

# Fiona Aston Consultancy Ltd

## Resource Management & Planning

PO Box 1435 Christchurch 8140 Ph 03 3322618 Email [fiona@fionaaston.co.nz](mailto:fiona@fionaaston.co.nz)

---

Att: Planning Department

Selwyn District Council

By email only: [Submissions@selwyn.govt.nz](mailto:Submissions@selwyn.govt.nz)

Friday, June 06, 2014

### **SUBMISSION TO: SELWYN 2031 DRAFT DISTRICT DEVELOPMENT STRATEGY**

Submitter: Gulf Central Properties Ltd

Address for Service: Fiona Aston Consultancy Ltd

PO Box 1435

Christchurch 8140

Attn. Fiona Aston P 03 3322618 / 0275 332213

E [fiona@fionaaston.co.nz](mailto:fiona@fionaaston.co.nz)

We would like to be heard in support of this submission.

**Introduction** This submission relates to the narrow strip of Rural Inner Plains land (between approximately 50-200m wide) bound by State Highway 1 (SH1) to the south, Jones Road to the north, Dawsons Road to the east and the Rolleston Izone area to the west ('the Area') (see location plan attached as **Appendix 1**).

### **Summary of Proposal**

We seek that the SDC 2031 Development Strategy make provision for a high amenity rural business park zoning for the Area, which exhibits and maintains rural character elements including a large amount of green open space and is commensurate with the gateway function of this section of the highway between Rolleston and Christchurch. This is a far more efficient and sustainable use of the land use than farming activity permitted under the current Rural Inner Plains zoning which is simply not viable or appropriate for the reasons outlined below.

Attached as Appendix 2 is landscape advice from Andrew Craig which sets out the desired landscape outcomes for the Rural Business Zone, and recommended measures to ensure these are achieved. It also assesses the appropriateness of proposed zone in this important location at the 'gateway' between Selwyn District and Christchurch City.

Other existing business zones are such as Izone are not appropriate for the type of rural business proposed for the Area. Rural character is essential – both to accommodate the substantial open space requirements of rural business activity, and to provide a suitable rural style business environment favored by customers ie. farmers, stock and station agents etc,

### **Submitter**

Gulf Central Properties ('Gulf') owns an 8 ha block of land between Curraghs Road and Dawsons Road along SH1 (as identified in the location plan attached in **Appendix 1**). The land contains a dwelling, two small paddocks and a small woodlot. The land is grazed but is far from being an economic farming unit. Gulf have an interest in the potential land uses in the Area , and are seeking changes which promote the its logical and sustainable use.

Gulf submitted on the Murray Implements land use consent granted in 2010. They supported the application in principle, subject to the same opportunity for rural business activity being afforded to their land.

### **Existing Uses/Character**

The Area generally comprises small titles (4 ha or 8ha with some undersize lots) and is currently used for a variety of purposes including a number of business activities serving the rural sector, minor farming activities, a poultry farm (Brinks) and a commercial Go Kart track (likely to be taken as part of road widening and a proposed roundabout at the Dawsons Road/SH1 intersection).

Existing business activities servicing the rural sector include landscape supplies and several agricultural machinery sales and repair outlets.

There are currently two resource consents underway for additional rural based business activity within the Area - at the Weedons Ross/SH1 intersection (rural contracting) and Curraghs Road/SH1 intersection (agricultural machinery sales and repair),

Most farming activities are severely limited and generally have low productivity due to the small size of the parcels of land in this narrow strip of land, and because of the variable soil

quality in this area. There is an increasing trend towards and pressure for rural based business activities. This is logical given the strategic location adjoining the SH1 between the major centres of Christchurch and Rolleston.

### **Current Planning Status**

#### **Zoning**

Currently this area is zoned Rural Inner Plains. The Inner Plains Zone generally provides for the following rules.

Non-residential and non-rural activities are limited in the Rural Volume (rule 9.4) to 100m<sup>2</sup> and no more than two full time equivalent people working on the site, or the activity is for an approved tertiary education provider, with non-compliance considered to be a discretionary activity.

Rural Industrial activities are also limited (Rule 9.5) to 100m<sup>2</sup> and no more than two full time equivalent people working on the site. In the Outer Plains non-compliance is a discretionary activity, however in the Inner Plains Zone, non-compliance is a non-complying activity.

