

5th May 2022

**RESOURCE MANAGEMENT ACT 1991
APPLICATION FOR RESOURCE CONSENT RMA/2021/589
ADDRESS 33 SCHOOL ROAD**

Since the application was notified on the 26th July 2021, the applicant has made changes to the landscaping and exterior of the proposed building. These changes include;

- The graphic/mural (containing the combine harvester imagery) has been removed along the southern internal boundary and has been replaced with recessive colour steel cladding (sandstone grey);
- Some areas of translucent/backlit cladding has been replaced with solid steel cladding finished in recessive colours (Sandstone grey);
- There has been a reduction of the amount of white background around the main Claas sign on the building
- Roadside flags along the southern elevation have been removed;
- The outdoor display area of machinery has been limited to an area adjacent to the warehouse-building frontage. The machinery will be separated by large specimen trees;
- The quantity of landscaping proposed (in terms of trees, dense native shrub and ground cover planting) has increased. This includes;
 - a. Additional tree and shrub plantings (including low planting bunds) are proposed between the building and SH73;
 - b. Greater screening around the proposed car park while establishing a legible vehicle access to the demonstration area to the west;
 - c. The proposed native shelter belt along school road has been extended to cover the entirety of the application site's road frontage;

The applicant has also provided additional operational details of the business and site. This includes staffing numbers and their focus of work (Canterbury or nationwide), some discussion on the landscaping changes; and clarifying a number of further questions.

The above information, along with amended plans showing the building and landscaping changes are attached for your information. These plans and the additional information will be considered in the hearing which is to be scheduled, and you will have opportunity to comment on them at the hearing and as part of pre-circulation of evidence.

Yours sincerely



Rachel Cottam
Planner Level 3

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 Clease 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



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

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 9th 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

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 m².
- 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

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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 ²	2.7%
MAIN BUILDING:	6,586m ²	12.5%
STORAGE SHED:	611m ²	1.1%
ASPHALT GENERAL:	5,237m ²	10.0%
ASPHALT YARD:	3,850m ²	7.3%
CONCRETE:	925m ²	1.0%
IMPERMEABLE AREA:	18,225m²	34.6%

SIGNAGE AREAS:

SIGNAGE ON BUILDING:	
CLASS	2.80m ²
LANDPOWER	6.75m ²
SIGNAGE AT BUILDING:	
DIRECTIONAL	3.20m ²
SIGNAGE TO STREET FRONT:	
PYLON SIGN	6.58m ²
TOTAL SIGNAGE:	39.13m²



