

## **PROPOSED PLAN CHANGE 10: CONSULTATION SUMMARY**

### **CONSULTATION UNDERTAKEN**

Preliminary consultation was undertaken with a view to obtaining feedback from parties before finalising the content of the plan change. This occurred in the form of an information pamphlet provided to surrounding landowners, and those parties involved with the recent Plan Change 5 along Hoskyns Road. This information was also provided on the Council website. Feedback was invited on the proposal, with responses due by the 10 August 2009 (providing approximately 4 weeks for people to respond). A total of 18 responses were received to this preliminary consultation exercise, with 2 in support, 12 in opposition, and 4 not stating their position. Responses were received from Environment Canterbury, Weedons Residents Group, Selwyn Central Community Board, surrounding land owners and others. The key concerns raised by the respondents to the proposed plan change involve the following matters:

- Noise;
- Lighting;
- Visual Effects;
- Traffic; and
- Impact on well-being of rural residential properties.

Other concerns were raised; however, many of these issues raised were unrelated to the particulars of the plan change and/or did not relate to resource management concerns under control of the Selwyn District Council (i.e. Council's attitude to previous dealings with respondents / pollution etc). A full summary of the responses received to the preliminary consultation exercise is included later in this summary.

In accordance with clause 3 of the First Schedule of the RMA, consultation has been undertaken with Ngai Tahu, other iwi authorities, Environment Canterbury and the Ministry for the Environment. To date, no responses from these parties have been received, with the exception of the Environment Canterbury who provided a response in respect of the preliminary consultation outlined above.

Whilst the majority of the area in question has been included as a new Greenfield Business Area in PC1 and the proposal does not give rise to any cross boundary issues, adjoining local authorities (Ashburton, Christchurch and Waimakariri) have also been notified of the proposed plan change. To date, no responses from these parties have been received.

Copies of the above letters are attached to this summary.

### **RESPONSE TO CONSULTATION**

In response to the issues raised by the respondents, several amendments to the plan change were made. Whilst amendments were made to the plan change, there were other matters which were not considered appropriate to amend (i.e. noise and light spill). Potential adverse effects on the 'well being of rural residential properties' would be a consequence of adverse effects on amenity (i.e. noise, light and visual effects), as such, this concern can be addressed through an assessment against those amenity matters of relevance. The various amendments to the draft plan change and the reasons why other matters did not get incorporated into the plan change are set out below:

#### **Noise:**

- The proposed plan change continues with the present noise controls that are applicable to Izone. These noise controls apply at the Rural Zone boundary (i.e. at the boundary of Izone), and are consistent with those applied at Business to Rural Zone boundaries in other

Districts, and are in fact lower than what can occur between properties within the Rural Zone. Accordingly, the present noise controls are considered sufficient to address any potential for adverse noise effects from Izone.

#### **Lighting:**

- It is apparent from the responses received to the preliminary consultation that at night, some lighting from Izone can be seen by properties in the locality. This matter largely arises from urban activities (which require street lighting) occurring in proximity to rural activities. The same issue would arise in respect of properties within close proximity to the residential areas of Rolleston. Accordingly, the proposed plan change includes the same light standards currently applicable to the Business 2 Zone at Izone, which require that lighting is shielded from above so that the light source is not visible from outside of Izone, and that light spill outside of Izone is limited to 3 lux. This lux spill requirement is the same as that which applies between property boundaries in the Rural Zone. Accordingly, the present lighting controls are considered sufficient to address any potential for adverse lighting effects from Izone.

#### **Visual Effects:**

- The proposed plan change maintains the present permitted height limit at Izone, whilst providing some additional flexibility for small features such as air conditioning units and water tanks to exceed this height limit for practical reasons. Any building above 15m in height will remain to require a resource consent, allowing an assessment of the visual effects of such a building to take place. This height limit is consistent with other similar business zones in other Districts. In response to the feedback received, further investigations into the options on how to best mitigate the potential adverse visual effects of buildings establishing within the park were undertaken. The outcomes of these investigations have identified the two following proposals which will provide additional visual mitigation of buildings at Izone:
  - The proposed plan change incorporates a requirement to limit the reflectivity of buildings over 15m in height. The extent of the reflectivity limit has been identified as 40%, which is considered appropriate to ensure that buildings above 15m in height will not generate adverse glare effects.
  - The proposed plan change also includes a secondary planting strip along the western side of Railway Road, in addition to the retention of the existing shelterbelt along Railway Road. This landscape strip is likely to be established adjacent to the water race running parallel to the railway line. This landscape treatment along Railway Road will thus involve two strips of landscape planting, ensuring that views into Izone or of buildings established at Izone will be minimised. It is considered that this will provide further visual mitigation in respect of buildings establishing at Izone for those properties to the west of the Park.
- It is considered that the addition of these two other matters will comprehensively address any potential for adverse visual effects arising from the proposed plan change.

