, rather than adding to visual clutter/ detract from amenity values. The artwork is therefore considered to be a positive addition to the proposal.

Overall, the signage proposed is consistent with that required for CLAAS and thus reflects a quality brand image. The signage will not contain any LED/ digital elements and therefore will not move or create a distraction to drivers and has likewise been located on a straight stretch of road in locations where it will not obscure transport-related directional signage. On that basis, the proposal is not considered to generate any adverse character, amenity or traffic effects on the surrounding area.

## 7.7 Noise

The noise effects of the proposal have been assessed by Acoustic Engineering Services (AES). The resultant report is attached as **Appendix 4**.

This report assesses noise from all sources and cumulatively considers the potential for these noise sources to occur concurrently. The AES assessment uses SoundPLAN computational noise modelling based on ISO 9613 *Acoustics – Attenuation of sound outdoors – Part 2: General method of calculation* has been used to calculate the propagation of noise from the site, taking into account the topography of the area, and sound power levels for each of the noise sources.



In terms of the acceptable noise limits, AES considers that where noise levels associated with the proposal comply with the District Plan, such noise would generally be considered to be acceptable. Based on the national and international guidance, noise levels of less than 45 dB LAeq when received at the façade of dwellings are not expected to cause sleep disturbance and therefore AES consider such levels would be acceptable when received (on occasion) at the notional boundary of dwellings during the night-time period. It is noted that noise received during the night-time at the commercial sites on the opposite side of West Coast Road that are not occupied during the night-time is not expected to have any adverse effect.

Due to the distance to the nearest boundaries and the proposed acoustic fencing, AES considers that noise associated with day-time vehicle movements will be significantly less than 55 dB LAeq at all nearby site boundaries and less than 50 dB LAeq at the notional boundary of any site with a residential dwelling present.

As the facility opens at 0700 hours and service vehicles may also use the Hasketts Road entrance if there is a callout, AES have also assessed vehicles arriving via the West Coast Road entrance (10 staff) and 2 vehicles using the Hasketts Road entrance in the night-time period. Noise from such light vehicles is expected to be less than 40 dB LAeq at all site boundaries and notional boundaries which complies with the District Plan night-time limit of 45 dB LAeq at the boundary and 40 dB LAeq at the notional boundary. Therefore vehicle noise is considered to result in minimal adverse effects.

AES have also considered heavy vehicle movements associated with a single transporter delivering two large tractors and the tractors are unloaded and drive to the car-parking area, and where two additional tractors drive from the storage area to the workshop area. The AES assessment assumes a worst-case situation where both tractors are unloaded and the vehicle transporter either arrives or departs in the same 15-minute period and including a -5 dB averaging adjustment as described above. Noise from such heavy vehicles and farm machinery moving on site is expected to comply with the District Plan daytime limits and therefore it is expected that the associated noise effects will be minimal.

In terms of potential night-time heavy vehicle movements, it should be noted that the majority of call-outs will result in a technician going out to the field; which may require a light utility vehicle visiting the site in the night-time period (already assessed above). However, the AES assessment also makes provision for the very rare occasion (less than once a month) where the machinery may need to be brought into the workshop for urgent repairs. Therefore AES have considered a single heavy vehicle driving into the workshop. As a result the District Plan noise limits are exceeded at the boundary of 52 and 56 School Road, at Yaldhurst Domain, and at 363 Hasketts Road; however, since these portions of the sites do not contain dwellings AES do not expect the affected areas to be occupied during the night-time.

The night-time limits are also exceeded at the notional boundaries of 363 Hasketts Road and 45 and 56 School Road, where the noise levels are expected to be 43, 41 and 44 dB LAeq respectively. This occasional (less than once per month) night-time delivery of a piece of machinery is the only element of the proposal that does not comply with permitted noise levels. Importantly AES note that these levels are below 45dB and therefore would not be expected to cause sleep disturbance even if occupants had their windows open for ventilation.

In terms of the proximity to SH73 and ambient noise levels in the area, AES note that the dwellings at 45 School Road and at 363 Hasketts Road are exposed to in the order of 800 heavy vehicles passing on Yaldhurst Road every day (of which a number would occur between 2200 and 0700 hours) and each heavy vehicle would produce in the order of 42 dB LAeq at the façade

of these dwelling. Therefore AES expect the effects of noise from a single heavy vehicle entering the site via the Hasketts Road entrance once per month to be minimal.

AES have assessed both day-time and night-time activity undertaken in the workshop to comply with District Plan standards.

In terms of construction noise, it is noted that the Christchurch District Plan specifically excludes construction activities from the noise standards for all zones:

*Rule 6.1.6.1.1 Activity Specific Noise Rules – Permitted activities states that construction activities shall meet relevant noise limits in Tables 2 and 3 of NZS 6803:1999 Acoustics – Construction Noise, when measured and assessed in accordance with that standard.*

On that basis the Applicant will ensure that contractors adopt best practice procedures to reduce the likelihood of annoyance, nuisance and adverse health effects to people in the vicinity of construction work, and that these activities are planned and managed in accordance with NZ 6803:1999 Acoustics – Construction Noise, and that construction is undertaken to ensure noise does not exceed the sound levels specified in Table 2 of the Standard. A condition to this effect would be appropriate to impose on any consent granted.

Overall, AES modelling and assessment indicates that the only noise non-compliance relates to the use of the site for heavy vehicle movements during the night-time period, which is anticipated to occur less than once a month. These modelled night-time levels do meet the World Health Organisation (WHO) guideline of 45 dB LAeq and 60 dB LMax recommended to allow occupants to sleep with windows open. Furthermore, given the presence of SH73 and ambient noise levels in the vicinity of the site are such that adverse noise effects from all sources are considered to be minimal.

## 7.8 Traffic Generation, Access and Safety

As noted above, a conscious design decision has been made to not provide any vehicle access from the site to School road to minimise vehicle movements through Yaldhurst Village and in close proximity to the primary school. Two vehicle entrances are proposed. The main light vehicle entrance is from SH73 to the staff and visitor carpark. A second entrance is Proposed from Hasketts Rd for the use of heavy vehicle deliveries and off-site service staff using utes. The primary frontage of the site is onto State Highway 73 and as such it is Waka Kotahi NZTA rather than Council that are the relevant road controlling authority.

In response, the Applicant has undertaken various pre-lodgement consultation with Waka Kotahi/NZTA regarding the proposed vehicle access onto the SH73 and its design regarding the extent of hard shoulder works. The proposed access arrangements put forward for consent are as a result of the discussions with Waka Kotahi/NZTA, with the SH73 access limited to use by light vehicles with all heavy vehicle movements utilising the Hasketts Road entrance via the controlled intersection of Hasketts Road/ SH73. Both entrances are expected to operate in a safe and efficient manner.

In addition to the access matters, Abley have also prepared an Integrated Transport Assessment (ITA) for the proposed development assessing the potential effects on the surrounding road environment (refer to **Appendix 3**). The ITA includes a full assessment of transport-related rules in the District Plan and the potential effects of such on the safe and efficient functioning of the surrounding road network.

The ITA concludes that there will be approximately 200 vehicle movements per day to the SH73 entrance and 80 car movements and 8 heavy vehicle movements per day to Hasketts Rd. These

movements include staff, travelling service technicians, customers and other visitors to the site, deliveries and any other heavy vehicle movements associated with the servicing and repairing of machinery.

The ITA concludes that the transportation effects related to the proposed establishment of Landpower on the site are expected to be less than minor on the Hasketts Road intersection performance as well as the wider road network (including SH73). This conclusion is based on a robust assessment of the traffic effects taking into account development on other sites within the Yaldhurst Business Park and other non-rural uses established in the area.

Traffic generation is important as it is often affects the amenity of neighbouring properties. All parking (including cycle parking) and loading etc. will be accommodated on the application site, with substantially more parking provided on-site than required by the District Plan. No overspill parking by staff or customers on the surrounding road margins will occur. The predicted traffic from this activity is not anticipated to result in adverse amenity effects because it is minor in the context of the existing traffic volumes on SH73. Overall, the proposal can be supported from a traffic perspective as having less than minor effects.

## 7.9 Earthworks/Dust

The construction impacts will primarily be related to the earthworks required and the potential for dust to reach nuisance levels beyond the site.

As such, the potential for dust discharge beyond the property boundary is restricted to the stripping of topsoil that might become entrained and blown beyond the site boundary during the temporary construction period. Similarly, the formation of the earth mounds is also a potential dust source until such time as they are grassed over/landscaped. It is noted that both activities will be short term and can be timed to avoid works occurring during periods of high winds unless adequate dust suppression such as water cart spraying is in place. The earth mounds will be planted with grass or vegetation to reduce the potential for dust emissions in the long term.

Dust emissions from vehicle movements within the site are avoided through the proposed use of asphalt and concrete hardstand areas. The wash bay will be kept clean so as to avoid potential for dust emissions from material drying on the surface. Vehicle trialling and operator/technician training in the paddock areas will be at low speeds and low volumes such that pasture cover will be maintained.

Subject to the standard construction mitigation measures, dust during the construction period will be managed by on-site management.

As such, it is considered that any adverse dust effects will be limited to the construction period only and in any case managed so as to not be offensive or objectionable beyond the site boundary.

## 7.10 Effects on infrastructure

The site is currently not connected to any Council reticulated services. On-site infrastructure will be provided as part of the construction process. The Applicant has engaged GHD Ltd to undertake preliminary feasibility study and based on those findings there is considered to be no impediment to adequately service the development by way of installation of a bore, on-site wastewater and stormwater treatments. All consents required from Environment Canterbury to undertake such activity will be applied for in due course.

Conditions to ensure that the site is appropriately serviced can be imposed and will be adequately addressed at the time of building consent. On this basis, the site is able to be appropriately serviced and any servicing effects will be less than minor.

### 7.11 Effects on CIAL

The proposal includes ancillary office and administration functions of the Landpower Group within the 55 dB Ldn noise contour from the operation of Christchurch International Airport (CIAL). The application includes acoustic insulation of the office area of the proposed building to meet the indoor design sound levels set out in Rule 6.1.7.2.2.a.D.

The applicant is happy to accept a condition that if the stormwater solution involves the construction of swales, that such swales are appropriately designed to drain within a short period of time in order to manage bird strike risk.

Furthermore, when considering the impact of the proposed activity on CIAL, it should be noted that an existing dwelling (sensitive activity) on 33 School Road is being removed as part of this proposal. It is considered that the potential for reverse sensitivity is greater from an uninsulated dwelling when compared to an acoustically insulated office on the site ancillary to farm machinery sales and service.

### 7.12 Positive Effects

The proposed activity consolidates the Landpower operations onto one location in a peri-urban environment on the outskirts of Christchurch City. The location enables Landpower to service owners within rural Canterbury, including within the adjacent Selwyn District, which is experiencing further agricultural development following the Central Plains Water irrigation scheme, and also North Canterbury, which is now more accessible to the site given the recent upgrades to the Northern Motorway.