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PROJECT: NEW LANDPOWER FACILITY
 YALDHURST,
 CHRISTCHURCH

DRAWING: PROPOSED SITE PLAN

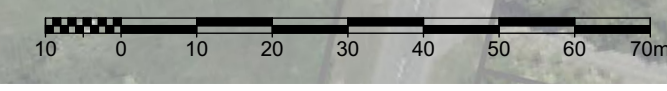
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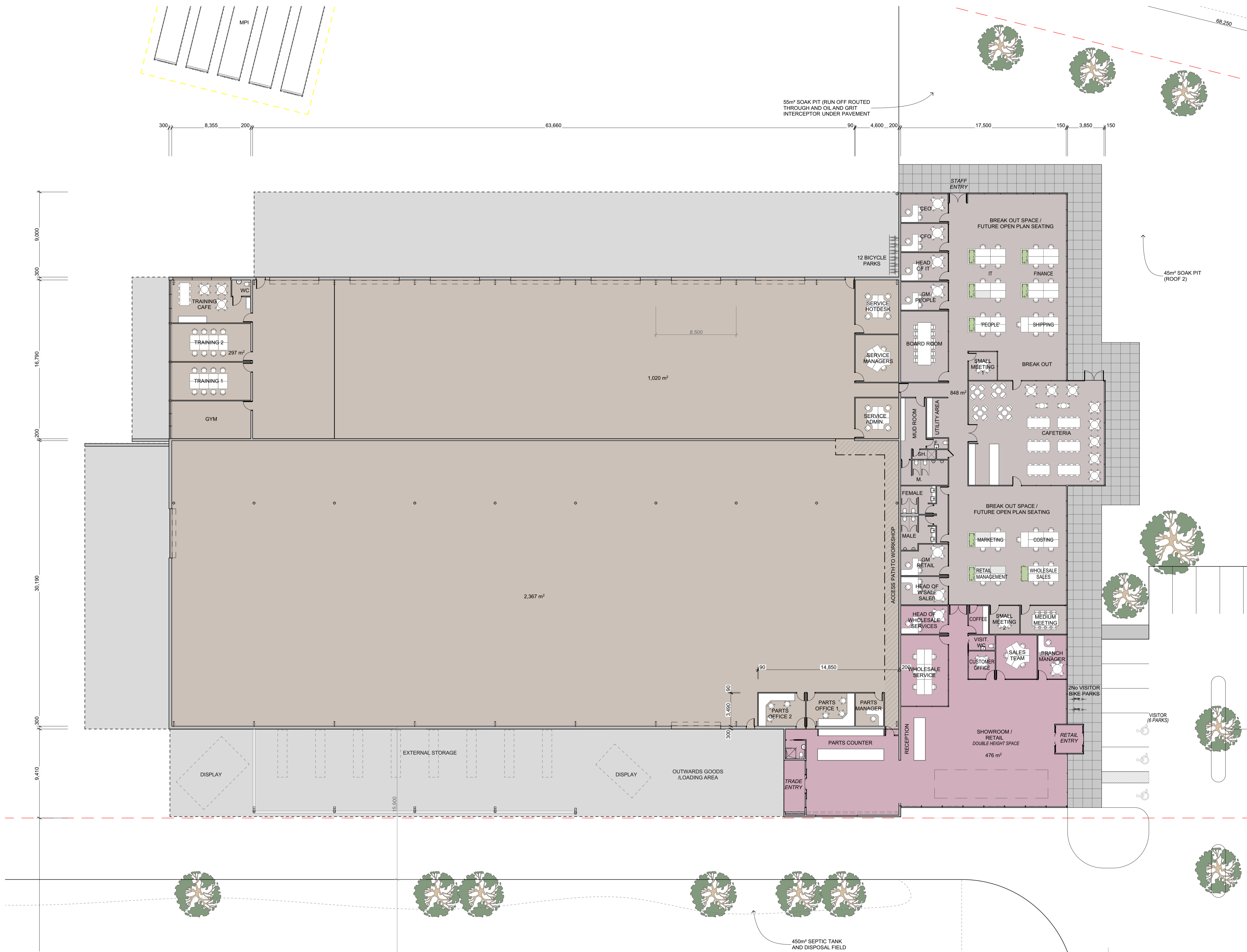
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DRAWN: GM

