

REPORT – PUBLIC EXCLUDED

TO: Chief Executive
FOR: Council Meeting – 8 April 2009
FROM: Craig Friedel, Policy Planner
DATE: 30 March 2009
SUBJECT: Recommendation of the Commissioner for Proposed Plan
Change 5 – Izone Industrial Development Park

1. RECOMMENDATION

That in respect of Proposed Plan Change 5 (PC5) to the Operative Selwyn District Plan, Council resolves:

- (i) This agenda item be publicly excluded until the date of Council's public notice to accept or reject PC5.
- (ii) Pursuant to Clause 10 (1) of the First Schedule of the Resource Management Act (RMA), to accept the recommendations tabled in the attached Commissioners report as its decision on PC5.
- (iii) To serve on every person who made a submission on PC5 a copy of its decision and notice specifying the timeframe for lodging an appeal, as required by Clause 11 (1) of the RMA.
- (iv) To give public notice of the fact that Council has made its decision and that the Operative District Plan is deemed to have been amended in accordance with that decision from the date of the public notice in accordance with Clause 10 (3) of the RMA.
- (v) To delegate to the Planning Manager the authority to take any steps necessary to give effect to recommendations (i) to (iii) above.

2. PURPOSE

To outline Commissioner Garlands decision to approve PC5 subject to a number of amendments. This report also seeks confirmation of Council's resolution to accept these Recommendations as its decision, which will require the public advertisement and serving notice of this decision in accordance with the First Schedule of the RMA.

3. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The implications of this report have been assessed against the Significance Policy. The acceptance of the Commissioners Recommendation to give effect to PC5 includes the following considerations:

- PC5 is not of significance in the context of the wider District as it is limited to the rezoning of a portion of rural land adjoining the existing Izone Industrial Development Park (Izone) to accommodate the current demand for industrial land in the area. The adoption of PC5 may have potentially significant consequences on land owners and associated stakeholders in the immediate vicinity of the site. However, the First Schedule process under the RMA has required public consultation to be undertaken and for PC5 to be publicly notified, submissions and further

submissions called and a public hearing held. Any subsequent decision by Council in regards to PC5 is subject to appeal to the Environment Court and higher courts on matters of law.

- The acceptance of the Commissioner's Recommendation does not have significant financial implications to Council, with the cost of potential legal appeals having been factored into the current budget.
- The process to date has not resulted in PC5 being significantly controversial, with the participatory framework encapsulated within the First Schedule of the RMA ensuring that interested parties and stakeholders have been given the necessary opportunity to be involved in the decision making process.

Accordingly, this issue has a low degree of significance when assessed against the Significance Policy.

4. HISTORY/BACKGROUND

Izone is a 180 hectare industrial node established on farmland to the north of Rolleston. The Business 2 Zone that accommodates the existing Izone is nearing capacity as demand for industrial land within the area increases. PC5 seeks to rezone 56.3 hectares of land to the north-east of the existing industrial park from Rural to Business 2, which extends from the existing Izone site to the boundary with Hoskyns Road. This land is identified on the Outline Development Plan (ODP) included as an appendix to the Commissioner's Recommendation, which accompanies this report as Attachment 1.

PC5 was publicly notified on 16 August 2008 in accordance with Clause 5 of the First Schedule. Submissions closed on 15 September 2008, with 52 submissions received in response to the public notice. Further submissions were called on 27 September 2008, with a closing date of 27 October 2008. A public hearing to consider PC5, submissions and Officers Section 42A reports was held on 17 and 18 December 2008.

5. PROPOSAL AND STATUTORY FRAMEWORK

Commissioner Garland made the decision to approve PC5 subject to a number of amendments on 20 March 2009. This recommendation assessed the submissions received and made decisions on each point. The amendments to PC5 as notified are detailed in Pages 18 through to 22 of the Commissioners Recommendation (Attachment 1).