The proposal will create jobs and enable the Applicant to provide a more efficient and effective service to their clients and better support productive farming operations throughout Canterbury.

The demonstration and education/training aspect of the proposal will assist in alleviating the shortage for skilled agricultural equipment drivers/operators given the current restrictions on overseas citizens from visiting New Zealand for work. Agricultural Contractors currently rely heavily on overseas labour to undertake their work here in New Zealand.

### 7.13 AEE Summary & Conclusion

The nature of the modified receiving environment is such that the threshold for adverse effect on amenity and rural character is much higher than is typically the case in rural areas on the urban fringe of Christchurch City.

The sympathetic design proposal and suite of mitigation measures volunteered by the Applicant are considered sufficient to ensure that any potential adverse effects on rural character and amenity can be appropriately avoided, remedied or mitigated to the extent that they can be described as minor on immediately adjoining residents. It is noted that this outcome aligns with the first of the 'gateway' tests of section 104D of the RMA.

## 8 Objectives and Policies

The objectives and policies of the operative Christchurch District Plan and Canterbury Regional Policy Statement are required to be assessed when considering the application.

The relevant objectives and policies of both these planning documents, as well as the Mahaanui Iwi Management Plan (IMP) are considered below.

### 8.1 Christchurch Replacement District Plan

#### 8.1.1 Strategic Directions

**Objective 3.3.1** seeks to enable the expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:

- i. *Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and*
- ii. *Fosters investment certainty; and*
- iii. *Sustains the important qualities and values of the natural environment.*

**Objective 3.3.5** relates to 'Business and economic prosperity' and recognises "the critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience is recognised and a range of opportunities provided for business activities to establish and prosper".

Strategic **Objective 3.3.16** refers to 'A productive and diverse rural environment', seeking that:

- a. *A range of opportunities is enabled in the rural environment, primarily for rural productive activities, and also for other activities which use the rural resource efficiently and contribute positively to the economy.*
- b. *The contribution of rural land to maintaining the values of the natural and cultural environment, including Ngai Tahu values, is recognised.*

The proposal is directly related to activity that services and supports the rural environment and enables rural land use to operate efficiently. In that way the proposal facilitates the outcome sought by the strategic objectives quoted above.

It should be noted that rural contractors and servicing has traditionally occurred in rural areas. However, acknowledging the scale of the present proposal it is considered that a peri-urban location is preferable in order to maintain amenity values. The rural fringe location allows the opportunity for on-site demonstrations and training, which would not be possible in a commercial or industrial zone.

The above objectives are primarily enabling, **Objective 3.3.14** refers to managing incompatible activities, as follows:

- (a) *The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and*
- (b) *Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.*

Whilst it is noted that retail sales and servicing of the scale proposed is not anticipated within the Rural Urban Fringe Zone, the receiving environment for the proposed activity is one that already contains such activity as well as a number of other non-rural land uses, including an industrial business park. The nature of the proposed activity and the mitigation measures

incorporated into the design are such that it is considered that the adverse effects of the proposed activities will be minor beyond the boundary of the application site.

### 8.1.2 Transport

Transport **Objective 7.2.1** seeks an integrated transport system for the Christchurch District:

- i. *that is safe for all transport modes;*
- ii. *that is responsive to the current recovery needs, future needs, and enables economic development, and in particular an accessible Central City able to accommodate projected population growth;*
- iii. *that supports safe, healthy and liveable communities by maximising integration with land use;*
- iv. *that reduces dependency on private motor vehicles and promotes the use of public and active transport;*
- v. *that is managed using the one network approach.*

The above objective is reinforced by **Policy 7.2.1.3** which seeks to provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

**Policy 7.2.1.5** refers to the ‘Design of car parking areas and loading areas’ by requiring that car parking areas and loading areas are designed to:

- i. *operate safely and efficiently for all transport modes and users;*
- ii. *function and be formed in a way that is compatible with the character and amenity values of the surrounding environment; and*
- iii. *be accessible for people whose mobility is restricted.*

The transportation related aspects of the proposal are addressed in the ITA prepared by Abley Consultants attached as **Appendix 8** to this AEE. Based on the findings therein, and the agreement reached with Waka Kotahi regarding access location and design, it is considered that the proposal will have less than minor effects in terms of parking, access and wider network effects. On that basis the proposal is considered to be consistent with the above traffic related provisions.

### 8.1.3 Subdivision, Development and Earthworks

<b>Objective 8.2.4 Earthworks</b>	<i>Earthworks facilitate subdivision, use and development, the provision of utilities, hazard mitigation and the recovery of the district.</i>
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In this case the proposed earthworks assist in facilitating the use of the site to support rural land use.

<b>Policy 8.2.4.1 Water quality</b>	<i>Ensure earthworks do not result in erosion, inundation or siltation, and do not have an adverse effect on surface water or groundwater quality.</i>
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No surface water bodies are located in the immediate vicinity of the site. Furthermore, the nature of the earthworks required for construction purposes are such that sufficient separation distance is maintained to the highest recorded groundwater.

<b>Policy 8.2.4.3 Benefits of earthworks</b>	<i>Recognise that earthworks are necessary for subdivision, use and development, the provision of utilities, hazard mitigation and the recovery of the district.</i>
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The proposed earthworks are to either facilitate the construction activity on the site or establish mounds/bunding for mitigation of potential adverse effects on adjoining properties used for community or residential land uses.

<p><b>Objective 8.2.5</b> <b>Earthworks health and safety</b></p>	<p><i>People and property are protected during, and subsequent to, earthworks.</i></p>
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The application site is not accessible to the public and all health and safety requirements will be in place over the course of the proposed earthworks. The depth of excavations and topography of the site is such that it is not anticipated that any unusual health and safety matters will arise.

<p><b>Policy 8.2.5.2</b> <b>Nuisance</b></p>	<p><i>Subject to Policy 8.2.4.3, ensure that earthworks avoid more than minor adverse effects on the health and safety of people and their property, and do not generate continuous or persistent noise, vibration, dust or odour nuisance.</i></p>
<p><b>Policy 8.1.5.3</b> <b>Vehicle movement</b></p>	<p><i>Subject to Policy 8.2.4.3, ensure that the transportation to and from a site of earth, construction or filling material is safe and minimises adverse transport network and local amenity value effects.</i></p>

The proposed temporary construction based earthworks are of a minor scale when compared to what can occur within rural areas, or that might which persist over a longer time period. The earthworks will be undertaken in a manner that minimises the discharge of dusts to air that might cause nuisance effects beyond the boundary.

#### 8.1.4 Rural

<p><b>Objective 17.2.1.1</b> <b>The rural environment</b></p>	<p><i>Subdivision, use and development of rural land that:</i></p> <ul style="list-style-type: none"> <li><i>i. supports, maintains and, where appropriate, enhances the function, character and amenity of the rural environment and, in particular, the potential contribution of rural productive activities to the economy and wellbeing of the district;</i></li> <li><i>ii. avoids significant, and remedies or mitigates other reverse sensitivity effects on rural productive activities and natural hazard mitigation works;</i></li> <li><i>iii. maintains a contrast to the urban environment;</i></li> <li><i>iv. maintains and enhances the distinctive character and amenity of Banks Peninsula and the Port Hills, including indigenous biodiversity, Ngai Tahu cultural values, open space, natural features and landscapes, and coastal environment values.</i></li> </ul>
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Whilst the site will undergo a change as a result of the proposal, it will still remain of a rural character given the extent of open space around the building and landscaping proposed. The construction of the warehouse and storage shed will increase the built form, however, larger shed structures are not an unusual part of the rural environment.

The proposed activity is squarely aimed at providing a positive contribution to the rural productive activity and enhancing the wellbeing of the district.

<p><b>Policy 17.2.2.1</b> <b>Range of activities on rural land</b></p>	<p><i>Provide for the economic development potential of rural land by enabling a range of activities that:</i></p> <ul style="list-style-type: none"> <li><i>i. have a direct relationship with, or are dependent on, the rural resource, rural productive activity or sea-based aquaculture;</i></li> </ul>
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	<ul style="list-style-type: none"> <li><i>ii. have a functional, technical or operational necessity for a rural location; or</i></li> <li><i>iii. recognise the historic and contemporary relationship of Ngai Tahu with land and water resources; and</i></li> <li><i>iv. represent an efficient use of natural resources.</i></li> </ul>
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As set out above, the range rural mechanical support activity undertaken by the Applicant company is such that a rural location is desirable. The sales and servicing of rural machinery and equipment establishes a direct relationship an operational need to locate in an area on the outskirts of the urban area from which to service the rural hinterland. On that basis the proposal is considered appropriate within a rural fringe zone, and in this locality in particular given that it is currently already used for this activity.

The applicant has prepared a statement setting out their site selection criteria (**Appendix 8**). This statement identifies both the direct relationship with the rural resource (as self-evidently farm machinery does not operate in urban environments), and more importantly the functional and operational needs for a rural farm machinery sales and servicing site which significantly curtail locational choice. The provision of large rural fields for trials and training is a key element of the proposal that is not practical within industrial business parks. The proposed site coverage of only 35% (including impervious surfacing) readily differentiates the proposal from activities typically located within industrial zones which generally have impervious surfacing of 90-100%.

It is noted that the Norwood consent found that that proposal was consistent with the outcomes ought by the CRPS for rural areas. The CRPS is unchanged since the issuing of the Norwood decision. Whilst the District plan has changed, the new District plan has to give effect to eh CRPS. If rural machinery sales and servicing activity has been determined to be consistent with eh CRPS, then it must be able to be contemplated by eh District Plan policies which give effect to eh higher order document.

The proposal is considered to be an efficient use of the land resource that would otherwise be used for low productive grazing purposes.

<b>Policy 17.2.2.2</b> <b>Effects of activities utilising the rural resource</b>	<i>Ensure that activities utilising the rural resource avoid significant adverse effects on areas of important natural resources and avoid, remedy or mitigate other adverse effects on rural character and amenity values.</i>
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It has been shown in the Assessment of Effects above that the potential effects of this proposal are able to be mitigated to the extent that they generally do not occur beyond the boundaries of the site, and therefore will not impact on rural amenity values of the wider area.

In the context of the location, the site will maintain an appropriate visual outcome, that will not appear exclusively urban. The level of built development and the display of agricultural equipment will provide a direct link to the rural land resource. Sufficient areas of open space are retained on site so as the development of the site can be differentiated from what would typically be found in a commercial or industrial zone.