Industrial activities are defined as follows:

*Industrial Activity: means any activity involving the manufacturing, production, processing, assembly, disassembly, packaging, servicing, testing, repair, direct handling, distribution and/or warehousing of any materials, goods, products, machinery or vehicles, but excludes mining, mineral exploration and quarrying and, for the avoidance of doubt, harvesting activities associated with plantation forestry. For the purpose of this definition an industrial activity is further defined as being either of the following:*

*(a) Rural Based Industrial Activity: means an Industrial Activity that involves the use of raw materials or primary products which are derived directly from the rural environment, including agricultural, pastoral, horticultural, forestry, viticultural and crops.*

*Or*

*(b) Other Industrial Activity: means any other Industrial Activity that is not defined as a “rural based industrial activity”, as stated in (a) above.*

Therefore under the above rules and definitions many of the activities which currently exist in the subject area are non-complying. Existing operations are constrained by the current rules, with expansion in some cases non-complying.

#### **Arterial Road Setbacks**

Rule 3.13(rural volume) sets out that buildings must be located 20m back from any strategic or arterial road and 10m back from any other road. With this strip only being between 50 –

200m wide, and potentially having to have a 20m setback along two sides, means that the range of buildings able to be located on a site are limited. SH1 is identified as a strategic road, and Weedons Ross Road and Dawsons Road are both identified as arterial roads for which 20m setbacks are required. These setback controls (which can be further refined under the proposed new zone rules) will ensure that open space predominates over built form. Rural related activities which require large areas of open space and only limited amount of building area are ideally suited to this location.

#### *Noise contours*

Most of Area is within the 50 dBA or 55 dBA noise contours to manage the effects of noise associated with Christchurch International Airport (see zoning map attached as **Appendix 4**). Rule 3.8 (rural volume) sets out that non-residential buildings within the 55 dBA noise contour are permitted as long as they meet indoor noise insulation standards. Non-compliance with this rule is a non-complying activity status, effectively excluding dwellings in the 55dBA noise contour without stringent consenting processes.

#### *SH1 Widening*

The New Zealand Transport Agency has identified a number of areas where they have a notice of requirement or a designation to provide for the expansion of the motorway to the south of Christchurch. This affects the SH1 area between Templeton and Rolleston. SH1 will be widened by between 10-30m in most places, with greater areas of land to be taken for motorway exchanges at the Weedons Ross Road and Curraghs Road intersections, and a roundabout at Dawsons Road.. Access to SH1 will not be permissible, with an alternative road to be built running parallel with the southern side of the railway line. This provides new opportunity for appropriate business activity within the Area as the alternative access will avoid any conflict between SH1 traffic and local access functions. .

The Rolleston Structure Plan identifies that the corner of Weedons Road and SH1 forms the gateway for the entrance to Rolleston Urban area.

### **Chapter 6 Regional Policy Statement ('C6')**

The proposed Rural Business Zone is consistent with the provisions of Chapter 6 of the Regional Policy Statement.

C6 sets out the following policy (emphasis added):

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

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

- (1) give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;*
- (2) give effect to the urban form identified in Map A by identifying the location and extent of the indicated Key Activity Centres;*
- (3) enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of 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;***

Urban activities are defined as follows:

*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*

Rural Activities are defined as follows:

*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.*

Therefore under Policy 6.3.1 new urban activities can only occur within existing urban areas or identified greenfield priority areas. The definition of urban activities specifically excludes business activities which fall within the definition of rural activities. The definition of rural activities includes businesses that support rural land use activities. Therefore new business areas that support rural land use activities are allowed to be located outside existing urban areas or priority greenfield areas as they do not contravene Policy 6.3.1 (4).

### **Murray Implements Consent**

The consented Murray Implements business (Curraghs Road corner) is helpful in establishing what is, in reality, the kind of rural related business activity that is suited and appropriate for the Area. A key concern was that the proposal would maintain rural character and not adversely affect rural amenity. This was achieved by careful site and building design and layout including retention of a predominance of green, open space over built form and hard surfaces, appropriate rural scale and style landscaping, building setbacks, controls on signage, lighting and location of outdoor display areas, and rural style fencing (see copy of decision and site plan attached as **Appendix 3**).