The following amendments to PC5 as notified are recommended:

- (1) Alter the Outline Development Plan (ODP) to remove land already zoned Business 2.
- (2) Incorporate amenity hub locations into Appendix 33 of the ODP.
- (3) Add a definition of amenity hub and rules to direct their establishment.
- (4) Include illustrative road cross sections in Appendix 33 with a related rule.
- (5) Provide wording to indicate that these road treatments should be followed.
- (6) Additional wording to rules ensuring that subdivision design will promote development that fronts onto Hoskyns Road.
- (7) Incorporate a rule requiring planting on the western side of Hoskyns Road.
- (8) Addition of a new rule requiring the retention of existing hedgerows and vegetation, being: *"Rule 24.1.3.14: Existing established hedgerows and vegetation location within the area shown on the ODP at Appendix 33 shall be retained until such time as the new planting required by Rule 24.1.13 achieves a height of three metres."*
- (9) Additional wording to Rule 24.1.3.16: *"...as part of the works associated with that subdivision."*
- (10) Additional note to Rule 24.1.3.15: *"The detailing of the intersection between Hoskyns Road and the proposed 'Boulevard Road' should be designed with regard to integrating the external cycle/pedestrian link with pedestrian and cycle routes on the internal road system".*

The Recommendations go on to require the following measures to be implemented outside the land area defined within PC5:

- (i) The upgrading of the Jones and Hoskyns Road intersection and the section of Hoskyns Road from Jones Road past the Izone entrance to Maddisons Road.
- (ii) The upgrading of the Hoskyns and Maddisons Road intersection.
- (iii) The monitoring of traffic volumes on Maddisons Road at six monthly intervals.

An 80 kilometre per hour speed restriction is also recommended to be imposed on Hoskyns Road between Jones and Maddisons Roads to mitigate any potentially adverse effects with regards to vehicle movements.

Clause 10 (3) of the RMA's First Schedule requires a local authority to make a decision on a proposed plan change within two years of the public notification of the change. Council technically has until 15 August 2010 to publicly notify and serve notice of its decision

6. OPTIONS

Council is required to accept or reject the Commissioners Recommendations pursuant to Clause 10 (1) of the Act's First Schedule. The three options are assessed in turn as follows:

Accept the Recommendation

The Commissioners decision to accept PC5 in its amended form has been subject to a substantive hearing process chaired by a suitably qualified and experienced Commissioner who has considered PC5, submissions and Section 42A Officers reports in full. The Recommendation assesses each submission on its merits and details the reasons for accepting or rejecting each point. PC5 in its amended form has been deemed to be in accordance with the purpose and principals of the Act, with the provision of additional industrial land providing for the social and economic wellbeing of the community.

Reject the Recommendation

The rejection of the Commissioners Recommendation would result in significant financial costs to investigate an alternative plan change to cater for the demand for industrial land on the periphery of Rolleston. This would potentially require the initiation of the full statutory plan change process prescribed in Clause 1 through to 11 of the First Schedule, which would in turn result in significant delays to implementing the necessary provisions. The rejection of the Commissioners Recommendation would be subject to appeal from submitters who support the Plan Change and the subsequent recommendation.

I recommend that Council adopt the Recommendations made by Commissioner Garland for the reasons stated above.

7. VIEWS OF THOSE AFFECTED/CONSULTATION

a) Views of those affected

PC5 has been subject to a robust statutory process, which has involved consultation, public notices calling for submissions and further submissions and the consideration of PC5, submissions and expert evidence at a public hearing.

A notice of Council's decision to accept or reject the Commissioners Recommendation is required to be notified in accordance with Clause 11 as follows:

- (i) Serve notice of the decision that specifies the timeframes for lodging an appeal.
- (ii) If the local authority gives a notice summarising a decision it must make a copy available at all its offices and public libraries in the district. The notice must include a statement of the places where a copy of the decision is available and a copy must be provided within three working days of receiving the request.

- (iii) In giving notice of the decision under Clauses 11 (1) and 10 (3), the local authority must:
 - (a) publicly notify the District Plan pursuant to Clause 5 (1), and
 - (b) keep a copy available at every public library in the district in accordance with Clause 5 (5).