<b>Policy 17.2.2.3</b> <b>Contributing elements to rural character and amenity values</b>	<ul style="list-style-type: none"> <li><i>a. Recognise that rural character and amenity values vary across the district resulting from the combination of natural and physical resources present, including the location and extent of established and permitted activities.</i></li> <li><i>b. Recognise that the elements that characterise an area as rural, from which desired amenity is derived, include the predominance of:</i> <ul style="list-style-type: none"> <li><i>i. a landscape dominated by openness and vegetation;</i></li> </ul> </li> </ul>
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	<ul style="list-style-type: none"> <li>ii. <i>significant visual separation between residential buildings on neighbouring properties;</i></li> <li>iii. <i>where appropriate, buildings integrated into a predominantly natural setting; and</i></li> <li>iv. <i>natural character elements of waterways, water bodies, indigenous vegetation and natural landforms, including the coastal environment where relevant.</i></li> </ul> <p>c. <i>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, that may be noticeable to residents and visitors in rural areas.</i></p>
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The rural character and amenity values of the locality in which the application site is located have been assessed in detail in the landscape assessment. This assessment considered in particular the site’s location within Yaldhurst Village and the distinction this localised context provides with more open rural landscape settings.

Whilst a large shed is proposed to be constructed on the site, the site will retain a sense of open rural character. This will be complemented by the nature of the landscaping proposed.

The nuisance type effects of the proposal relating to noise and traffic increases have been assessed above. The nature of such effects is such that the amenity values of the surrounding area can be maintained at a level commensurate with the expectations set out in the District Plan. Night-time call-out service activity involving heavy machinery will occur only on rare occasions and has been modelled by AES as still meeting night-time levels sufficient to avoid sleep disturbance.

Given the nature of the receiving environment the proposal will not impact on the amenity of the area. The presence of the activity will not put pressure on the existing roading network, which is well placed to handle any additional traffic.

<p><b>Policy 17.2.2.5</b> <b>Establishment of industrial and commercial activities</b></p>	<p><i>Avoid the establishment of industrial and commercial activities that are not dependent on or directly related to the rural resource unless they:</i></p> <ol style="list-style-type: none"> <li>1. <i>have a strategic or operational need to locate on rural land; or</i></li> <li>2. <i>provide significant benefits through utilisation of existing physical infrastructure; and</i></li> <li>3. <i>avoid significant, and remedy or mitigate other, reverse sensitivity effects on rural productive activities;</i></li> <li>4. <i>will not result in a proliferation of associated activities that are not reliant on the rural resource; and</i></li> <li>5. <i>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.</i></li> </ol>
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The discussion on this policy is much like that set out above in relation to Policy 17.2.2.1.

As set out above, the nature of the activity is such that the activity is directly related to the rural resource – quite simply farm machinery is not used in urban settings, whereas the sales and servicing of such machinery is directly and inherently related to the rural resource. Given this direct connection, further consideration of matters 1-5 is not necessary. That said, for completeness there is a strategic and operational need to establish within the rural area as set out in the site selection statement in **Appendix 7**. The sales and servicing of rural machinery

and equipment establishes a direct relationship with and supports the rural productive resource, with driver and technician training in an open paddock environment readily distinguishable from activities that occur within urban environments.

The proposal will not lead to a proliferation of activity not reliant on the rural resource as it is that matter that differentiates this, and the previously approved Norwood operation, from other commercial activities that might seek to establish in this area that have no relationship with the rural resource.

<p><b>Policy 17.1.1.10</b> <b>Separation of incompatible activities</b></p>	<p>b. <i>Ensure adequate separation distances between new plantation forestry, intensive farming and quarrying activity and incompatible activities are maintained.</i></p> <p>c. <i>Protect strategic infrastructure by avoiding adverse effects, including reverse sensitivity effects, from incompatible activities on rural land by:</i></p> <p>i. <i>avoiding noise sensitive activities and managing the density of residential units within the 50dB Ldn Air Noise Contour to take into account the impacts of the operation of Christchurch International Airport; [This provision may be reconsidered by the Hearings Panel following the decision on Chapter 6 General Rules]</i></p> <p>ii. <i>avoiding buildings, structures, new quarrying activity, and sensitive activities on rural land that may compromise the National Grid within an identified buffer corridor;</i></p>
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The Applicant is agreeable to insulate the office component of the proposed building to meet the standards set out in the District Plan in order to avoid any potential reverse sensitivity effects on the operations of CIAL. The Applicant accepts a condition to this effect being imposed on any consent granted so that it can be further assessed as part of the building consent process, with an accompanying statement from a suitably qualified acoustic engineer.

#### 8.1.5 Summary

Based on the assessment above, the proposal is not considered to compromise the outcomes sought by the objectives and policies of the replacement Christchurch District Plan.

## 8.2 Canterbury Regional Policy Statement (CRPS)

The Land Use Recovery Plan (LURP) was approved on 6 December 2013. It is a statutory document, and directs the Christchurch City Council, Waimakariri and Selwyn District Councils and Canterbury Regional Council (Environment Canterbury) to make changes to district plans, the Canterbury Regional Policy Statement (CRPS) and other instruments. Now that the LURP has been approved and notified, local councils cannot act inconsistently with it when considering consent applications or changes to planning documents.

Chapter 6 of the (CRPS) has been amended to reflect those amendments directed by the Land Use Recovery Plan (LURP) arising following the Canterbury Earthquakes and provides specific direction on urban growth in and around the greater Christchurch area. The LURP and CRPS provisions seek to enable the recovery and rebuilding of businesses within the Greater Christchurch metropolitan urban area by avoiding 'urban activities' outside of existing urban areas or greenfield priority areas for development (Objective 6.2.1 and associated Policy 6.3.1).

The CRPS identifies the extent of urban development and provides strong policy direction that urban activities on sites outside of the identified urban edge are to be avoided.

On the basis that the proposed activity is located within the Greater Christchurch area and is outside an existing urban or greenfield priority area, the definitions of ‘rural’ and ‘urban’ activities is of particular relevance.

To assist with the interpretation of the new chapter concerning recovery and rebuilding of greater Christchurch (Chapter 6) introduced into the CRPS by the LURP (Land Use Recovery Plan), the following new definitions were inserted:

*“Rural activities means activities of a size, function, intensity or character typical of those in rural areas and includes:*

- *Rural land use activities such as agriculture, aquaculture, horticulture and forestry.*
- *Businesses that support rural land use activities.*
- *Large – footprint parks, reserves, conservation parks and recreation facilities.*
- *Residential activity on lots of 4 ha or more.*
- *Quarrying and associated activities.*
- *Strategic Infrastructure outside of the existing urban area and priority areas for development.”*

*“Urban activities means activities of a size, function, intensity or character typical of those in urban areas and includes:*

- *Residential units (except rural residential activities) at a density of more than one household unit per 4 ha of site area;*
- *Business activities, except those that fall within the definition of rural activities;*
- *Sports fields and recreation facilities that service the urban population (but excluding activities that require a rural location);*
- *Any other land use that is to be located within the existing urban area or new Greenfield Priority Area.*

*“Industrial means the manufacturing, assembly, packaging, wholesaling or storage of products or the processing of raw materials and other ancillary activities.”*

The evaluation against the CRPS is again strongly influenced by the classification of the activity, and in particular whether it is considered to be ‘rural’ or ‘urban’, or otherwise falling under the definition of ‘industrial’.

For the present Landpower proposal, the key phrase will be whether or not the business is one that **‘supports rural land use activities’** and that likewise is of a character that is typical of a rural area.

As described above, the nature of the operations undertaken by the Applicant is such that it is clearly an activity that supports rural land use activities. Conversely rural machinery sales and servicing do not support urban land use activities. On that basis it clearly falls within the definition of a ‘rural activity’ within the CRPS.

It is noted that this is not only matter to consider in terms of meeting the CRPS definition. To qualify as such the activity must be “... of a size, function, intensity or character typical of those in rural areas...”. In considering this aspect, and in addition to the assessment set out above, the following comments are made:

- Heavy vehicles (trucks and equipment), stored and/or operating, are a regular component of various rural based activities, albeit more commonly associated with seasonal contracting activities or quarries, which have other potential effects on amenity and character.

- It is acknowledged that the display and sales of farm machinery is a more intensive use of land for that purpose than might be expected in a typical rural environment. However, it is not unprecedented and typical of a number of rural based activities (e.g., quarrying, forestry, stock transport depots, etc.) supporting the use of rural land and other resources. There are examples of cartage operators parking up lines of truck and trailer units on land within rural zones.
- Functionally, the activity of a sales yard where a substantial part of the business is directly servicing the needs of rural land use could not be said to be atypical in a rural area. Businesses functioning in support of rural activities are specifically recognised in the rural activity definition and are typically located within rural areas. The current Claas sales facility is itself located in a rural zone and is illustrative of the reality that such facilities are commonly found in rural zones across New Zealand.

Of particular relevance in this case is the recent Norwood decision from the Council (**Appendix 7**), which found that facility did fall within the CRPS definition of a ‘rural’ activity’. It is important to emphasise that the CRPS definition of ‘rural activity’ is quite different to the District Plan zone list of permitted “farming” activities, the definition of which is squarely focussed on horticulture and the rearing of animals.

The CRPS takes a more holistic approach and considers activities that support rural land use to also be ‘rural’. Given that the CRPS contemplates business that support rural activities as being appropriate in rural areas, then the District Plan policies that give effect to this direction must also be interpreted in the light of the higher order outcomes the CRPS is seeking to achieve. The above assessment against the District plan policies has found that they do indeed contemplate the establishment of businesses that are directly related to the rural land resource.

On this basis, and taking into account the number of mitigation measures offered as conditions of consent to both maintain and improve (where possible) the environmental effects of the activity, it is not considered that the proposal will weaken the recovery and rebuilding outcomes sought by the CRPS, namely:

**Objective 6.2.1 - Recovery framework**

*Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:*

- (1) *identifies priority areas for urban development within Greater Christchurch;*
- (2) *identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;*
- (3) *avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;*
- ...
- (7) *maintains the character and amenity of rural areas and settlements;*
- ...
- (10) *achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;*
- (11) *optimises use of existing infrastructure; and*

**Policy 6.3.1 – Development within the Greater Christchurch area**

*In relation to recovery and rebuilding for Greater Christchurch:*

...

- (4) *ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;*

Evaluated against the relevant provisions of the CRPS, there is consistency with those objectives and policies concerning supporting and maintaining the existing commercial centres and other priority areas during the post-earthquake recovery for the greater Christchurch area. Informed by the assessment of effects on the character and amenity of rural areas, and subject to appropriate mitigation measures, the proposal is also generally consistent with objective 6.2.1 (7):

**Objective 6.2.1 - Recovery framework**

*Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:*

- (7) *maintains the character and amenity of rural areas and settlements;*

As a commercial/business activity, that is “rural” and has elements of “industrial”, but is not described as being “urban” under the terms of the CRPS, the proposal is not in conflict with Objective 6.2.6 and related policy concerning business land development.