DRAWING STATUS: FOR INFORMATION
 FOR TENDER FOR CONSTRUCTION

JOB: **2546** SHEET: RC01





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PROJECT: NEW LANDPOWER FACILITY
 YALDHURST,
 CHRISTCHURCH

DRAWING: PROPOSED FLOOR PLAN

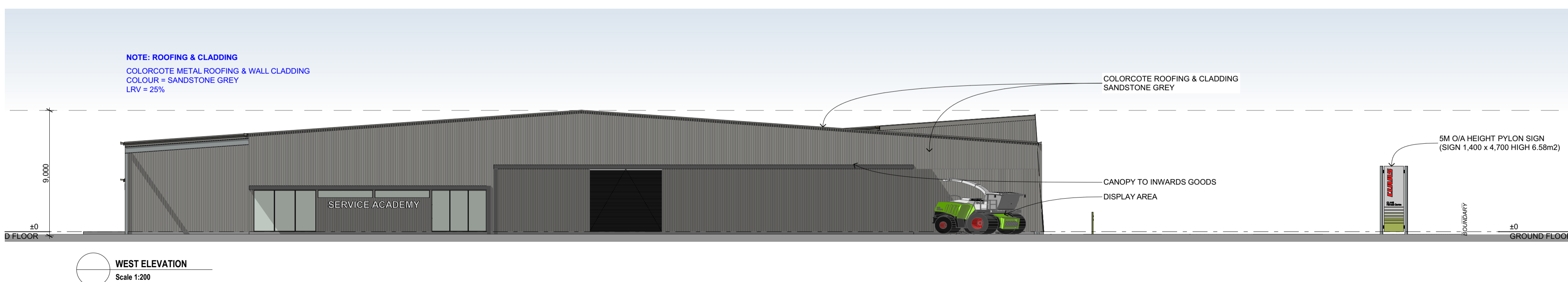
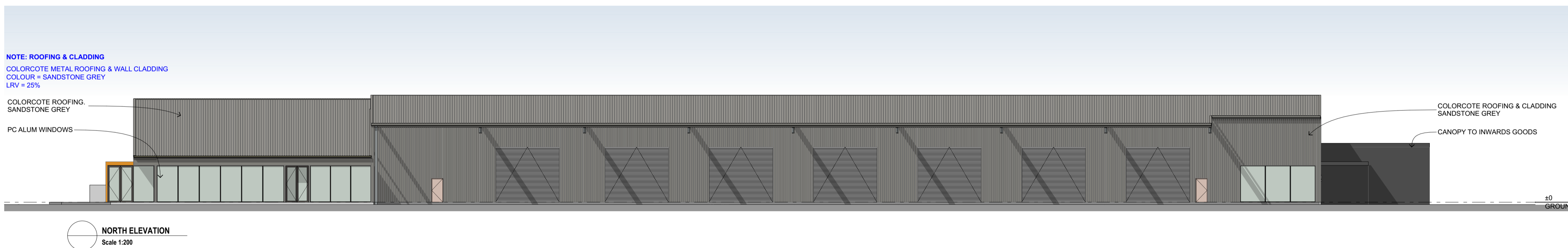
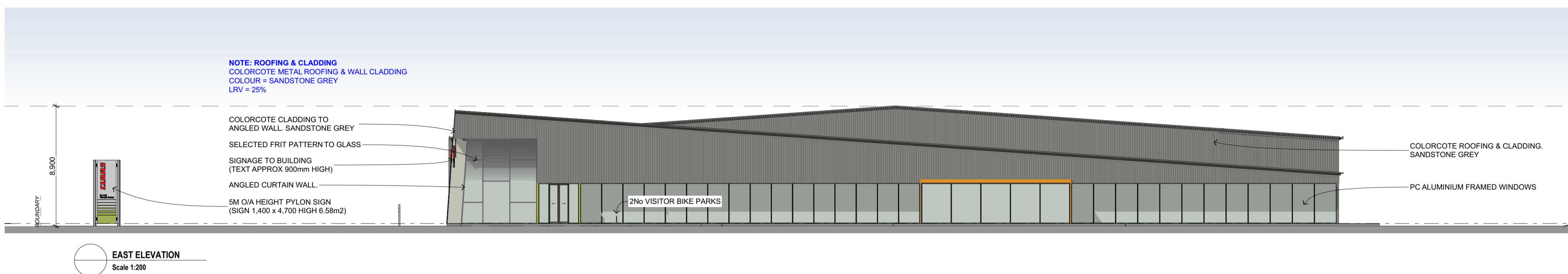
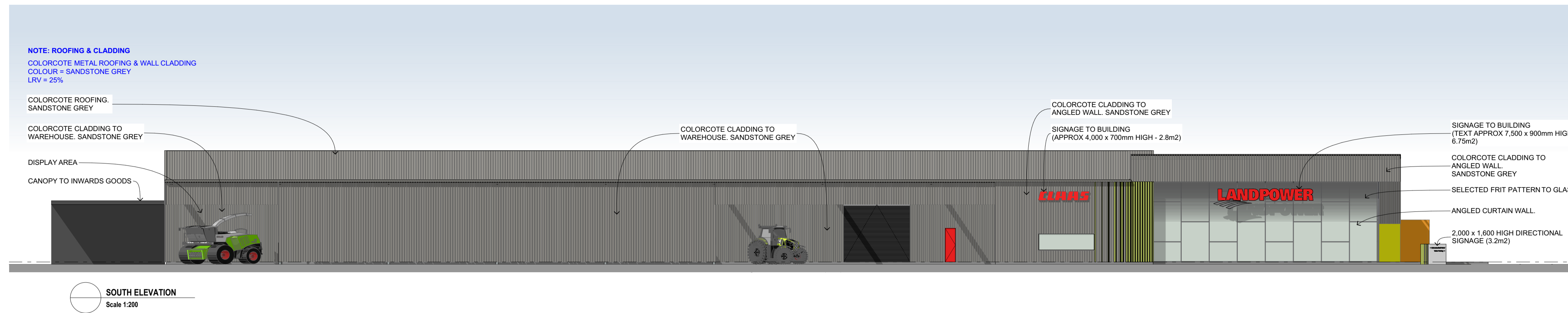
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DRAWN: GM