#### **Traffic:**

- Effects from heavy vehicles operating in the area were identified as a concern. As part of Plan Change 5, various upgrades were required to Hoskyns Road, and the intersections of the same with Jones Road and Maddisons Road to mitigate any potential adverse traffic effects of the proposed plan change. The traffic assessment undertaken for the proposed plan change identified the need to upgrade the Jones Road / Hoskyns Road intersection and this has been incorporated into the proposed amendments to the District Plan.
- The proposed draft Outline Development Plan circulated as part of the preliminary consultation exercise identified a potential road access link to Railway Road. In the Outline

Development Plan to be included within the proposed plan change, this road link to Railway Road is identified as a definite road link. The proposed plan change does not allow individual site access from any allotments adjacent to Railway Road, and instead seeks to consolidate these movements to a central point (being the road link). In addition, consideration is presently being given to closing a portion of Railway Road adjacent to Izone. The closing of this portion of the road (approximately 1km in length) will prevent any vehicle movements along this stretch of the road, and will minimise dust and noise generation from traffic movements. This is a separate process that Council can embark on once a new road link from Izone to Railway Road is in place.

- The proposed plan change provides for rail linkages from the Midland Railway Line into Izone. The use of rail will be encouraged within Izone, consistent with National and Regional initiatives with regards to increased use of rail services.
- It is considered that any potential for adverse traffic effects can be adequately addressed through the above.

A letter was sent to all respondents on the 27<sup>th</sup> August 2009 which provided further information on the proposed plan change, and identified how those key concerns outlined in the responses would be addressed within the plan change. A copy of this letter is attached at the end of this summary.

## **LETTERS TO FIRST SCHEDULE PARTIES AND ADJOINING LOCAL AUTHORITIES**

29 June 2009

Ashburton District Council  
PO Box 94  
ASHBURTON 7740

**Attention:** John McKenzie  
Manager, Environmental Services

Dear John

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

The plan change is being promoted to enable the expansion of the existing Izone. Since its initial inception in 2001 the Izone has experienced positive reception from the industry. To meet the future demand and growth of the Izone it is necessary to expand the business park. As such, it is considered necessary to expand beyond the existing Business 2 Zone to facilitate the development of the site to provide for future demand. It is considered that given the particular type and scale of activities establishing at Izone, a new Business '2A' Zone which encompasses all of Izone is appropriate to reflect the nature and scale of activities establishing within the park. As a consequence of introducing a new Zone to the Selwyn District Plan (Townships Volume), several amendments to the same are required.

Presently the Izone is specifically controlled by the Selwyn District Plan in terms of having two Outline Development Plans (appendix 22 and 33), and several rules applicable only to Izone (such as noise, lighting, types of activities, retailing and landscaping). As a consequence of Plan Change 5 to the Selwyn District Plan (which rezoned some 56ha of rural land to business to the east of Izone), several changes to the District Plan are now considered appropriate which address Izone in its entirety, including that land rezoned by Plan Change 5, and to endorse the use of a single Outline Development Plan.

In order to better reflect the types of activities establishing at Izone, and to ensure the most efficient and sustainable use of the land resource at Izone, some aspects of the Selwyn District Plan require to be revisited. Some of these matters include the removal of an internal recession plane control,

amendment to the definition of height, ability for buildings to be established to a height of 20m as a restricted discretionary activity, comprehensive boundary landscaping and other ancillary amendments/ additions/deletions to the Selwyn District Plan. These changes will ensure that future business development at Izone will make an efficient use of the land resource, whilst still maintaining a high level of amenity appropriate for its industrial zoning.

The proposed plan change documentation is still being prepared, and to this end, we welcome any comments you may have on this proposal. Should you require any further information please contact the writer directly.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Daniel Thorne".

Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

29 June 2009

Christchurch City Council  
PO Box 237  
CHRISTCHURCH 8140

**Attention:** John Gibson  
Planning Administration Manager

Dear John

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

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Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN



29 June 2009

Environment Canterbury  
PO Box 345  
CHRISTCHURCH 8140

**Attention:** Don Rule  
Director, Resource Planning and Consents

Dear Don

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

The plan change is being promoted to enable the expansion of the existing Izone. Since its initial inception in 2001 the Izone has experienced positive reception from the industry. To meet the future demand and growth of the Izone it is necessary to expand the business park. As such, it is considered necessary to expand beyond the existing Business 2 Zone to facilitate the development of the site to provide for future demand. It is considered that given the particular type and scale of activities establishing at Izone, a new Business '2A' Zone which encompasses all of Izone is appropriate to reflect the nature and scale of activities establishing within the park. As a consequence of introducing a new Zone to the Selwyn District Plan (Townships Volume), several amendments to the same are required.

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Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

29 June 2009

Ministry for the Environment  
PO Box 10362  
WELLINGTON 6143

**Attention:** Craig Mallett  
Resource Management Act Implementation Manager

Dear Craig

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

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Yours sincerely

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Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

29 June 2009

Mahaanui Kurataiao Limited  
PO Box 3246  
CHRISTCHURCH 8140

**Attention:** Andrea Lobb  
Kaiarahi - General Manager

Dear Andrea

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

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Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

29 June 2009

Toitū te Whenua  
Te Rūnanga o Ngāi Tahu  
PO Box 13-046  
CHRISTCHURCH 8141

**Attention:** Maree Willetts  
Environmental Advisor - Hutaonga

Dear Maree

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

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Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN



29 June 2009

Te Taumutu Runanga  
PO Box 3214  
CHRISTCHURCH

**Attention:** Maani Stirling  
Kaihautu – General Manager

Dear Maani

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

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**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

29 June 2009

Waimakariri District Council  
Private Bay 1005  
RANGIORA 7440

**Attention:** Victoria Caseley  
District Plan Manager

Dear Victoria

**PROPOSED REZONING REQUEST BY SELWYN DISTRICT COUNCIL AT RAILWAY ROAD, AND THE IZONE SOUTHERN BUSINESS HUB ('Izone'), ROLLESTON  
CONSULTATION UNDER SECTION 3(1) OF SCHEDULE 1 OF THE RESOURCE MANAGEMENT ACT 1991**

We write to you on behalf of our client, Selwyn District Council, in regards to their proposal to rezone approximately 49ha of rural land at Railway Road for business purposes. In addition, it is proposed that a new Business 2A Zoning will replace the existing Business 2 zoning over Izone. The remainder of this letter outlines the proposed Plan Change. We welcome any comments you may have regarding the proposal.

Please find **enclosed** a plan illustrating the area of land to be zoned Business 2A. The proposed plan change incorporates a requirement for development over the land in question to be in accordance with a single Outline Development Plan prepared in accordance with the requirements of Proposed Change 1 to the Regional Policy Statement which is to be included as an Appendix to the District Plan. The rural land involved in the proposed Plan Change is situated directly adjacent to the Business 2 Zone where the existing Izone is located, and is identified in the Officer Report for Plan Change 1 to the Regional Policy Statement as 'SR1', and a 'Greenfield Outline Development Plan Area – Business'.

The plan change is being promoted to enable the expansion of the existing Izone. Since its initial inception in 2001 the Izone has experienced positive reception from the industry. To meet the future demand and growth of the Izone it is necessary to expand the business park. As such, it is considered necessary to expand beyond the existing Business 2 Zone to facilitate the development of the site to provide for future demand. It is considered that given the particular type and scale of activities establishing at Izone, a new Business '2A' Zone which encompasses all of Izone is appropriate to reflect the nature and scale of activities establishing within the park. As a consequence of introducing a new Zone to the Selwyn District Plan (Townships Volume), several amendments to the same are required.

Presently the Izone is specifically controlled by the Selwyn District Plan in terms of having two Outline Development Plans (appendix 22 and 33), and several rules applicable only to Izone (such as noise, lighting, types of activities, retailing and landscaping). As a consequence of Plan Change 5 to the Selwyn District Plan (which rezoned some 56ha of rural land to business to the east of Izone), several changes to the District Plan are now considered appropriate which address Izone in its entirety, including that land rezoned by Plan Change 5, and to endorse the use of a single Outline Development Plan.