In considering the wider CRPS objective and policy framework, the proposal avoids impacting outstanding natural features and landscapes, creating unacceptable risk associated with natural hazards, and adversely affecting the efficient development or operation of strategic infrastructure. Values of importance to tāngata whenua are preserved. The proposal enables rural activity in support of the rural environment, which is consistent with **Objective 5.2.1 (e)**. The proposal does not result in any potential for reverse sensitivity by avoiding conflict between incompatible activities (**Objective 5.2.1 (i)**).

With regard to **Policy 15.3.1**, it is acknowledged that some of the soils of the property will be ‘lost’ and/or degraded by the proposed earthworks and construction of the building and associated hardstand yard areas. Any such loss is made up for by the potential benefits to agricultural production given the location of the proposed activity to serve the central Canterbury Plains.

In summary, a location that is proximate and accessible by an arterial road to the rural activities it serves is appropriate and does not jeopardise achieving an intensified and consolidated urban form, or the overall settlement pattern prescribed through the CRPS.

### 8.3 Mahaanui Iwi Management Plan (IMP)

This IMP provides a statement of Ngāi Tahu objectives, issues and policies for natural resource and environmental management in most of the Canterbury Region, from the Hurunui River to the Hakaterere River. In that context it must be noted that this is a high level policy document. It is primarily aimed at informing strategic planning in terms of the promulgation of regional and district planning documents, as opposed to guiding assessment of individual resource consent applications.

Part 5 sets out the Regional Issues and Policy relevant to this application by Landpower, being those relating to Ranginui (Air), Wai Maori (Water) and Papatuanuku (Land).

#### 8.3.1 Ranginui (Air)

**Ngā Paetae Objectives**

1. *To protect the mauri of air from adverse effects related to the discharge of contaminants to air.*

2. Ngāi Tahu are involved in regional decision making on air quality issues.

**Issue R1:** The discharge of contaminants to air can have adverse effects on Ngāi Tahu values such as mauri, mahinga kai, wāhi tapu, wāhi taonga and marae, and the health of our people and communities.

**Ngā Kaupapa / Policy**

R1.1 To protect the mauri of air from adverse effects associated with discharge to air activities.

R1.2 To require that the regional council recognise and provide for the relationship of Ngāi Tahu with air, and the specific cultural considerations for air quality, including the effects of discharge to air activities on sites and resources of significance to tāngata whenua and the protection of cultural amenity values.

The explanation sets out that the discharge of contaminants to air can have adverse effects on sites or resources of significance to tāngata whenua, or the values associated with them. With the deposition of air pollutants onto mahinga kai, wāhi tapu or marae requiring specific consideration in regional policies on air; as air pollution can adversely affect the ability to smell the sea, hear the waves, or have undisturbed celestial darkness. It can also compromise the ability to enjoy and appreciate natural and cultural landscapes, including views of important landmarks such as maunga. In this case, the proposed site location is located well inland and the only discharge to air will be temporary dust impacts through the construction process. Furthermore, there are no known sensitive sites either on the application site or in the immediate vicinity. Any temporary discharges of dust during construction are localised and are not considered to adversely affect any of the values described in the Mahaanui Iwi Management Plan.

**8.3.2 Wai Maori (Water)**

**Ngā Paetae Objectives**

- (2) Water quality and quantity in groundwater and surface water resources in the takiwā enables customary use mō tātou, ā, mō kā uri ā muri ake nei.
- (3) Water and land are managed as interrelated resources embracing the practice of Ki Uta Ki Tai, which recognises the connection between land, groundwater, surface water and coastal waters.

The most relevant policy (to an individual resource consent application as is the present case), is set out in WM6.11:

*WM6.11 Consented discharge to land activities must be subject to appropriate consent conditions to protect ground and surface water, including but not limited to:*

- (a) Application rates that avoid over saturation and nutrient loading;
- (b) Setbacks or buffers from waterways, wetlands and springs;
- (c) Use of native plant species to absorb and filter contaminants; including riparian and wetland establishment and the use of planted swales; and
- (d) Monitoring requirements to enable assessment of the effects of the activity.

The depth of proposed earthworks is very low and this provides protection to underlying groundwater resources. There are no surface waterbodies either on the application site or in the vicinity. Any storage of oils and lubricants will be in accordance with industry standards utilising best practice self-containment.

The proposed truck wash will dispose wastewater only after treatment by the latest aerated system and otherwise by the subject of separate assessment by ECan. Similarly the on-site

treatment and disposal of both wastewater and stormwater will be subject of specific engineer design and a separate consent process with ECan. The required consent applications to ECan will ensure that appropriate conditions are imposed to protect water resources. On that basis the proposal will not discharge any wastewater or otherwise include any activity that could potentially contaminate either surface or groundwater.

### 8.3.3 Papatuanuku (Land)

#### **Ngā Paetae Objectives**

- (4) *Rural and urban land use occurs in a manner that is consistent with land capability, the assimilative capacity of catchments and the limits and availability of water resources.*

#### **Ngā Kaupapa / Policy**

*P11.1 To assess proposals for earthworks with particular regard to:*

- (a) *Potential effects on wāhi tapu and wāhi taonga, known and unknown;*  
(b) *Potential effects on waterways, wetlands and waipuna;*  
(c) *Potential effects on indigenous biodiversity;*  
(d) *Potential effects on natural landforms and features, including ridge lines;*  
(e) *Proposed erosion and sediment control measures; and*  
(f) *Rehabilitation and remediation plans following earthworks.*

The proposed use of land is not anticipated to compromise any of the values set out in the above Objective and Policy. The application site location is not known to be of any particular or specific cultural values to tāngata whenua.

### 8.3.4 IMP Summary

The application site is not known as being of any cultural significance. Notwithstanding, the earthworks proposed will avoid, remedy or mitigate adverse effects in this regard. For the reasons set out above the proposal is not considered to challenge the resource management outcomes sought by the IMP.

## 9 Other Matters

### 9.1 Section 104D Threshold Test

As outlined above, as a non-complying activity the proposal is subject to the threshold test set out in section 104D of the RMA. The assessment above demonstrates that the proposal can meet both limbs of the threshold test as the effects are no more than minor and the proposal is not contrary to the objectives and policies contained in the operative Christchurch District Plan.

On that basis the proposal is not considered to represent any challenge to the integrity of the relevant planning documents or their consistent administration. In that regard it is noteworthy that the CCC has approved a similar application under the same CRPS framework, which the Christchurch District Plan gives effect to.

## 10 Consultation / Notification

Section 36A of the RMA confirms that an Applicant has no duty to consult any person on their resource consent application. However, Clause 1(h) of the Fourth Schedule to the RMA does state that an AEE should identify those persons affected by a proposal, detail the consultation

undertaken with those, or any other, persons, and outline any response to the views of those persons consulted.

Under the provisions of the amended RMA there is now no presumption in favour of notification (section 95A). The requirement for the Council to be “*satisfied*” that the effects “*will be minor*” before proceeding on a non-notified basis has been removed.

Instead, public notification is only required if the Council “*decides*” that the activity:

*... will have or is likely to have adverse effects on the environment that are more than minor. (Section 95A (2)).*

In making this decision, the consent authority must disregard any effects on persons who own or occupy:

- i. the land in, on, or over which the activity will occur; or*
- ii. any land adjacent to that land;*

Pursuant to section 95D (e), for the purpose of deciding whether the effects are more than minor the consent authority “*must disregard any effect on a person who has given written approval to the relevant application*”.

The above assessment has determined that the effects of the proposal are not more than minor and therefore the proposal does not need to be publicly notified.

Under section 95B ‘Limited notification of the consent application’, the consent authority is then to decide (under sections 95E to 95G) whether there are any affected persons in relation to the activity. The threshold for identifying affected persons is more rigorous, whereby, pursuant to section 95E(1), the consent authority must decide that a person is affected “*if the activity’s adverse effects are minor or more than minor (but not less than minor)*”. Therefore, in order for there to be no affected parties the effects must be assessed as being “*less than minor*”.

The Applicant as undertaken an initial round of consultation with near neighbours in School and Hasketts Roads to introduce the project to the following parties:

- 363 Hasketts Road
- 43 School Road (St Lukes Church)
- 44 School Road
- 45 School Road
- 48 School Road (Yaldhust Primary School)
- 52 School Road
- 80 School Road
- 90 School Road
- SH73 (Waka Kotahi/New Zealand Transport Agency (NZTA))



The applicant has not sought formal written affected party approvals from these neighbours at this point in the process, noting the high degree of compliance in terms of parking, noise, and building setbacks. The applicant is open to continuing to engage with neighbours through the process, and following review of the application by Council staff.

## 11 Part 2 of the RMA & Conclusion

Part 2 of the RMA sets out the purpose and principles of the Act, being “to promote the sustainable management of natural and physical resources” which is defined to mean:

- “managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –*
- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
  - (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
  - (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.”*

Section 6 sets out matters of national importance, being the natural character of the coastal environment, protection of outstanding natural features, protection of areas of significant indigenous vegetation and habitats of indigenous fauna, maintenance and enhancement of public access along coastal marine areas, lakes and rivers, and the relationship of Maori and their culture and traditions. These matters will not be placed at risk by the proposal.

Section 7 requires particular regard to be had to ‘other matters’. Of relevance to this application are:

- (b) the efficient use and development of natural and physical resources;*
- (c) the maintenance and enhancement of amenity values; and*
- (f) maintenance and enhancement of the quality of the environment;*

Section 8 requires the principles of the Treaty of Waitangi to be taken into account. There are no known cultural values that need to be taken into account in respect of this proposal.

The assessment set out in this report has shown that the site enables the Applicant to establish an appropriate business activity in the rural area in a manner that ensures that any adverse effects on other persons or the amenity of the area are appropriately avoided, remedied or mitigated. The proposal is also considered to represent an efficient use of the application site given the range of other activities already occurring in the area. The proposal is therefore considered to be consistent with the requirements of Part 2 of the RMA.

All of the relevant statutory provisions can be reasonably satisfied given the nature of the receiving environment. It is considered that there will be minimal potential for adverse effects to arise given the scale of the proposal and the suite of mitigation measures proposed.

Overall, it is considered that any adverse effects of the proposed site excavation and establishment and operation of the sales and service facility are acceptable. Any adverse effects are not considered to result in on-going nuisance to those in the receiving environment and can be avoided, remedied and mitigated consistent with the requirements of Part 2 of the RMA.

## Yaldhurst Staff Numbers

	Canterbury	Rest of NZ Share	Total
	FTE	FTE	FTE
Retail Roles			
Management	2	0	2
Sales	5	0	5
Parts	6	0	6
Field Service	20	0	20
Workshop Service	8	0	8
Service Management	2	0	2
Finance / Admin	6	0	6
Training Academy	4	0	4
Marketing	1	0	1
Head Office Roles			
Management	0.6	1.4	2
Sales	0.9	2.1	3
Parts	0.6	1.4	2
Service	0.9	2.1	3
Finance / Admin	2.1	4.9	7
IT	2.1	4.9	7
Logistics / Costing	1.2	2.8	4
People / HR	1.2	2.8	4
Marketing	0.9	2.1	3
Total Headcount	64.5	24.5	89
Percentage Split	72%	28%	

11 February 2022

Rachel Cottam  
Planner  
Christchurch City Council  
PO Box 73013  
Christchurch

Dear Rachel

Further to your email to Jonathan Cleese on 9 February, I would like to provide more context about Landpower and the building we wish to build at Yaldhurst.