DRAWING STATUS: FOR INFORMATION
 FOR TENDER FOR CONSTRUCTION

JOB: 2546 **SHEET:** RC02



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PROJECT: NEW LANDPOWER FACILITY
 YALDHURST,
 CHRISTCHURCH

DRAWING: PROPOSED ELEVATIONS

DATE: 17 MARCH 2022

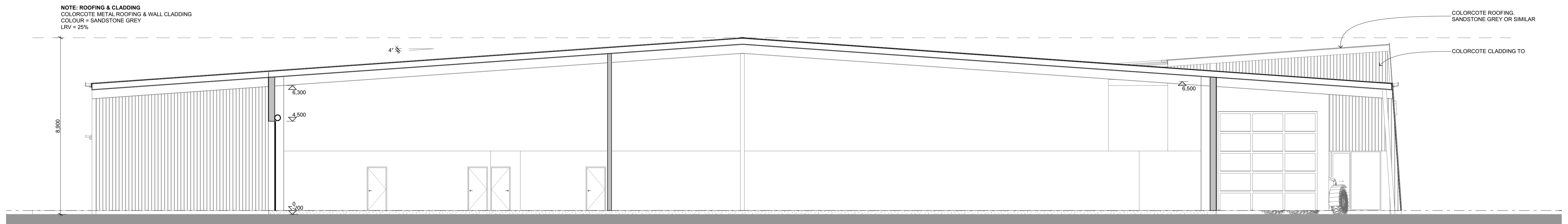
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DRAWING STATUS: FOR INFORMATION
 FOR TENDER FOR CONSTRUCTION

JOB: **2546** SHEET: RC03

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



COLORCOTE ROOFING.
SANDSTONE GREY OR SIMILAR

COLORCOTE CLADDING TO

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 <input checked="" type="checkbox"/> FOR TENDER <input type="checkbox"/> FOR CONSTRUCTION <input type="checkbox"/>
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

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

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

LOW SHRUB PLANTING

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

LOW SHRUB PLANT SCHEDULE

Common Name	Botanical Name	Mature Height (m)	Spacing (m)	Percentage By Indicative Section (%)		
				A	B	C
Low Grass				30	10	15
Silver tussock	Poa Cita	0.7	0.8			
Medium Flax				0	10	15
Mountain flax	Phormium cookianum	1.5	1			
Low Bushy Shrub				30	20	40
Prickly mingimingi	Leptecophylla juniperina	1.5	1			
Prostrate Kōwhai	Sophora prostrata	2	1			
Tauhinu/cottonwood	Ozothamnus leptophyllus	2	1.5			
Tall Bushy Shrub				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			
Low Pedestrian Edge Feature				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.