In order to better reflect the types of activities establishing at Izone, and to ensure the most efficient and sustainable use of the land resource at Izone, some aspects of the Selwyn District Plan require to be revisited. Some of these matters include the removal of an internal recession plane control,

amendment to the definition of height, ability for buildings to be established to a height of 20m as a restricted discretionary activity, comprehensive boundary landscaping and other ancillary amendments/ additions/deletions to the Selwyn District Plan. These changes will ensure that future business development at Izone will make an efficient use of the land resource, whilst still maintaining a high level of amenity appropriate for its industrial zoning.

The proposed plan change documentation is still being prepared, and to this end, we welcome any comments you may have on this proposal. Should you require any further information please contact the writer directly.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Daniel Thorne".

Daniel Thorne  
**Planner**

Enc: PROPOSED OUTLINE DEVELOPMENT PLAN

**SUMMARY OF RESPONSES RECEIVED BY SELWYN DISTRICT COUNCIL  
TO PROPOSED PLAN CHANGE 10 (BUSINESS 2A ZONE) TO THE SELWYN  
DISTRICT PLAN**

**PRE LODGEMENT CONSULTATION RESPONSES  
PERIOD OF CONSULTATION: 13 JULY – 10 AUGUST 2009**

	<b>SUPPORT/OPOSE</b>	<b>MATTERS RAISED IN RESPONSE</b>
1		<ul style="list-style-type: none"> <li>• Supports the use of a single ODP and specific zoning for Izone;</li> <li>• Assumes PC5 rules will be incorporated into the PC;</li> <li>• Notes that the site involves land outside of the notified version of RPS PC1, recommends that reasons for this change are identified in the PC as very little weight can be afforded to the Officers recommendation;</li> <li>• Will provide more feedback once further details of the PC are developed.</li> </ul>
2	Oppose	<ul style="list-style-type: none"> <li>• In accordance with the summary on plan change already submitted and to reject the plan change in its entirety.</li> </ul>
3		<ul style="list-style-type: none"> <li>• Gives limited support to the height restriction believing it should be maintained at 15m with tighter control on materials used, i.e. blend in with surrounding area, matt colours not shiny;</li> <li>• Want to see tighter controls on noise, dust, height, pollution and lighting;</li> <li>• Comments that the booklet was not very detailed;</li> <li>• Requested further time to respond on the summary.</li> </ul> <p>Additional Response on the 18<sup>th</sup> August 2009 – Questions:</p> <ul style="list-style-type: none"> <li>• What are the specific differences that the proposed Business 2A Zoning will provide over the existing Business 2 Zoning;</li> <li>• Is the Business 2A Zoning encompassing the entire the Izone, including that area rezoned by PC5.</li> </ul>
4	Oppose	<ul style="list-style-type: none"> <li>• The ODP is poorly considered and contains many flaws;</li> <li>• Noise;</li> <li>• Adverse visual impact from buildings, especially those up to 20m in height;</li> <li>• Lighting pollution;</li> <li>• Concerned that no information provided on 'landscape treatment 3';</li> <li>• Traffic concerns - ignores Railway Road as an unsealed and narrow road and the poor condition of Jones Road;</li> <li>• Significant impact on the rural lifestyle of Armack Drive residents.</li> </ul>
5	Oppose	<ul style="list-style-type: none"> <li>• Noise;</li> <li>• Dust;</li> </ul>