Landpower represents a number of leading European farm machinery brands in New Zealand and Australia. We retail these through 34 branded retail dealerships called CLAAS Harvest Centres. Landpower owns a number of these retail stores and has also franchised dealer agreements with independent operators.

We only sell farm machinery. For example combine harvesters, balers, tractors, and fertiliser spreaders. These are sold to farmers and farm contractors. We do not sell any industrial or construction type equipment that is sold outside the agricultural industry, and neither do we sell utes or 'lifestyle' 4x4 vehicles.

We do not store large amounts of unsold stock in central locations/ distribution centres. Our process follows that a retail dealership orders machinery from Landpower who in turn places orders on various factories in Europe. When the machinery arrives in New Zealand it is delivered directly to the dealerships that ordered it. Yaldhurst will therefore not be used as a storage location for machinery other than for stock that is planned to be sold in Canterbury. We likewise do not act as a machinery import wholesaler for other third-party retailers. In short, all the machinery held at the proposed Yaldhurst centre will be for sale to Canterbury farmers through the Yaldhurst retail sales team. In addition to sales, we do sometimes enter into machinery lease arrangements with farmers and rural contractors, however the majority of machinery deals are sales rather than leases. Any leases are direct between Landpower and the end user and therefore just as with machinery sales we do not act as a wholesaler or 'middle man'.

Servicing and supporting our customers after a sale is a very important and large element of our business. Because of the nature of the machinery we sell, they wear out a lot of parts and we need to hold a large volume of parts stock in New Zealand to prevent downtime for customers. We cannot rely of sea freight from Europe which takes up to 8 weeks to arrive or an expensive weekly air freight service. Each individual dealership holds a large volume of parts that is centrally managed with an advanced inventory forecasting system but we are

also required to hold back up stock in central locations in both the North and South Island. We have recently built a new dealership near Hamilton Airport and it now provides parts support for the Waikato region and neighbouring North Island dealers. Yaldhurst is designed to provide parts support for Canterbury customers and to back up the neighbouring dealers in the South Island.

Canterbury is one of the largest sales territories for farm machinery in New Zealand. Our product range is very well suited to the farming conditions in this part of the country and we have built a very strong business here. The scale of the building reflects the size of the Canterbury market and our growth expectations.

The design of the Yaldhurst site is to provide

- A high quality workshop to service and repair Canterbury customer's machines.
- A large volume of parts to ensure we can provide Canterbury customers with an optimal supply of parts for servicing or repair.
- An internal show room to provide Canterbury customers with a professional sales experience.
- An office area for our Canterbury focussed retail sales, service, parts and administration teams.
- A training facility so that we can upskill our people and improve our ability to repair Canterbury customers machines.
- A demonstration area so that we can show Canterbury customers the features of our equipment and to assist in our program of operator and apprentice training.

I estimate that approximately 80% of the proposed building is required to meet the needs of a Canterbury focussed dealership and all of the land is needed to meet our design objectives listed above. As previously provided to Council, we have explored a wide range of alternative locations and Yaldhurst was shown to provide the best fit for a rural retail dealership in terms of customer access, land size, and commercial viability.

Landpower also operates support centres in Christchurch and Melbourne. These teams are made of technical support, HR, IT, Marketing and Finance roles. While these functions are available to all of the regions we operate, our customers in Canterbury also benefit from having these roles locally and access to a number of our technical experts.

Our strong preference is to have teams working from one site where that is possible. It is more efficient, builds culture and provides a better environment for improved communication and career opportunities. We felt the incremental floorspace space (some office space and parts area) to provide some

neighbouring dealer support, was best located on one site rather than splitting our Christchurch based business and these elements are ancillary to the overall Canterbury focussed facility.

So in summary, Landpower operate a network of regionally-based retail and service centres. The proposed Yaldhurst centre is to be the primary sales and service centre for Canterbury, with the majority of both staff and building floor space associated with fulfilling these Canterbury-focussed roles. Landpower sell only farm machinery. We likewise only sell through our dealer network and as such do not operate as wholesalers of either parts or machinery to third party retailers. We therefore have a direct Landpower to farmer relationship.

Canterbury is one of the biggest regions in terms of network sales, with these sales driven by the combination of the large extent of farmland and the diversity of farming operations i.e. arable cropping and harvesting in addition to dairy and sheep and beef, which increases the type and nature of farm machinery required. All of the retail sales team have a Canterbury focus, with imported machinery held at Yaldhurst likewise destined for Canterbury farmers.

The large number of machinery sales in Canterbury has flow-on implications for the associated after-sales servicing and parts requirements. All of the proposed workshop bays are to service Canterbury farmers, as is the majority of the parts storage. Because Landpower operate as an integrated dealer network, parts inventory can be shipped internally between dealerships to meet immediate needs. As the largest centre in the South Island, with direct access to the main South Island air and sea ports, it follows that the Yaldhurst centre will hold the largest range of parts, albeit that the majority of these parts are for use in Canterbury. The size of the proposed parts warehouse also reflects the size of the machinery i.e. many parts are simply large pieces of equipment.

The majority of the staff on site are therefore directly engaged with servicing the needs of Canterbury farmers. As one of the large hubs in the Landpower network, Yaldhurst will also contain some head office staff functions. The space taken up by these staff is less than 5% of overall building area, with the roles of these staff containing elements of supporting Canterbury business, as well as having a broader function. It is operationally very inefficient in terms of both cost and more importantly culture to separate off the small head office function from the balance of the Landpower team.

I hope this addresses your questions.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Richard Wilson".

Richard Wilson  
CEO

18 February 2022



Our Reference: 15642

Rachel Cottam  
Christchurch City Council  
PO Box 73013  
**CHRISTCHURCH**

Sent by email to: [rachel.cottam@ccc.govt.nz](mailto:rachel.cottam@ccc.govt.nz)

Dear Rachel

**RE: RESOURCE CONSENT RMA/2021/589, 33 & 69 SCHOOL ROAD, YALDHURST**

Thank you for the opportunity to catch up with you recently to discuss the Landpower project. In response to your related e-mail dated 9<sup>th</sup> February, Landpower have prepared the attached letter providing more detail on Landpower operations and how the proposed Yaldhurst property fits within the wider Landpower network.

As discussed, James Bentley and Gabe Ross from Boffa Miskell Ltd have separately met with Jeremy Head to work through landscape/ rural character outcomes. I attach a copy of the meeting notes, which I understand have been reviewed and confirmed by Jeremy. As a result of this meeting Landpower are actively reviewing the site plan/ landscaping and are also reviewing the treatment of the southern façade of the building facing towards the State Highway. We anticipate that amended landscape and elevation plans will be able to be provided to Council within the next week.

Following our conversation it appears that there are two key issues in play, namely the proposal's compatibility with an appropriate rural character outcome, and secondly the degree to which the activity supports and is linked to rural productive activities. The landscape/ rural character outcomes are being worked through with James Bentley and Jeremy Head. In terms of the second issue and the additional information provided by Landpower, I note the following:

Objective 17.2.1.1 seeks development that supports, maintains, and where appropriate enhances the function of the rural environment, and in particular the potential contribution of rural productive activities to the economy. 'Rural productive activities' are defined as including farming. In my view the proposed Landpower operation clearly supports the contribution of farming to the economy – without farm machinery and appropriately maintained farm machinery, modern farming systems would not exist.

Policy 17.2.2.1 seeks to provide for the economic development potential of rural land by enabling a range of activities that have a direct relationship with, or are dependent on, the rural resource, rural productive activity, or sea-based aquaculture. Again farm machinery is a key enabler of the economic potential of rural land. The Landpower proposal has a direct relationship with 'rural productive activities i.e. farming. The 'rural resource' is not defined, but can reasonably be interpreted to mean as including the soil resource. As set out in the Landpower letter, the majority of the site has a direct focus on supporting Canterbury farmers productively using their land, with other elements such as office administration and training being very much an ancillary component.

The application included a site-selection table prepared by Landpower that demonstrated the functional and operational need for a rural location, especially given the training function that necessitates direct access to large paddocks which simply are not available in industrial business parks.

Policy 17.2.2.5 seeks to avoid the establishment of industrial or commercial activities that are not dependent on or directly related to the rural resource. The training field component is *dependent on* the rural resource i.e. paddocks, whilst the balance of the proposed business has a *direct relationship with* the rural resource i.e farm machinery is the key tool used by farmers to utilize

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farmland, and conversely farm machinery has no relationship whatsoever with urban environments – they are only used in rural areas.

As such I consider that the activity as described in the attached Landpower letter sits comfortably against the policy framework that seeks there to be a clear nexus between activities and farming.

The Landpower letter addresses the bulk of the questions raised in your e-mail. In terms of the remaining matters I can confirm the following:

- 1) The extent of the outdoor display area is being reviewed in response to feedback from Jeremy Head. Once the final position and size of this area has been resolved through the amended landscape plan we will provide you with an estimate of its area in m<sup>2</sup>.
- 2) Landpower can confirm that no vehicle crossings are proposed to School Road. This means that the existing crossing by the eastern dwelling will be removed. Following landscape feedback and also in response to concerns raised by nearby submitters it is now proposed that a native bush landscape strip will be provided along the School Road frontage in front of the eastern house site. The proposed treatment for this portion of the School Rd boundary will not include a bund or solid fencing, as this was primarily an acoustic treatment to manage noise generated in the main yard and workshop area. Such acoustic treatment is not needed for the eastern end of the site and therefore the road boundary landscape design is simply to improve amenity outcomes. Hedging is not considered to be necessary to the eastern internal boundary given the industrial nature of the neighbouring site, however if Council considered such to be necessary then it could easily be a matter that is addressed in conditions.
- 3) Landpower have confirmed that no machinery is to travel down School Road. The eastern training field will be accessed internal to the site via the carpark. The landscape plan will be updated to show a clear machinery access point that integrates with the proposed carpark layout and landscaping.
- 4) GHD have confirmed that the required water take is a permitted activity and as such no ECan consent is needed. Landpower are looking to supplement the water take with roof water capture for use as landscape irrigation. ECan consents for construction-phase and operational stormwater discharge to ground are likely to be required, as will septic tank disposal. There are proven design solutions for such discharges such that whilst consents are needed, they are not seen as being particularly challenging to obtain. Given that the landuse consent was seen as the key matter to be resolved first, the applicant has chosen to have land use confirmed prior to applying for ECan consents. The applicant recognises that ECan consents will need to be confirmed prior to construction commencing.
- 5) As previously communicated, Landowner have engaged with Christchurch International Airport Limited to agree a set of conditions relating to acoustic insulation and the design of stormwater systems. I understand that such agreement has been reached and I anticipate that I will be able to send you written confirmation of this within the coming week.