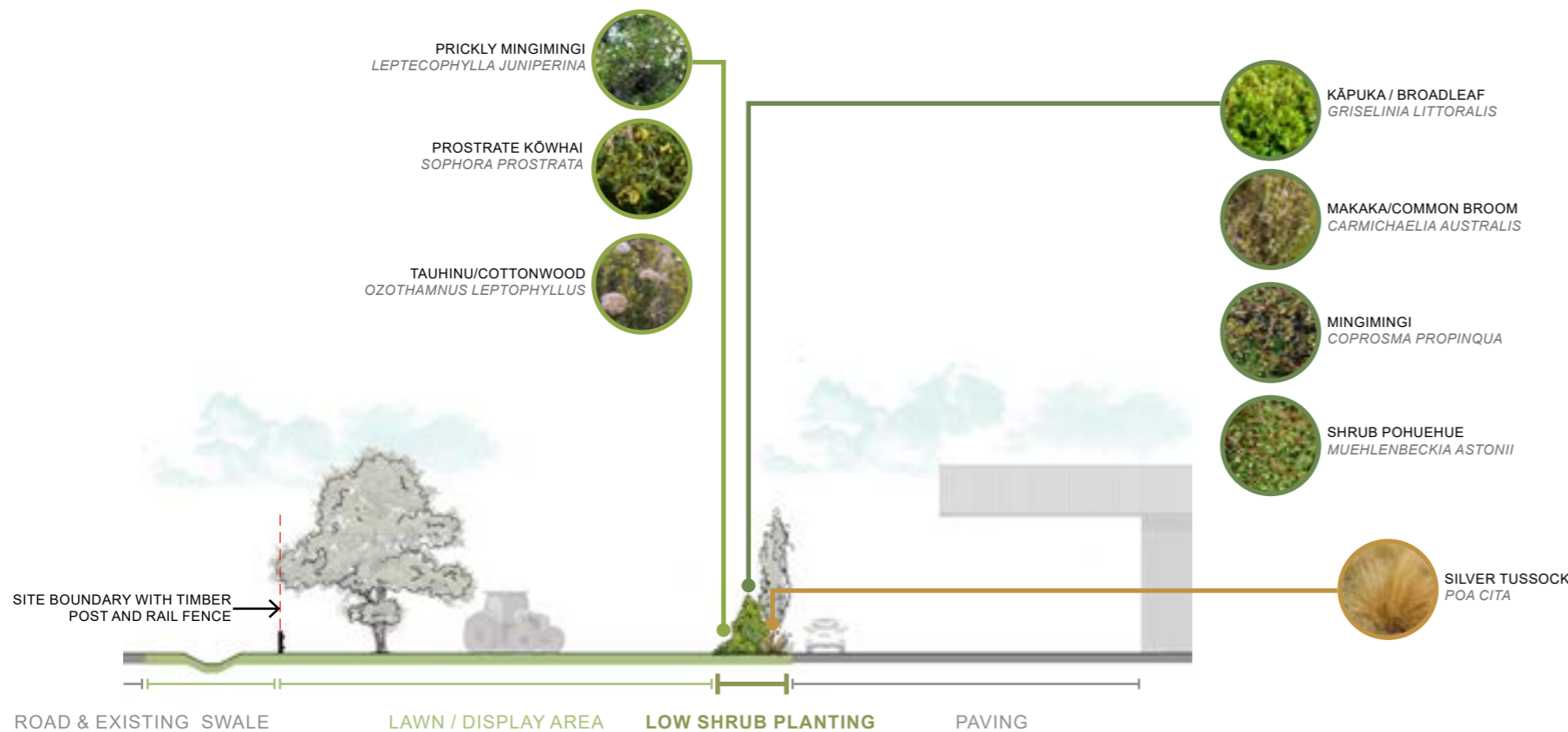
Irrigation to be installed for planting around parking areas and along south edge of building. Other plantings to receive supplementary irrigation until establishment.

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.