	SUPPORT/OPOSE	MATTERS RAISED IN RESPONSE
		<ul style="list-style-type: none"> <li>• Increase in adverse visual and noise effects from the increase in the building height.</li> </ul>
6	Oppose	<ul style="list-style-type: none"> <li>• Noise;</li> <li>• Pollution;</li> <li>• Traffic;</li> <li>• Property values and need for compensation;</li> <li>• Issues with Council granting them a permit to extend their property and not advising them of the proposed Izone extension.</li> </ul>
7	Oppose	<ul style="list-style-type: none"> <li>• Does not consider it necessary to open up more business land until the land along Hoskyns Road is at least <math>\frac{3}{4}</math> filled up;</li> <li>• Council funds would be better spent in other areas;</li> <li>• Lack of monitoring of businesses in regards to compliance with consent conditions or the District Plan requirements (identified Solid Energy landscaping along Hoskyns Road which is not yet established);</li> <li>• Wishes to be well informed about the rezoning;</li> <li>• The pamphlet was not very clear.</li> </ul>
8	Support	<ul style="list-style-type: none"> <li>• Generally supports the proposed plan change (pamphlet was not very detailed on the proposed changes and therefore is unable to give more than general support to the proposed changes to height etc)</li> <li>• Recommends consideration be given to imposing the following condition on buildings and structures that exceed 15m: <i>"that buildings and structures that exceed 15m in height should be finished in a non-reflective finish or painted in a matt colour (light grey, light blue, white) to minimise the visibility of the structure from a distant viewer"</i>;</li> <li>• Supports the use of a single ODP.</li> </ul>
9	Oppose	<ul style="list-style-type: none"> <li>• Industrial development is out of character with the rural area;</li> <li>• Noise (comments that Izone represents an attraction to boy racers);</li> <li>• Notes that it is pleasant to be consulted about the proposed industrial activity because this has never been the case in the past;</li> <li>• Christchurch already has large areas of industrial land so there is not need to develop more rural land for this purpose.</li> </ul>

	SUPPORT/OPOSE	MATTERS RAISED IN RESPONSE
10	Oppose	<ul style="list-style-type: none"> <li>• Development of the rural area is too close to rural residential properties;</li> <li>• Concerned as Council led the residents to believe there would be no access or rail sidings off Railway Road, yet the ODP indicates this to be the case;</li> <li>• Rural residential development within Armack Drive was present far before Izone;</li> <li>• Izone already has a significant impact on the well-being and rural lifestyle of the residents of Armack Drive, which will only be increased as a result of the proposal;</li> <li>• Noise;</li> <li>• Lighting;</li> <li>• Traffic (notes Jones Road is in extremely poor condition);</li> <li>• Significant adverse visual effects of large buildings;</li> <li>• Makes additional comments on the arrogance of Council in that they only care about residents on the east side of Rolleston, and points to the Christchurch City Council's response to the residents that were in close proximity to the Ruapuna raceway where the Council has offered to purchase those properties immediately adjacent to the raceway that are subjected to 'unreasonable' noise.</li> </ul>
11	Support	<ul style="list-style-type: none"> <li>• Wants to see the rezoning extend to Kerrs Road, or his property be rezoned.</li> </ul>
12		<ul style="list-style-type: none"> <li>• No problem with the proposed B2A Zone, however, do have concerns with odour and noise pollution;</li> <li>• Wants to see rural-residential (2ha) options be available for the workforce at Izone;</li> </ul>
13		<ul style="list-style-type: none"> <li>• No issue with rezoning additional land along Railway Road;</li> <li>• Object to the standardisation of the Izone ODP's to one ODP on the basis that an additional road connection is proposed to Hoskyns Road from that approved by PC5;</li> <li>• Disappointed with Council in using 'sneaky and underhand' tactics trying to sneak another access to Hoskyns Road.</li> </ul>
14	Oppose	<ul style="list-style-type: none"> <li>• Will submit a more detailed response in the coming weeks.</li> </ul>
15	Oppose	<ul style="list-style-type: none"> <li>• Erosion of lifestyle;</li> <li>• Reduce property values;</li> <li>• Concerned with the poor site/sound barriers;</li> <li>• Oppose the proposed changes to height matters;</li> <li>• Landscape solutions do not stop noise, need to consider other solutions;</li> <li>• Water and sewerage town connections should be considered for the Armack Drive residents as possible compensation;</li> <li>• Wants to see specific discussions take place with those affected parties.</li> </ul>
16	Oppose	<ul style="list-style-type: none"> <li>• Residents were led to believe by Council that rail would be inside the industrial area and buildings would face inwards to alleviate noise;</li> <li>• Trucks beeping may be below the noise standards, but this doesn't make it any less annoying;</li> <li>• Oppose any access to Railway Road and no breaks in the tree line along Railway Road;</li> </ul>