If you have any queries regarding the above, please do not hesitate to contact me. Revised landscape plans will be forwarded once they have been confirmed between the various landscape architects.

Yours faithfully

**PLANZ CONSULTANTS LTD**



Jonathan Clease

**Consultant Planner/Associate**

DDI: 03 964 4630

Cell: 022 170 0204

Email: [jonathan@planzconsultants.co.nz](mailto:jonathan@planzconsultants.co.nz)





STREET ADDRESS: 33 & 69 SCHOOL ROAD  
 LEGAL DESCRIPTION: LOTS 1 & 2 DP 24408  
 LAND AREA: 5.26Ha

SURFACE	AREA	SITE COVERAGE
EXISTING HOUSE:	1,436m <sup>2</sup>	2.7%
MAIN BUILDING:	6,586m <sup>2</sup>	12.5%
STORAGE SHED:	611m <sup>2</sup>	1.1%
ASPHALT GENERAL:	5,237m <sup>2</sup>	10.0%
ASPHALT YARD:	3,850m <sup>2</sup>	7.3%
CONCRETE:	935m <sup>2</sup>	1.0%
<b>IMPERMEABLE AREA:</b>	<b>18,225m<sup>2</sup></b>	<b>34.6%</b>

**SIGNAGE AREAS:**

SIGNAGE ON BUILDING:	
CLASS	2.80m2
LANDPOWER	6.75m2
SIGNAGE AT BUILDING:	
DIRECTIONAL	3.20m2
SIGNAGE TO STREET FRONT:	
PYLON SIGN	6.58m2
<b>TOTAL SIGNAGE:</b>	<b>39.13m2</b>



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PROJECT: NEW LANDPOWER FACILITY  
 YALDHURST,  
 CHRISTCHURCH

DRAWING: PROPOSED SITE PLAN

DATE: 17 MARCH 2022

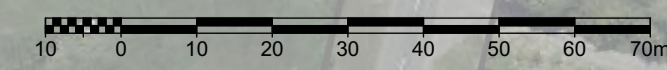
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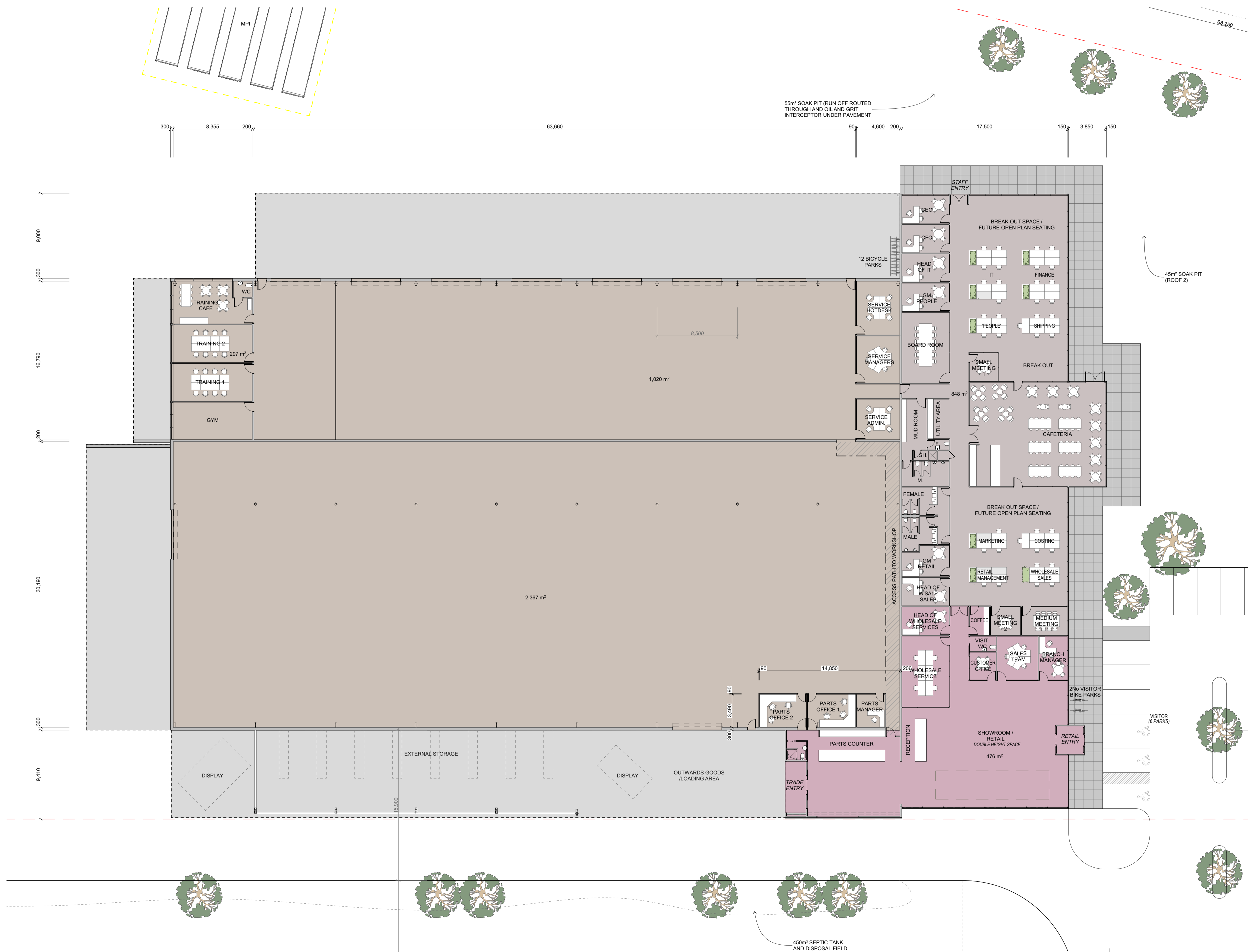
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DRAWING STATUS: FOR INFORMATION  FOR CONSTRUCTION

JOB: 2546 SHEET: RC01

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PROJECT: NEW LANDPOWER FACILITY  
 YALDHURST,  
 CHRISTCHURCH

DRAWING: PROPOSED FLOOR PLAN

DATE: 17 MARCH 2022

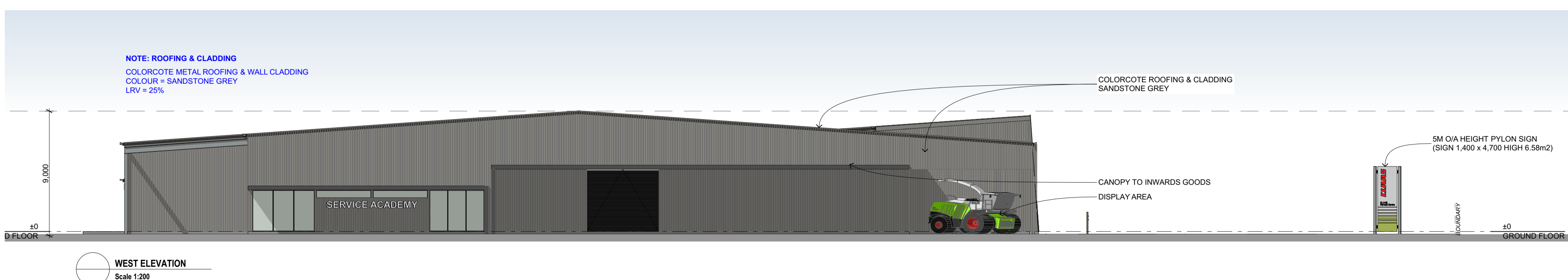
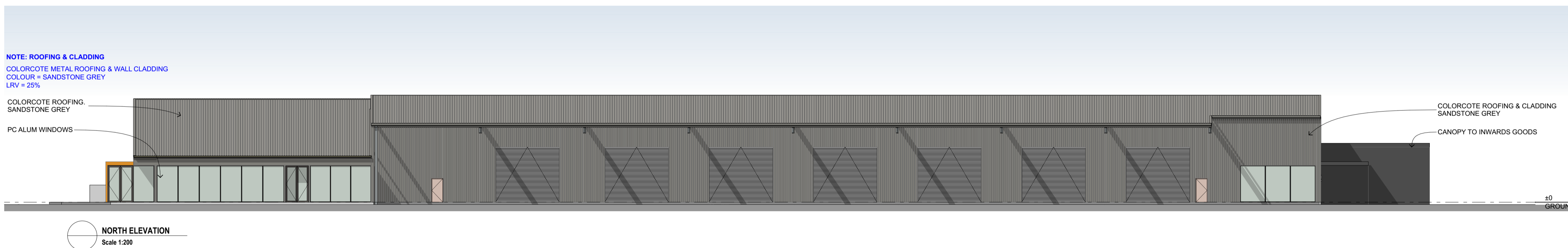
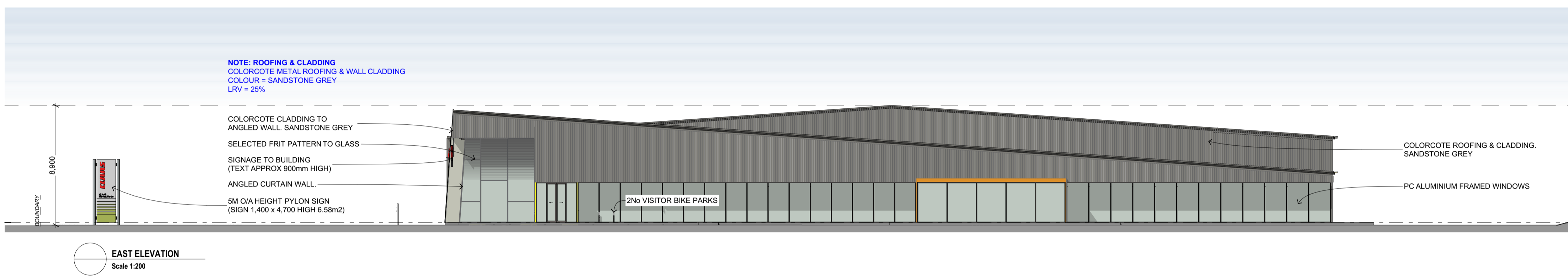
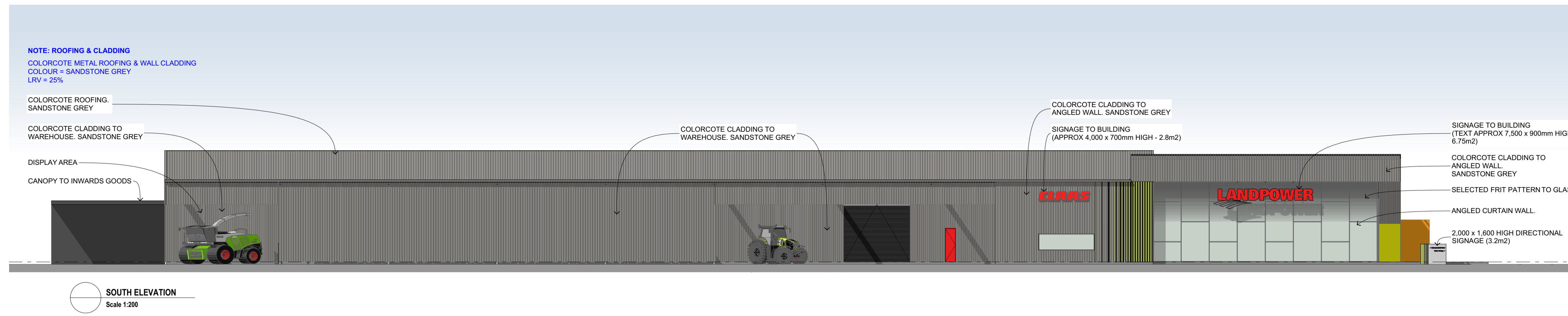
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DRAWING STATUS:  FOR INFORMATION  FOR CONSTRUCTION