These statutory requirements will ensure that all affected parties will either be served notice of the decision directly or given the opportunity to view the decision within the Operative District Plan. It is noted that a person may only lodge an appeal to Council's decision if they made a submission to PC5.

b) Consultation

PC5 has been subject to the First Schedule of the RMA, where Clause 3 (1) prescribes the parties a local authority is required to consult when preparing a Plan Change. The mandatory parties to be consulted include certain Ministers of the Crown, affected local authorities, Tangata Whenua and anyone else deemed necessary by the local authority.

c) Maori implications

As detailed previously, PC5 has been subject to the First Schedule of the RMA, where Clause 3 (1)(d) specifically requires local authorities to consult with Tangata Whenua. It is considered that this consultation and the public notices and hearing of submissions undertaken to date has engaged Tangata Whenua and enabled Iwi to participate in the process.

8. RELEVANT POLICY/PLANS

The acceptance of the Commissioners Recommendation will result in Council adopting this decision as its own and will formalise PC5 into the Operative District Plan.

9. COMMUNITY OUTCOMES

PC5 supports the communities need for industrial land, which will have benefits in terms of providing additional employment opportunities and positive economic outcomes to the Rolleston area.

10. NEGATIVE IMPACTS

Other than the matters detailed in Section 6 above, it is not considered that Council's decision to accept the Commissioners Recommendation would result in any negative outcomes.

11. LEGAL IMPLICATIONS


Submitters to PC5 may appeal Council's decision to accept the Commissioner's Recommendation.

12. FUNDING IMPLICATIONS

The funding implications are limited to any subsequent appeals to the Environment Court and the costs incurred in notifying the decision in accordance with Clause 11 of the First Schedule. These costs are part of the current budget allocated to this project.

13. HAS THE INPUT/IMPACT FROM/ON OTHER DEPARTMENTS BEEN CONSIDERED?

Council departments have been involved throughout the preparation of PC5.

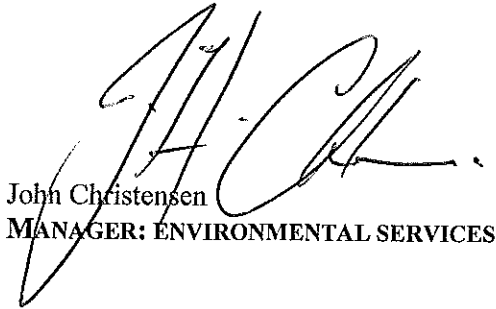


Tim Harris
PLANNING MANAGER



Craig Friedel
POLICY PLANNER

ENDORSED FOR AGENDA



John Christensen
MANAGER: ENVIRONMENTAL SERVICES

ATTACHMENT 1

RECOMMENDATION OF THE COMMISSIONER

**IN THE MATTER OF PROPOSED PLAN CHANGE No.5
TO THE SELWYN DISTRICT PLAN**

DATED 20 MARCH 2009

IN THE MATTER OF

the Resource
Management Act
1991

AND

IN THE MATTER OF

Proposed Plan Change
No. 5 to the Selwyn
District Council

RECOMMENDATION OF THE COMMISSIONER

INTRODUCTION

1. The Izone industrial development park has been established on former farm land north of Rolleston. The Council purchased this land in order to foster employment and economic development in the township and surrounding district. The industrial park is located in Railway Road, across State Highway 1 and the South Island Main Trunk Railway from the town. Many industries and companies have leased or purchased (mainly large) Business 2 lots including the Warehouse Limited's South Island Distribution Centre and Solid Energy New Zealand Limited's biodiesel and pellet fuel operations.
2. The existing Business 2 Zone is nearing capacity and for that reason the Council has purchased further land to the north-east. Plan Change 5 is proposed to rezone 56.3ha of this land from Rural to Business 2 between the existing B2 land and Hoskyns Road.
3. The plan change was notified on 16th August, 2008 and some 52 submissions were received by closure on 15th September 2008. Further submissions were called for on 27th September, 2008 and these closed on 27 October, 2008.