### **Proposal and Reasons**

The Area is unique in that it is subject to a number of constraints beyond those normally anticipated in the Rural Inner Plains zone which means its use for permitted activities in the Rural Inner Plains is not realistic. This includes limits to dwellings through noise restrictions, limits to the location of buildings due to setbacks from strategic or arterial roads , activities which may create reverse sensitivity effects with the railway infrastructure and the non-viability of farming activity due to the existing pattern of small titles and other constraints e.g. to moving stock etc due to the narrow and long SH1 frontage.

The proposed Rural Business Zone is Area are necessary to reflect the uniqueness of the strip of land, and recognize the reality of changing land uses which are occurring in this area as there is a shift away from small scale unproductive farming activities to rural based business activities.

The Resource Management Act sets out that at section 7(b) that persons undertaking functions under the RMA will have particular regard to the efficient use and development of natural and physical resources. In this case this can be achieved through ensuring the most appropriate zoning applies to unique areas of the district such as that discussed in this submission.

Under the policies of Chapter 6 of the regional policy statement, it is possible to consider rural business activities which support rural land use activities, located outside of the priority business areas, and in this case there is a good argument for enabling this to occur.

A change in zoning of this narrow strip of land to a Rural Business Zone which sets out specific controls relating to the matters set out below would provide Council with the means to provide for business development in this area for industries which support rural land uses,

without compromising the rural character or amenity of the Area or the surrounding Rural Zone. Attached in **Appendix 2** is a statement from Andrew Craig (landscape architect) relating to the concept of a rural business zone in this area.

Features of the proposed Rural Business Zone:

- Type of activity limited to activities associated with business which supports rural land use activities (eg farm machinery sales, or farm product sales etc)
- Design and appearance of a site from a landscape perspective to reflect rural character, including fencing and plant species controls
- Buffer or setbacks of activities from strategic infrastructure with areas to be landscaped
- Buildings to have appropriate noise insulation to meet standards
- Controls on the location, size, amount, orientation and design of signs, particularly if the face SH1

### **Amendments to 2031 Strategy**

The following amendments to the Strategy are sought to provide for the proposed Rural Business Zone for the Area. would provide for a review of the area subject to this discussion, and signal a change in use of this area. Subsequent reviews of this area and a plan change to facilitate the introduction of a new or amended Business zone would then be required. Amendments are identified in bold with additions being **underlined** and deletions being **~~struck through~~**.

Issues	Action	Implementation
8 Rezoning of Land	Insert new action point <b><u>Rezone area bound by SH1, Izone B2 Zone, Jones Road,Dawsons Road and the South Island Main Trunk Railway Line to a new Rural Business Zone to provide for businesses which support rural land uses.</u></b>	2014
57 Impact of urban Growth on the Rural Sector	Insert new action point <b><u>Rezone area bound by SH1, Izone B2 Zone, Jones Road,Dawsons Road and the South Island Main Trunk Railway Line to a new Rural Business Zone to provide for businesses which support rural land uses.</u></b>	2014

In addition any other consequential amendments to give effect to the intent of this submission.

### **Conclusion**

The area bound by SH1, Jones Road, Dawsons Road and the Rolleston Izone is a unique part of the District and subject to a number of development constraints . The area has variable soil qualities and small property sizes making it difficult to undertake normal farming activities in a productive manner. This area is also subject to reverse sensitivity effects with Christchurch International Airport, SH1 and the Railway line, limiting its use for residential purposes.

The area already supports a number of rural industry activities which have been subject to appropriate design controls which retain rural character elements through the resource consenting process.

Council have the ability under the CRPS to provide for a business zone outside of the greenfield priority areas which provides for rural industry activities, or alternatively have the ability to seek a review of the Business priority areas under the CRPS, to achieve a new business zone for this unique area.

Gulf seek that Council amend the 2031 Strategy to rezone the Area to a new Rural Business Zone to enable appropriate rural related business activity to locate here in a comprehensive, integrated and controlled manner which will ensure a high amenity rural business park outcome exhibiting rural character elements and of a quality commensurate with the gateway function of this stretch of state highway between Rolleston and Christchurch.