	SUPPORT/OPOSE	MATTERS RAISED IN RESPONSE
		<ul style="list-style-type: none"> <li>• Height of the tree line has been reduced, and is too thin (you can see through it);</li> <li>• Opposes access from Railway Road, doesn't want anymore development near Armack Drive and wants no more noise.</li> </ul>
17	Oppose	<ul style="list-style-type: none"> <li>• No consultation with people of Rolleston over development of Izone;</li> <li>• Infrastructure not adequate for the large business area;</li> <li>• Traffic lights at Railway and SH1 only a temporary fix;</li> <li>• A bridge will be necessary in the future – must be paid by the developer;</li> <li>• CRETS is a proposed plan, no finance, no guarantee it will go ahead;</li> <li>• Developer should be paying for all the infrastructure, not the people of Selwyn;</li> <li>• Concerns of Armack Drive residents have been ignored by Council – no development behind Armack Drive, no access to Railway Road, hedge to be kept intact and at a certain height;</li> <li>• Ignored Armack Drive residents' rights under s32 of Env. Act;</li> <li>• No consultation with Armack Drive over new developments behind Armack Drive;</li> <li>• Railway siding is located outside of the Business 2 Zone, now a business area outside of the business area;</li> <li>• Opposes the development of the 49ha area that Council had previously withdrawn at the request of the Armack Drive residents and mediation team;</li> <li>• Wants to see the height of buildings in Izone comply with a national standard for industrial zoning if there is one – not make own rules to suit the developer;</li> <li>• Need to consult with residents in the areas that are affected by the plan change;</li> <li>• Council has used its power to make Izone and stop other development on the northern side of SH1 – abuse of powers.</li> </ul>
18	Oppose	<ul style="list-style-type: none"> <li>• Recently purchased property unaware of Council plans to rezone further land along Railway Road, concerned that they may have to move and defer having children;</li> <li>• Izone is already noisy, but is tolerable in that you can't hear the industry in the evenings of weekends. Concern with increased noise and train noise – wants to see overall noise restrictions in terms of decibel levels and restrictions on operating hours;</li> <li>• Supports the fact that Izone in terms of Selwyn's economy and creation of jobs, however, cant understand how an industrial park can be established adjacent to a 25 year old rural residential enclave, better to use the land on the eastern side of Hoskyns Road;</li> <li>• Concerns with building height, wants to see height restrictions in place so that buildings are not visible over the hedge along Railway Road.</li> <li>• Lighting;</li> <li>• Emissions into the air or other pollutants in close proximity to residential homes;</li> <li>• Not appropriate in the immediate environment;</li> <li>• Property Values;</li> </ul>



	SUPPORT/OPOSE	MATTERS RAISED IN RESPONSE
		<ul style="list-style-type: none"> <li>• Rural lifestyle;</li> <li>• Council should purchase land as compensation;</li> <li>• Other areas which can accommodate this business growth;</li> <li>• Need to consider the human factor in this issue.</li> </ul>

# LETTER IN RESPONSE TO COMMENTS ON PROPOSED PLAN CHANGE 10

27 August 2009

Response to Comments Received

## PROPOSED PLAN CHANGE 10 TO THE SELWYN DISTRICT PLAN

Thank you for your feedback on the preliminary outline of proposed plan change 10 to the Selwyn District Plan. Your feedback has been considered along with the other feedback received and as a result some amendments to the proposal have been included in the plan change to be notified in the near future. A number of the specific matters raised are commented on below, while others are addressed in the plan change documentation itself.

The intention of the pamphlet was to provide a general overview of the proposal for initial comment which the Council could take into account as it more fully develops the plan change. We note that the proposed plan change will provide opportunities for feedback through the formal submission process.

### Extent of Plan Change

The area to be rezoned includes an approximately 49ha parcel of land to the north of the existing Izone (zoned Rural (Inner Plains)) as well as the existing Izone and that land recently rezoned by Plan Change 5 (both zoned Business 2). The proposed rezoning will take the form of a new Business 2A Zone. The new zoning is based on the unique characteristics of Izone that set it apart from other Business 2 zoned land elsewhere in the District. The new Business 2A Zone will not be significantly different in terms of land use controls from that presently imposed by the Business 2 Zone.

### Noise:

Noise from business and construction activities at Izone was identified as a concern by several respondents.

The proposed plan change will continue with the present noise controls that are applicable to Izone. These noise controls apply at the Rural Zone boundary (i.e. at the boundary of Izone), and are consistent with those applied to business to rural zone boundaries in other districts, and are in fact lower than what can occur between properties within the Rural Zone. We also note that construction noise is a matter that is not specific to Izone. Notwithstanding this, the Council is presently investigating the issue of operational and construction noise at Izone.