THE HEARING

4. The hearing of submissions took place at the Council's Rolleston Headquarters on Wednesday 17th and Thursday 18th of December, 2008 and I was appointed as a Commissioner to hear and consider the officer's reports prepared pursuant to section 42A of the Act and the various submitters and to make a recommendation to the Council as to whether to withdraw, retain or modify the plan change.
5. At the hearing I was assisted by:
 - Mr Tim Harris, the Council's Planning Manager who had prepared the report on submissions.
 - Mr Ian Craig, an Urban Designer who reported on urban design issues.
 - Mr Tony Penny, a Traffic Engineer who reported on traffic matters.
 - Mr Mark Dunbar, a Public Valuer who reported on property value.

These officers were responsible for the section 42A reports.

6. The following persons appeared to support submissions:
 - Mr Michael Rachlin representing the Canterbury Regional Council (ECan).
 - Ms Alison Jackson.
 - Ms Michelle Baughan.
 - Mr Michael Veitch.
 - Ms Voyna Crofts.
 - Ms Rosemary Blackmore and Mr Robert Blackmore.
 - Ms Pauline and Mr Alan Wilson.
 - Mr Frank Dowle.
 - Ms Lorraine Tolhoek.
 - Mr Lloyd Bathurst.
 - Mr Alan McCord
 - Mr McKim who also represented M A Luxton and Mr and Mrs Bosher.
 - Mr Bob Paton.
 - Ms Tracey Inns.
 - Mr Mark Alexander.

- Mr Callum Logan.
 - Ms Wendy Kennard and Mr Peter Tyson.
 - Ms Marion Powell.
 - Mr Peter Bullock representing the Weedons Ratepayers Association.
 - Ms M A Baker (Counsel) accompanied by Mr Stewart Fletcher and Mr Andrew Matheson on behalf of Solid Energy NZ Ltd.
7. Submissions were tabled from:
- Kerry Hughes on behalf of the Board of Trustees of Weedons School supported by a further 37 signatories.
 - Ms Anita Smart.
 - Ms D M and Mr A W Taylor.
 - Professor A G and Mrs M J Rothwell.
8. The following submitters gave notice that they would not be attending:
- Mr David McDonald.
 - Mr P M Watson.
 - Mr Warren and Ms Ann Walker.
 - Ms Kaye and Mr Reece Young.
9. The Cockburn Trust gave notice of withdrawal of its submission.
10. The reports written on behalf of the Council had been pre-circulated and for that reason were taken as read. Mr Harris, however gave a brief introduction at the beginning of proceedings. Mr Harris pointed out that the Outline Development Plan contained in Attachment D to his s42a report included an error in that an area that was already zoned B2 had been included in the area subject to the Plan Change request. This area was the southern most lot with frontage to Hoskyns Road, and is currently occupied by Solid Energy NZ Ltd.
11. Mr Michael Rachlin, on behalf of ECan, was scheduled to appear first. In his written brief, he explained that ECan endorsed the Selwyn District Council's use of an Outline Development Plan to guide development in the zone. The proposed rules and amendments recommended in the section 42a report led to a significant extent

addressed ECan's concerns related to integrated transport and land use. Nevertheless, he recommended a number of changes to the proposed Rules and Appendix 33 in order to improve their clarity and purpose (not to change their intent). For instance, he recommended that the Rule 24.1.3.15 as recommended by Mr Harris be amended to make sure that Hoskyns Road has been upgraded at the time subdivision consent is sought for the Boulevard Road rather than merely "provided for." He recommended that the scale and quality of the plans be improved to avoid doubt as to detail of the off road cycle pedestrian route on the western side of Hoskyns Road. He pointed to potential conflicts between pedestrians/cyclists and road transport.