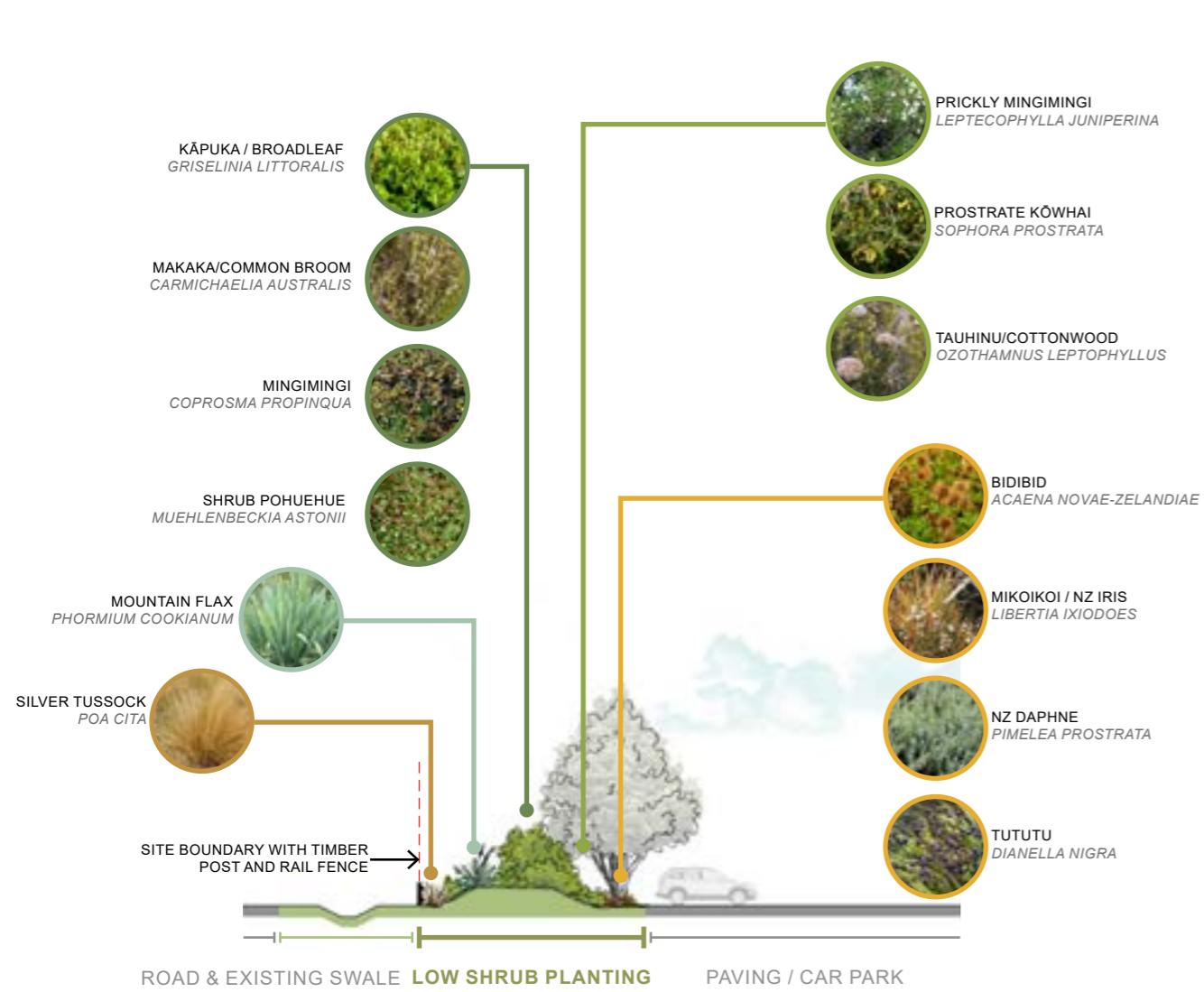
INDICATIVE SECTION SHOWING TYPICAL PLANTING ARRANGEMENTS

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