### Lighting:

It is apparent that at night, some lighting from Izone can be seen by properties in the locality. This matter largely arises from urban activities (which require street lighting) occurring in proximity to rural activities. The same issue would arise in respect of properties within close proximity to the residential areas of Rolleston.

In any event, the proposed plan change will include the same light standards currently applicable to the Business 2 Zone at Izone, which require that lighting is shielded from above so that the light source is not visible from outside of Izone, and that light spill outside of Izone is limited to 3 lux. It is noted that this requirement is the same as that which applies between property boundaries in the Rural Zone.

### Visual Effects:

The proposed plan change maintains the present permitted height limit at Izone, whilst providing some additional flexibility for small features such as air conditioning units and water tanks to exceed this height limit for practical reasons. Any building above 15m in height will remain to require a resource consent, at which time, the visual effects of such a building can take place.

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In response to the feedback received, the Council have further investigated options on how to best mitigate the potential adverse visual effects of buildings establishing within the park. The outcomes of these investigations have identified the two following proposals which will provide visual mitigation of buildings at Izone:

- The proposed plan change will incorporate a requirement to limit the reflectivity or colour of any buildings over 15m in height. The extent of the reflectivity limit has not yet been identified. However, this control will be sufficient enough to ensure that buildings above 15m in height will not create significant and inappropriate levels of glare.
- The proposed plan change will also include a secondary planting strip along the western side of Railway Road, in addition to the retention of the existing shelterbelt along Railway Road. This landscape strip is likely to be established adjacent to the water race running parallel to the railway line. This landscape treatment along Railway Road will thus involve two strips of landscape planting, ensuring that views into Izone or of buildings established at Izone will be minimised. It is considered that this will provide further visual mitigation in respect of buildings establishing at Izone for those properties to the west of the Park.

#### **Traffic:**

Effects from heavy vehicles operating in the area were identified as a concern, of which we note that investigations are underway in terms of how to best manage the traffic from/to Izone. As part of Plan Change 5, various upgrades were required to Hoskyns Road, and the intersections of the same with Jones Road and Maddisons Road. Council are presently undertaking investigations into what work on the transport network will be required as a result of the proposed plan change, with this information to be included within the notified plan change documentation.

The proposed draft Outline Development Plan identified a potential road access link to Railway Road. In the Outline Development Plan to be included within the notified plan change, this road link to Railway Road is to be identified as a definite road link. The proposed plan change does not provide individual site access from any allotments adjacent to Railway Road, and instead seeks to consolidate these movements to a central point (being the road link). Consideration is presently being given to closing a portion of Railway Road adjacent to Izone. The closing of this portion of the road (approximately 1km in length) will prevent any vehicle movements along this stretch of the road, and will minimise dust and noise generation from traffic movements. This is a separate process that Council will embark on once a new road link from Izone to Railway Road is in place.

The proposed plan change will provide for rail linkages from the Midland Railway Line into Izone. The use of rail will be encouraged within Izone and the notified plan change, consistent with National and Regional initiatives with regards to increased use of rail services.

#### **Other:**

A number of respondents raised issues with pollution, the form of the Outline Development Plan, and the lack of transparency or commitment from Council as to monitoring the compliance performance of businesses at Izone.

We note that the issues of pollution and air discharge are controlled by Environment Canterbury, and not the Selwyn District Council.

The proposed Outline Development Plan consolidates those two Outline Development Plans presently applicable to Izone. No changes are proposed to the number of access connections to Hoskyns Road, and the proposed Outline Development Plan requires specific landscape treatments along the zone boundaries, and builds on that already accepted form of outline plan approved by Plan Change 5.

In regards to Council's transparency, the proposed way forward will include public notification of the Plan Change which provides for submissions to be made by any party wishing to do so.

In instances where you are concerned that activities are operating outside of their conditions of resource consent and/or the District Plan requirements, we ask that you please contact Council's Enforcement Officer on the 24 hour phone 347-2800.

The Council is presently preparing the proposed plan change documentation which will include the following assessments:

- Traffic
- Stormwater
- Reticulated Services
- Visual Impact
- Outline Development Plan Report

Once the plan change is finalised, you will receive advice of the notification of the same and the process for making a submission.

If you have any queries, or wish to discuss the proposed plan change, please do not hesitate to contact me.

Yours sincerely



Tim Harris  
**Planning Manager**