12. As there was time before the next presentation Mr Penny was able to comment. He reminded me that this was a plan change which did not require the level of detail required for a resource consent. The plans were indicative and preliminary. He felt that demand for cycling beyond the access road would be very low. Mr Harris pointed out that there were assessment issues for the time of subdivision. Mr Rachlin responded that he still had concerns about such detail being left to a later stage when cycling and walking should be promoted.
13. Ms Jackson is a resident of Knights Road which joins Hoskyns Road 500m northwest of the furthest extent of the proposed new zone. She emphasised that the area was rural and the current Izone is well buffered. While she understood the economic strategy, she pointed to the fact that there was still vacant land in the existing zone and she was not convinced that more was needed. She did not believe there was new demand – it was just that the land was cheaper than in Christchurch and perhaps had less restrictions placed on it. Ms Jackson felt that the expectation that people would both live and work in Rolleston was unrealistic – it is a high cost area. She was convinced that more traffic would use Knights Road and that with greater use of GPS systems heavy traffic would be directed through local roads. Maddisons Road was useful for accessing the airport. She expressed concern about the possibility of multiple entries onto Hoskyns Road.
14. Ms Jackson considered that the proposed planting (much of it slow growing oak trees) would not do much more than soften the visual effect of the buildings and that they would detract from the area into which they had moved because of its rural qualities.

While the noise controls looked good on paper, its extent and nature could well be disruptive. Construction would mean diggers and road rollers. There would be traffic at night and forklifts with their audible signals. Ms Jackson felt that traffic should be directed to use Jones Road but was not convinced that there was a realistic mechanism to ensure this would happen. Surrounding land would be more difficult to sell and there would be no benefit to Weedons residents – only a burden.

15. Ms Baughan agreed with Ms Jackson. She considered that the proposal had not been sufficiently notified and given that the Council owned further land out to Maddisons Corner, she wondered if the plan change was, in effect, a fait accompli and was concerned about what the next stage involved. Ms Baughan was concerned that the expansion of the industrial area would be disruptive in terms of noise and light at night. The Warehouse building is lit at night and if there were to be more, this would be of concern. Ms Baughan considered that the visual simulations depicted an undesirable outcome. She made a plea for the existing hedgerows and trees to be retained, at least at the interim, because new landscape planting would not be effective for many years. One of her greatest concerns was the prospect of increased traffic on the country roads near the Weedons School (which was in the 100km speed zone). She felt that there should not be a multitude of entrances from Hoskyns Road.
16. Mr Veitch produced written evidence. He lives in West Melton Road about 1.8km as the crow flies to the nearest portion of the plan change. He was concerned about adverse financial and lifestyle effects but he did accept that some rezoning and development would be positive and was probable. Noise was of critical importance to his family and his neighbours. He was concerned that tall buildings would be visible above the buffer zone, and at the possibility of smells and bright lights at night. Mr Veitch sought actions to mitigate any adverse affects in the form of substantial permanent buffer zones on the perimeter of the zone. In particular, he wished such means to be extended “along the entire eastern and northern boundaries” of the zone. His support for the plan change was conditional upon the basis that any pollution is undetectable to his family and the local residential community.
17. Ms Crofts resides in Maddisons Road north of Rolleston. Her interests are for the wider community. She doubted the need for the plan change (noting that there were

few supporting submitters) and felt that many sites would be speculatively on-sold. In her opinion, there was no need for industrial employment in Rolleston. She considered that design and appearance should be controlled and that there should not be a multitude of entrances onto Hoskyns Road. Ms Crofts opined that many people were unaware and would be adversely affected. Submissions had closed too soon for many. In her view, some industrial activities should be listed as non-complying such as an abattoir or hazardous goods.