Signed by 

(Fiona Aston, Principal, Fiona Aston Consultancy Ltd)

For: Gulf Central Properties Ltd

**Appendix 1 – Location Plan**

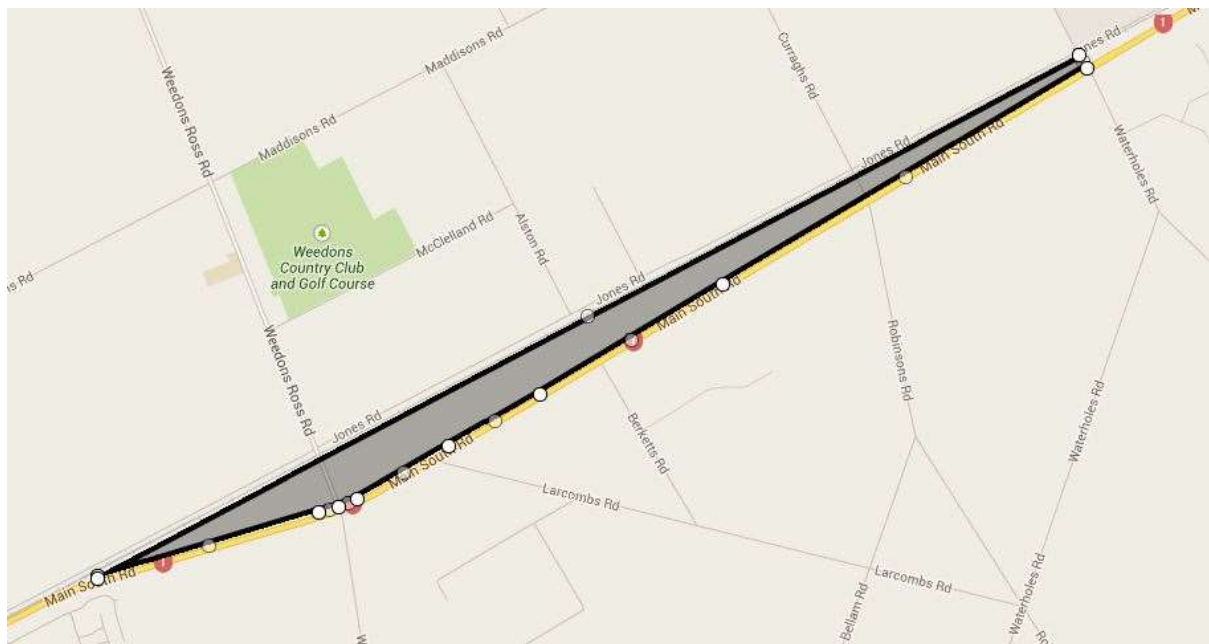
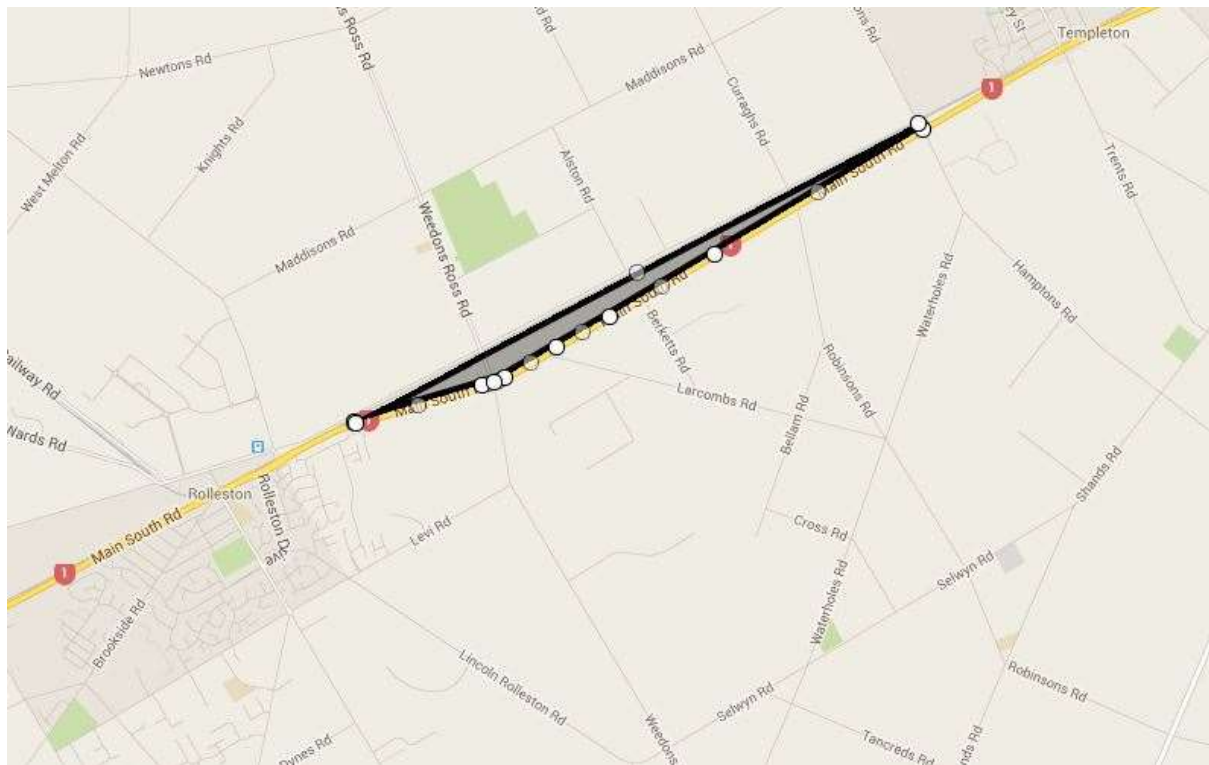
**Appendix 2 – Andrew Craig Landscape Advice**