JOB: **2546** SHEET: RC02

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PROJECT: NEW LANDPOWER FACILITY  
 YALDHURST,  
 CHRISTCHURCH

DRAWING: PROPOSED ELEVATIONS

DATE: 17 MARCH 2022

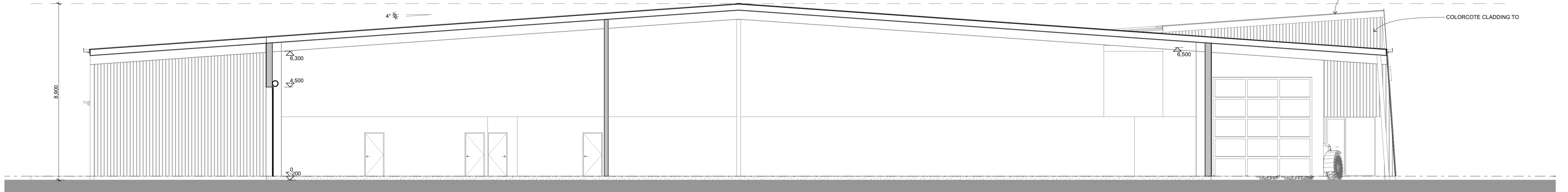
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DRAWN: GM

DRAWING STATUS: FOR INFORMATION   
 FOR TENDER  FOR CONSTRUCTION

JOB: **2546** SHEET: RC03

NOTE: ROOFING & CLADDING  
COLORCOTE METAL ROOFING & WALL CLADDING  
COLOUR = SANDSTONE GREY  
LRV = 25%



**A** SECTION  
Scale 1:100

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PROJECT: NEW LANDPOWER FACILITY  
YALDHURST,  
CHRISTCHURCH

DRAWING: PROPOSED SECTION

DATE: 17 MARCH 2022

SCALE: 1:100 (1/2 SCALE @ A3)

DRAWN: GM

DRAWING STATUS: FOR INFORMATION   
FOR TENDER  FOR CONSTRUCTION

JOB: **2546** SHEET: RC04



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PROJECT: NEW LANDPOWER FACILITY  
 YALDHURST,  
 CHRISTCHURCH

DRAWING: ARTISTS IMPRESSIONS

DATE: 17 MARCH 2022

SCALE: (1/2 SCALE @ A3)

DRAWN: GM

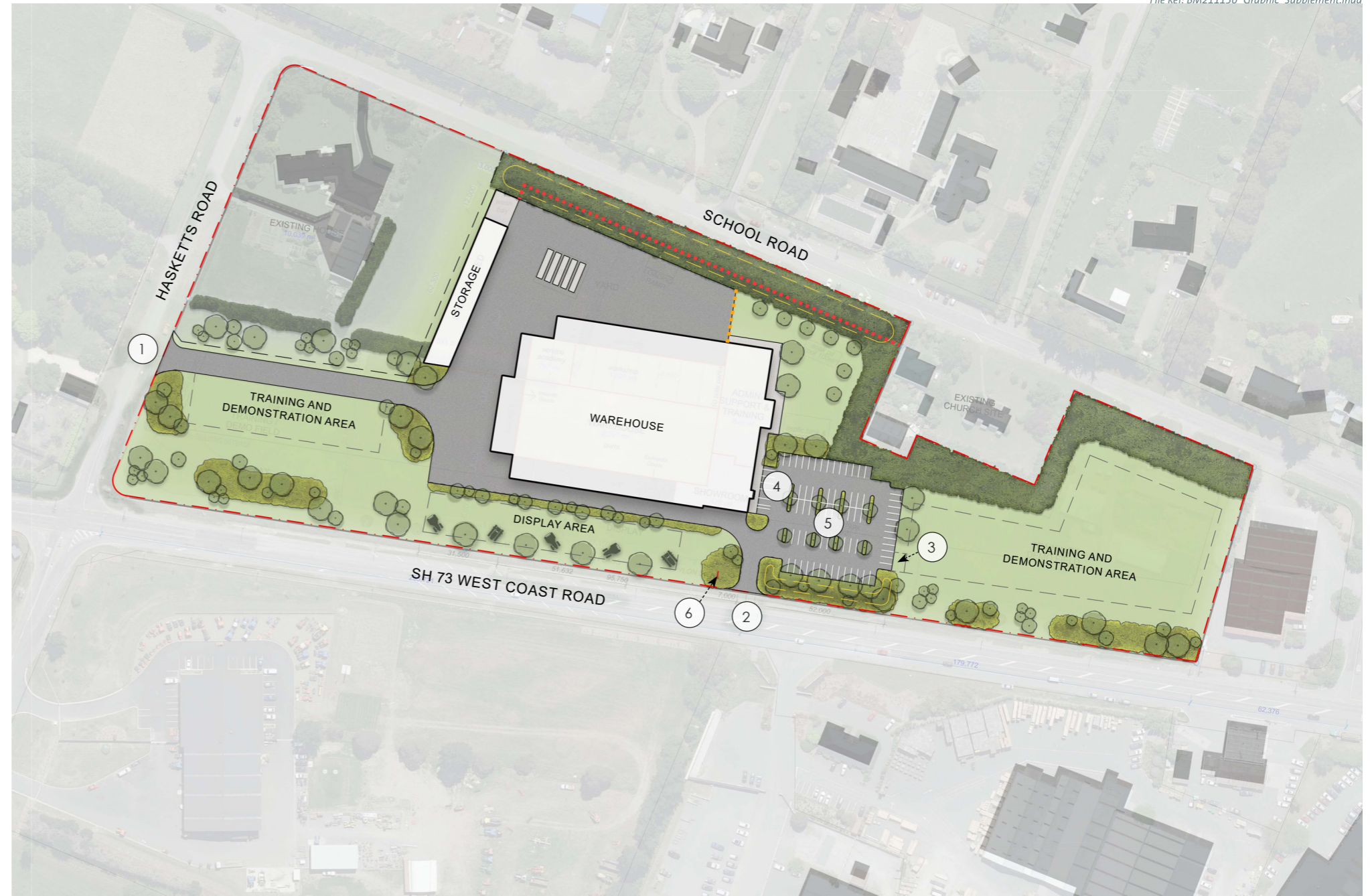
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 FOR TENDER  FOR CONSTRUCTION

JOB: 2546 SHEET: RC05

## LANDSCAPE PLAN

### FEATURES

- ① HEAVY VEHICLE ENTRANCE
- ② MAIN ENTRANCE
- ③ ENTRANCE TO TRAINING AND DEMONSTRATION AREA
- ④ STAFF CARPARKS
- ⑤ VISITOR CARPARKS
- ⑥ PYLON SIGN



## SOUTH ELEVATION





FROM SH 73 WEST COAST ROAD



1:400 @ A3

## SPECIMEN TREES

### LARGE

-  ENGLISH OAK  
*QUERCUS ROBUR*
-  HOHERIA  
*HOHERIA ANGUSTIFOLIA*
-  SWEET GUM  
*LIQUIDAMBAR STYRACIFLUA*  
'WORPLESDON'
-  TOTARA  
*PODOCARPUS TOTARA*

### MEDIUM

-  KŌWHAI  
*SOPHORA MICROPHYLLA*
-  MANATU / LOWLAND RIBBONWOOD  
*PLAGIANTHUS REGIUS*
-  UPRIGHT ENGLISH OAK  
*QUERCUS ROBUR 'FASTIGIATA'*






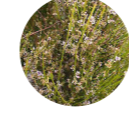
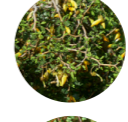








## NATIVE SHELTER BELT

- |  |  |
|--|--|
|  AKEAKE<br><i>DODONAEA VISCOSA</i>                    |  KARAMŪ<br><i>COPROSMA ROBUSTA</i>                        |
|  AKIRAKO<br><i>OLEARIA PANICULATA</i>                 |  KŌWHAI<br><i>SOPHORA MICROPHYLLA</i>                     |
|  HARAKEKE<br><i>PHORMIUM TENAX</i>                    |  MANATU / LOWLAND RIBBONWOOD<br><i>PLAGIANTHUS REGIUS</i> |
|  HOROEKE/LANCEWOOD<br><i>PSEUDOPANAX CRASSIFOLIUS</i> |  MOUNTAIN FLAX<br><i>PHORMIUM COOKIANUM</i>               |
|  KĀNUKA<br><i>KUNZEA ERICOIDES</i>                    |  PUAHOU / FIVE FINGER<br><i>PSEUDOPANAX ARBOREUS</i>      |
|  KĀPUKA / BROADLEAF<br><i>GRISELINIA LITTORALIS</i>   |  PUTAPUTAWETA / MARBLELEAF<br><i>CARPODETUS SERRATUS</i>  |

-  THICK-LEAVED MIKIMIKI  
*COPROSMA CRASSIFOLIA*
-  TI KŌUKA / CABBAGE TREE  
*CORDYLINE AUSTRALIS*
-  TOTARA  
*PODOCARPUS TOTARA*