18. Solid Energy was represented by Ms Baker (Counsel) who called Messrs Matheson and Fletcher in support. Two of Solid Energy's renewable energy businesses are occupying or will occupy Business 2 land neighbouring the plan change: the Natures Flame wood pellet factory and a biodiesel plant. It is anticipated that both plants will expand onto land within the plan change area.
19. Ms Baker pointed out that with a site specific plan change, it was not relevant (in terms of section 32 of the Act) to consider alternative locations. This had been confirmed by the High Court in Brown v Dunedin City Council [2003] NZRMA 420(HC). She set out the relevant considerations in evaluating a plan change:

Whether:

- (1) it is the most appropriate way to achieve the objectives of the plan (section 32(3)(b); and
 - (2) it assists the territorial authority to carry out its functions in order to achieve the purpose of the Act (section 72); and
 - (3) it is in accord with the provisions of Part 2 (section 74(1)); and
 - (4) (if a rule) achieves the objectives and policies of the plan (section 76(1)(b)).
20. Ms Baker endorsed the inclusion of an outline development plan which have been considered with approval by the Environment Court.
 21. Mr Matheson described Solid Energy's relationship with the plan change and the nature of its activities in Rolleston. It supported the plan change which would provide a critical mass and allow the company's business to draw on a wider array of resources and services. He noted that the area is well served by transport links and

considered that road access would be best through one well controlled intersection onto the State Highway. He described the most commonly used transport route (by the company's vehicles) as "out the gate, then turning right and travelling to the south-east and then turning south or north onto State Highway 1."

22. Solid Energy plans to extensively landscape the frontage of the newly acquired land with native plants. This will screen views from the road into the site.
23. Mr Fletcher provided an overview of the Plan Change and Solid Energy's submission. He discussed the demand for industrially zoned land, the site characteristics, the options to provide for industrial development, the relevant statutory documents (the CRPS, the proposed CNRRP and the District Plan). Mr Fletcher considered that the changes proposed to the District were, in general, appropriate specially the use of an outline development plan. He suggested some improvements including:
 - The inclusion of the words "is permitted in Rule 16.1.5" after the words "Appendix 33".
 - The amendment of the title of Appendix 21 of the district Plan to refer to both Appendix 22 and Appendix 33.
 - Amendments to Rule 13.1.3 so that those activities listed from (a) to (j) are always, at a minimum a controlled activity (although he acknowledged that this might be beyond scope).
 - Modifications to ensure that a building encroaching into a setback has a more serious status (such as discretionary) compared to non-compliance with a landscaping requirement.
24. Mr and Mrs Blackmore live in Knights Road. They purchased their property some four years ago and have made a significant investment in terms of improvements. When they became aware of the plan change, they put their property on the market and there had been little interest. The zoning issue had become a bargaining point with some potential purchasers. The Blackmore's felt that the consultant's report on property value effects was overly optimistic. Their concern was that the inevitable increase of heavy traffic on Hoskyns Road will cause significant stress and that it would ruin the peaceful rural lifestyle and pollution free environment in the area. The RMA promoted sustainable management of resources in a way that enabled people

and countries to provide for their health and safety and this principle would be compromised. Mr and Mrs Blackmore did not believe that Rolleston would benefit from industrial expansion since it was a high cost housing area and this was contributing to staff shortages. If any expansion is found to be appropriate, it should be to the west and Mr and Mrs Blackmore were concerned about continued expansion in the direction of land now owned by the Council. Judging by the standard of the existing industrial area, it will be difficult for landscape planting to be sufficiently effective for a very long time. Mr and Mrs Blackmore did not feel they could wait that long.

25. Mr and Mrs Wilson also live in Knights Road. They were concerned that the plan change did not meet the purpose of the Act as expressed in section 5 in that it would detract from the social, economic and cultural well being of the people of the district. They expressed concern about the adverse effects of traffic, noise and light and disagreed with the conclusions in the valuer's report. They felt they had chosen to live in the country, away from industrial areas such as is now proposed.
26. Mr and Mrs Wilson doubted that expansion was required, given (among other things) the global financial crisis, but if so they urged that it should be done in such a way as to keep it from becoming prominent in the landscape. They considered that it would be necessary to:
 - Retain existing hedging.
 - Erect earth barriers.
 - Introduce building design requirements.
 - Lower the speed limit to 80kmph on Hoskyns Road from West Melton Road to Jones Road.
 - Direct traffic away from the rural area and onto the Main South Road.
27. Mr Dowle also lives in Knights Road. He is a real estate sales consultant and is on the Board of Trustees. at Weedons School. He has past experience as a police officer when he was involved in investigating vehicle crashes. He believes the plan change was entered into without adequate public consultation. He believes that the traffic report has been poorly prepared relying on outdated data and simply dismissing any negative aspects with a blind eye. He said secondary roads such as Maddisons Road,