**Appendix 3 – Murray Implements Decision and Site Plan**

**Appendix 4 – Zoning Map**



## Appendix 1 – Location Plan



**Date:** 5 June 2014

**Subject:** Rural (Inner Plains) zoned land between SH1 and the railway; between Templeton and Rolleston

## Introduction

This landscape advice relates to the area of land shown in the aerial photograph and topographic map below.



**Aerial photograph** showing location of subject land within yellow line



**Topographic Map**     *The subject site – within black line - in its topographic context*

While the land is zoned rural (Inner Plains) and exhibits to some extent rural character, it also contains a wide variety of other activities. Most have a clear association with rural activity such as plant nurseries and farm implement servicing and sales.

In its shape the land comprises a thin sliver sandwiched between SH1 and the railway. In this regard the land is unique within Selwyn District. Also contributing to its character is its proximity to the two urban centres of Rolleston, Templeton and Christchurch.

### **Potential re-zoning to Rural Business Zone**

Regarding landscape matters the following factors favour rezoning.

- The land is not subject to RMA s6 matters
- There are no significant or important natural or physical landscape features within the land.



- Activity within the land is diverse which is reflected in its character.
- While the land exhibits mostly rural character, it is neither fully rural nor urban.
- The land is close to urban centres.
- The land is very strongly contained and bounded by SH1 and the railway, both of which form physical buffers to adjoining activities.
- Re-zoning would enable better management and therefore greater certainty that desired landscape and amenity outcomes will be achieved– these are described next.
- Due to the very narrow configuration of the subject land and required rural character elements rezoning would not result in coalescence of the Rolleston and Templeton urban centres.

In summary there are no landscape impediments to re-zoning

### **Desired landscape outcomes**

Listed below are desired landscape and amenity outcomes arising from re-zoning.

#### Overall outcome

To create a business park like environment that exhibits a certain degree of rural character analogous to a rural residential environment, but in this case being a rural business environment. It would have the following attributes:

- A high proportion of open space to built form delivered via site coverage standards for both buildings and impermeable hardstand.
- Buildings that are not dominant – delivered via setback and building height standards.
- Buildings that appear subservient to their semi-rural setting – achieved via the above standards in addition to colour and reflectivity controls.

- A predominance of large trees and extensive greenery and their maintenance via landscape standards.
- The avoidance of potentially unsightly activity (eg; outdoor storage) through location (not within setbacks) and screening standards.
- Controls on the display of products – not within setbacks.
- Controls on signage in terms of size, location, content (site related activity only) and lamination.
- Controls on lighting in terms of brightness and location.
- Standards controlling the character of fencing – that is, farm style only.
- The avoidance of kerb and channel and any other typically urban motifs (eg street lighting, street furniture and so on).