## LOW SHRUB PLANTING

- |  |   |   |
|--|---|---|
|  BIDIBID<br><i>ACAENA NOVAE-ZELANDIAE</i>             |  NZ DAPHNE<br><i>PIMELEA PROSTRATA</i>                 |  TUTUTU<br><i>DIANELLA NIGRA</i> |
|  KĀPUKA / BROADLEAF<br><i>GRISELINIA LITTORALIS</i>   |  PRICKLY MINGIMINGI<br><i>LEPTOCOPHYLLA JUNIPERINA</i> |   |
|  MAKAKA/Common Broom<br><i>CARMICHAELIA AUSTRALIS</i> |  PROSTRATE KŌWHAI<br><i>SOPHORA PROSTRATA</i>          |   |
|  MIKOIKOI / NZ IRIS<br><i>LIBERTIA IXIODOES</i>       |  SHRUB POHUEHUE<br><i>MUEHLENBECKIA ASTONII</i>        |   |
|  MINGIMINGI<br><i>COPROSMA PROPINQUA</i>              |  SILVER TUSOCK<br><i>POA CITA</i>                      |   |
|  MOUNTAIN FLAX<br><i>PHORMIUM COOKIANUM</i>           |  TAUHINU/COTTONWOOD<br><i>OZOTHAMNUS LEPTOPHYLLUS</i>  |   |

# LOW SHRUB PLANT SCHEDULE

Common Name	Botanical Name	Mature Height (m)	Spacing (m)	Percentage By Indicative Section (%)		
				A	B	C
<b>Low Grass</b>				30	10	15
Silver tussock	Poa Cita	0.7	0.8			
<b>Medium Flax</b>				0	10	15
Mountain flax	Phormium cookianum	1.5	1			
<b>Low Bushy Shrub</b>				30	20	40
Prickly mingimingi	Leptecophylla juniperina	1.5	1			
Prostrate Kōwhai	Sophora prostrata	2	1			
Tauhinu/cottonwood	Ozothamnus leptophyllus	2	1.5			
<b>Tall Bushy Shrub</b>				40	30	30
Kāpuka	Griselinia littoralis	6	2.5			
Makaka/common broom	Carmichaelia australis	2.5	1			
Mingimingi	Coprosma propinqua	4	2			
Shrub pohuehue	Muehlenbeckia astonii	2	1			
<b>Low Pedestrian Edge Feature</b>				0	30	0
Bidibid	Acaena novae-zelandiae	0.1	0.6			
Mikoikoi/NZ iris	Libertia ixiodoes	0.3	0.5			
NZ daphne	Pimelea prostrata	0.1	0.7			
Tututu	Dianella nigra	0.5	0.5			

**NOTES:**

Low shrub planting areas to be cultivated to remove existing vegetation prior to planting. Low shrub planting areas to be installed with 100mm aged bark mulch and spade cut edge with final shapes set to allow mower access around beds.

Low shrub planting to be installed during cooler season April-September and maintained as necessary to ensure minimum 85% survival rate.

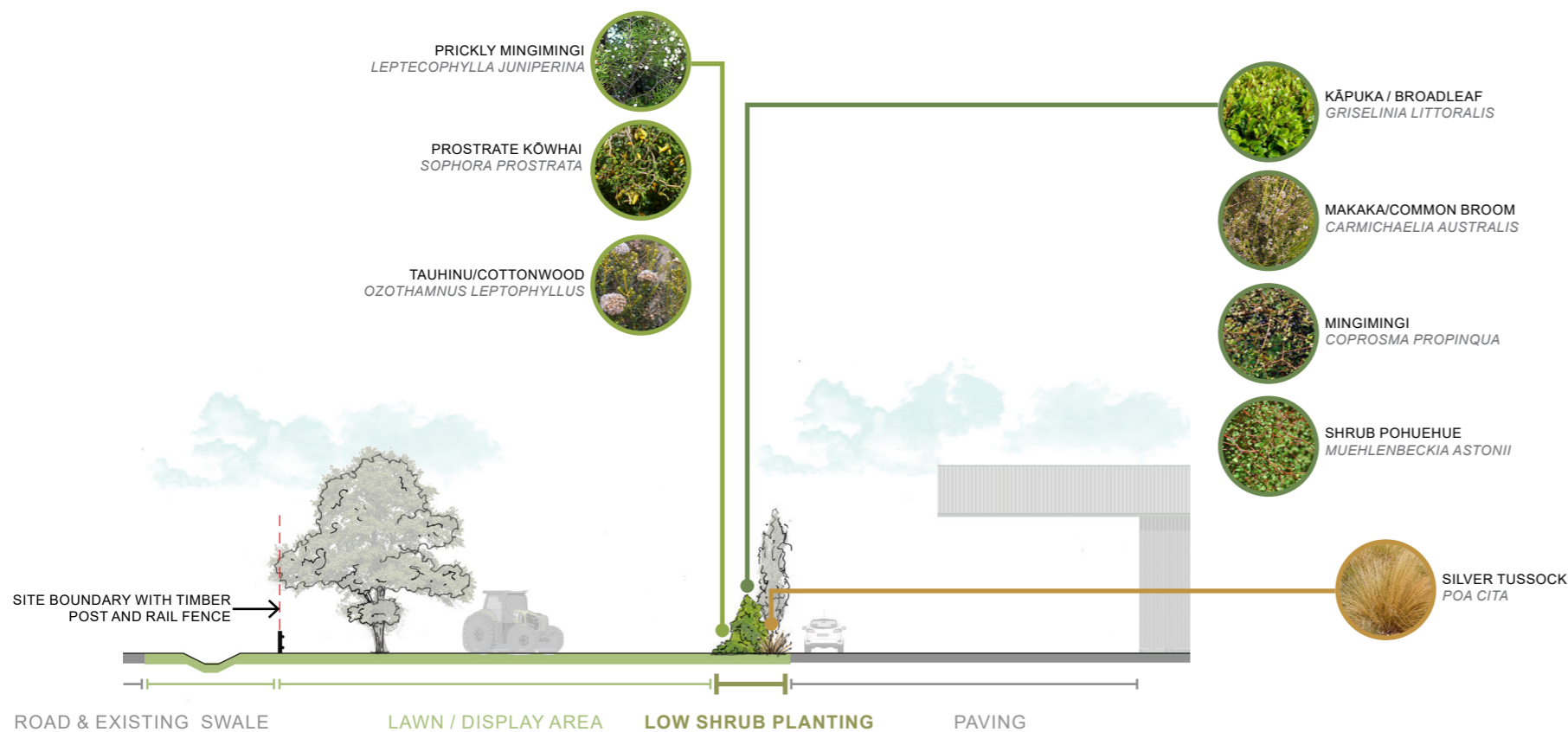
Irrigation to be installed for planting around parking areas and along south edge of building. Other plantings to receive supplementary irrigation until establishment.

Future plant pruning to be restricted to remove dead or diseased material, or removal of low branches to ensure safe visibility for pedestrian and traffic movement areas.

Final plant numbers, species compositions and layouts to be confirmed at detailed design stage by Landscape Architect.

## INDICATIVE SECTION SHOWING TYPICAL PLANTING ARRANGEMENTS

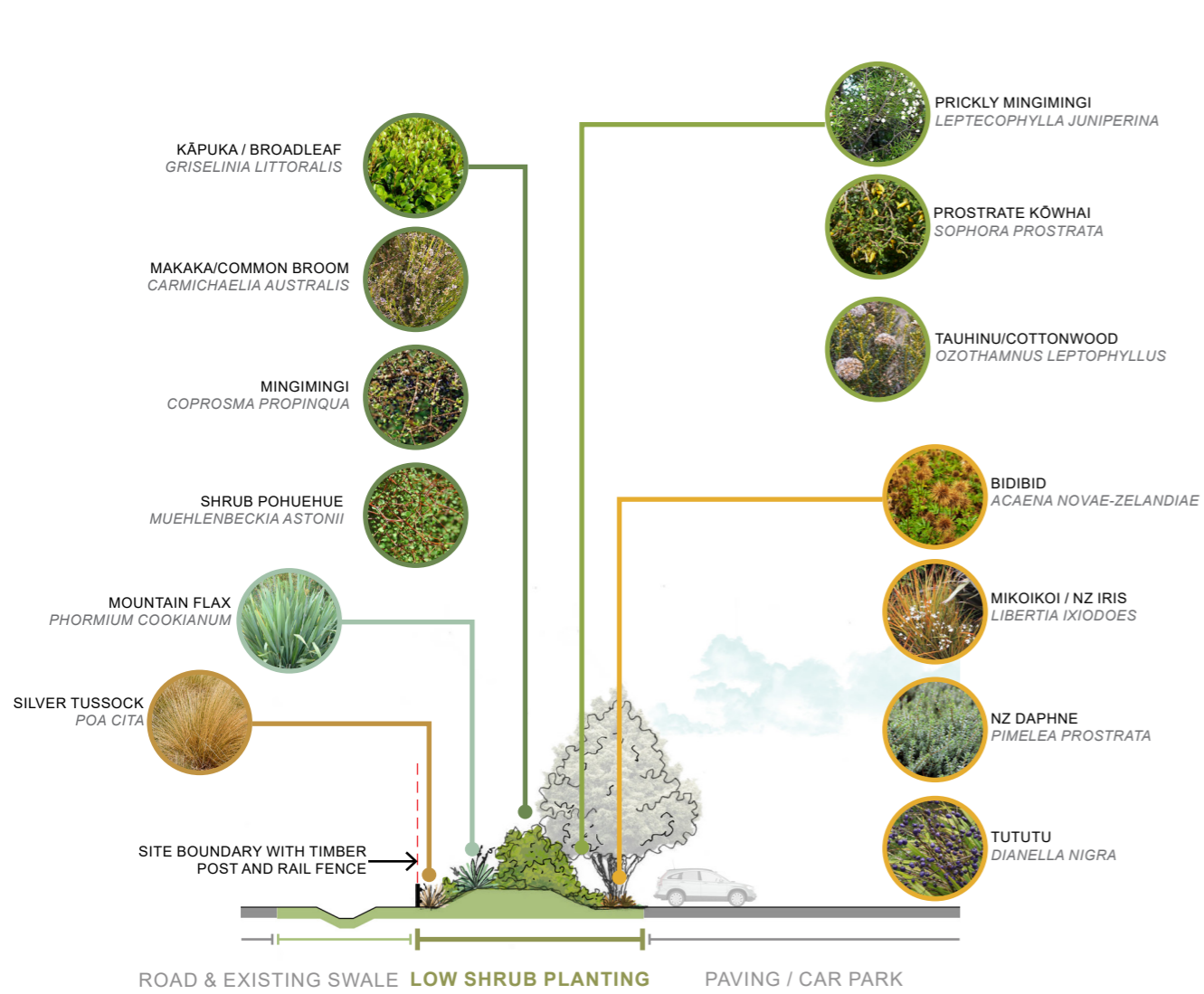
### SECTION A: WAREHOUSE TO SH 73 WEST COAST ROAD





# INDICATIVE SECTIONS SHOWING TYPICAL PLANTING ARRANGEMENTS

## SECTION B: CAR PARK TO SH 73 WEST COAST ROAD



## SECTION C: TRAINING AND DEMONSTRATION AREA TO SH 73 WEST COAST ROAD