Newtons Road, Weedons Ross Road and Knights Road are not mentioned. Nor does it mention West Melton Road, Kirk Road, Barkers Road, and Hasketts Road and Two Chain Road which he believed would be directly affected. Maddisons Road and Newtons Road were preferred routes (compared with SH1) to the airport, Christchurch northern suburb and further north. These would also be preferred routes for heavy traffic. Natures Flame already uses Maddisons Road and Hasketts Road. Local roads were hazardous for cycling and pedestrian use and would become more so. Provision would need to be made for these activities outside the zone. The report did not discuss the effect on local schools and the likely impact of a new intersection on Hoskyns Road had not been studied. Mr Dowle sought the following:

- “1. That before any decision is made on the rezoning, a comprehensive and robust Traffic Impact Assessment is completed. The assessment should take into account the likely routes used by drivers travelling between Izone and Christchurch and Canterbury. The current Traffic Impact Assessment lacks greatly in research and detail and draws unsubstantiated conclusions.*
- 2. The assessment must establish ALL roads likely to be affected and then make a detailed study of the current and anticipated traffic volumes on those roads.*
- 3. A thorough and accurate study must be made of the likely social costs on the roads in Weedons and Templeton as a result of this proposed industrial development. The safety of the local community and other road users must be considered.*
- 4. The Traffic Impact Assessment must consider all road users in the district; this includes local residents, pedestrians, farmers, cyclists and equestrians.*
- 5. If the rezoning does eventuate, then my submission is that no intersection is created on Hoskyns Road to allow access to and from Izone. The creation of that intersection will encourage traffic onto unsuitable secondary roads.*
- 6. If rezoning is allowed then a comprehensive traffic plan must be put in place to force all traffic travelling to and from Izone to use SH1.*

7. *If the rezoning does occur then adequate pedestrian and cycling facilities should be provided on all local roads which are likely to receive an increase in heavy traffic volumes.*
 8. *If the rezoning does occur, then appropriate signage and speed reduction zones must be provided on all affected roads.*
28. Ms Tolhoek lives in Weedons Ross Road. She explained that there is a perception that industrial land would devalue the area for local residents. There had been little chance for locals to consult with Izone because of the question of commercial sensitivity. Ms Tolhoek was clearly concerned with what might lie beyond the plan change because the Council had purchased further land. Izone, she said, had been dismissive of local land use activities especially equestrian activity which was a major contributor to show week. She considered the expansion of Izone to be contrary to the benefit of the citizens of Selwyn District.
29. Mr Bathurst supported Izone provided that it did not include a significant retail element. Only the Business 2 zoning should be to the west of Stage Highway 1, however, with other activities to the east.
30. Mr McCord who lives in Knights Road considered that there had not been a fair notification to all the stakeholders and consequently not all of the community's concerns had been investigated. More time was needed. The plan change would lead to loss of rural outlook, there could be air pollution and ground pollution, some occupants might be high water users and this was a failing resource. Mr McCord was concerned about the effect on property values and noise pollution. He considered that staff would have to travel from outside Rolleston because residential property would be too costly locally. Finally he was concerned about potential traffic effects. Many local roads would need to be upgraded and speed limits would need to be imposed. He said Knights Road already has 20-30 heavy trucks per day using it as a short cut.