In summary the zone will exhibit a high level of amenity characterised by a relatively large amount of green open space while accommodating aesthetically appropriate business activity. This will occur in a setting surrounded by rural activity which will be appreciable to those travelling SH1 and other adjoining roads. The site's narrow form will enable transparency and therefore views to the rural land beyond the zone, thereby ensuring the continued predominance of rural character. Such an outcome will be commensurate with the gateway function of this section of the highway between Rolleston and Christchurch.



10 November 2010

Murray Implement Co Ltd  
C/- Andrew Purves Planning & Resource Management Ltd  
PO Box 33010  
**CHRISTCHURCH 8244**

Dear Sir/Madam

**RE: RESOURCE CONSENT APPLICATION – 105325**

APPLICANT:	Murray Implement Co Ltd
LOCATION:	Corner of State Highway 1 and Curraghs Road
LEGAL DESCRIPTION:	RS 40376
ZONING:	The property is zoned Inner Plains under the provisions of the Partially Operative District Plan – Rural Section.
PROPOSAL:	Variation of conditions pursuant to Section 127 of the Resource Management Act 1991 in respect to landuse consent 085336 granted on 26 June 2009 by a hearings commissioner
TYPE OF APPLICATION:	This application has been assessed as a change of condition pursuant to Section 127 of the Resource Management Act 1991. As such the relevant provisions of the Partially Operative Plan and the Resource Management Act 1991 have been taken into account.

**COUNCIL DECISION**

This application was lodged and formally received with the Selwyn District Council on 05 November 2010. Assessment and approval took place on the 09 November 2010

The full text of the decision is as follows:

That pursuant to Section 127 of the Resource Management Act 1991, the Selwyn District Council grants Change of Condition Application 105325 to change Conditions 1, 8 and 19 of 085336, Corner of State Highway 1 and Curraghs Road

Conditions 1, 8 and 19 shall now read:

1. The consent shall be exercised substantially in accordance with the application for resource consent, including site layout and the informal outdoor machinery parking area and the display area and associated landscaping and fencing set out in the Site Layout and Landscape Plan (Revision H) prepared by Peter Rough Landscape Architects Limited, as amended by the information and plan provided in resource consent 105325, except to the extent that any condition in this consent is inconsistent with such material or any part of it. If there is an inconsistency, the terms and conditions of this consent shall prevail.
8. A two metre high close boarded fence shall be constructed along the north boundary as shown on the Site Layout and Landscape Plan (Revision H), and as extended by the plan provided with resource consent 105325.
19. The buildings shall be of the colours and reflectivity specified in the application and shown on the Site Layout and Landscape Plan (Revision H) and the North East and South East Elevation Plan (Revision E) prepared by Peter Rough Landscape Architects Limited, and as amended by the information by the information provided in resource consent 105325.

Notes to the Consent Holder

- a. All other conditions of Resource Consent 085336 shall remain unchanged and in effect.

Yours faithfully  
Selwyn District Council

Ben Rhodes  
**RESOURCE MANAGEMENT PLANNER**

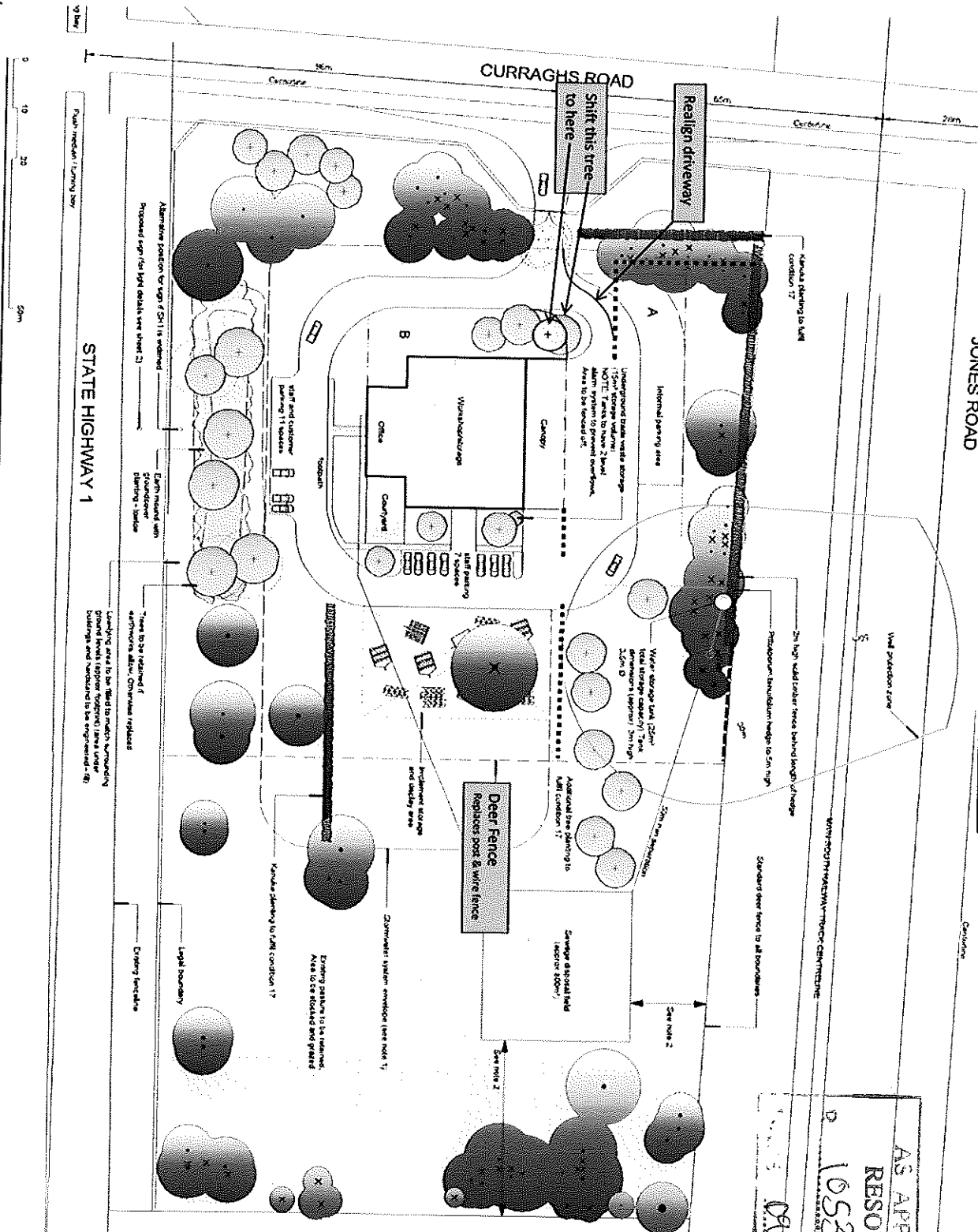


**(MORE COLOUR)**

1525

8-11-1

25



## Site Layout and Landscape Plan

<p><b>PETER ROUGH</b>  <b>LANDSCAPE ARCHITECTS</b>  <b>LIMITED</b></p> <p>200 N. LINDEN AVE., SUITE 200          CHICAGO, ILL. 60601          TEL. 312/329-1100          FAX 312/329-1101</p>	
<p><b>PROJECT</b>          MURRAY IMPLEMENT          CO LTD          SOUTHWEST ROAD STATE          HIGHWAY 1          BELLEVUE DISTRICT</p>	
<p><b>TITLE</b>          LANDSCAPE PLAN</p>	
<p><b>DATE</b>          1-1-84</p>	<p><b>BY</b>          PETER ROUGH</p>
<p><b>SCALE</b>          1" = 10'</p>	<p><b>REVISION</b>          1</p>
<p><b>DATE</b>          1-1-84</p>	<p><b>BY</b>          PETER ROUGH</p>
<p><b>SCALE</b>          1" = 10'</p>	<p><b>REVISION</b>          1</p>

**Legend**

- Embossed bands of fine lines to remain
- Other existing metal features
- Existing fine lines to be removed
- Existing lines that may be retained or removed
- Recessed areas to be either coated, beveled or cut
- Recessed rounded area
- Interparting bevels
- Cutout area

(Internal and external cavity areas indicated by no more than 2 dots/min.)