31. Mr McCord asked for the zoning to be deferred until the economic climate is better, the carbon trading scheme consequences are more concrete and the Council and landowners are better informed.
32. Mr McKim, spoke also for M A Luxton and P A Bosher. He was not opposed to the plan change in principal but had some reservations. I note that P A Bosher had expressed concerns about lack of adequate consultation and adverse effects on the Weedons community in terms of amenity values. Mr McKim found the reports were too technical and the use of terminology was a problem. Many of the traffic considerations were just wishful thinking because traffic wants to avoid the Hornby/Carmen Road area and Maddisons/Hoskyns Road was often the shortest most direct route. He was sceptical about the Council's ability to enforce conditions and wished to be certain that any roading upgrades required did not have to be financed through rates.
33. Mr Paton (who lives in Larcombs Road) doubts whether the demand exists to justify the plan change. For three years he has been actively marketing 3.4ha of B2 land with no tangible success. He expressed concern that the Council wished to obtain even further extensions of the zone beyond the plan change into the rural area. He considered that the local roading in and around Rolleston would need to be significantly upgraded to cope with the increased traffic loading that would result from the exercise of the plan change.
34. Mr Paton proposed a covenant preventing the commencement of any building until an adequate road network is in place with particular emphasis on the feeder roads such as Hoskyns Road, Jones Road, Railway Road and Maddisons Road.
35. Ms Inns who lives in Newtons Road near Weedons Ross Road, while not directly affected, expressed the view that significant adverse effects, particularly with traffic, would result from the exercise of the Plan Change.
36. Mr Alexander representing the Community Board expressed support for the plan change but did have concerns about possible adverse effects and considered that there should be mitigation measures in place to address these. He considered that the

details with the plan change understated the potential visual impact of the exercise of the plan change. The current Izone is very visible and Mr Alexander saw a need to do better. He was opposed to multiple accesses onto Hoskyns Road and felt they should be limited in number to the number that could result from a 10ha rural subdivision.

37. Mr Alexander believed that if measures were not taken to discourage it, heavy traffic would tend to use Maddisons Road. He felt that Hoskyns Road should be upgraded as far as Maddisons Road, not just to the last entrance to the zone. This is something I will discuss later.
38. Mr Logan considered, after reading the officers' reports, that a number of issues were still unresolved. He was concerned to ensure that the jobs created matched the business skills of local residents. Rolleston, he said is dominated by Managers and Professionals and people like machinery operators and labourers were among the least present. This is rather different from the situation in, for instance, Bromley. This pointed more toward offices rather than factories and warehouses. Housing in Rolleston would be less affordable for people working in such industries and this would lead to greater travel distances to work with a workforce employed in Rolleston and living in Christchurch.
39. Mr Logan did not believe Mr Dunbar's valuation report had undertaken in depth analysis. Many studies indicated that property prices were affected by nearby land uses. The further away from a nuisance the less the impact. He instanced some studies (American) indicating that within 400m the most advantageous land use was open space with commercial industrial and small lot residential being less desirable. He proposed a buffer zone allowing lifestyle block subdivision to 2ha or less. This could be in lieu of compensation for nearby affected landowners. He sought a 40kmph speed limit outside the Weedons School. Mr Logan was critical of the lack of an explicit cost benefit analysis covering alternative methods nor any clear linkage to the fulfilling of community outcomes. The Long Term Council Community Plan contained no reference to the project in terms of community outcomes. He suggested a height limit of 13.8m which coincided with the "Warehouse".

40. Mr Logan reflected that the large number of submissions was an indication of how much the community would be affected.
41. Mr Kennard and Mr Tyson reside in Knights Road. They considered that the Council had not been sufficiently proactive with its community consultation. They made the point that many of the properties in the area are, in effect, retirement funds. The resultant traffic would adversely affect rural amenity and it should be kept off rural roads which do not have the required capacity for safely handling heavy vehicles.
42. Mr Bullock spoke on behalf of the Weedons Ratepayers Association (of which he is the Chairman) illustrating his address with a Powerpoint presentation. The Ratepayers Association opposed the plan change for four reasons:
- Reduced rural amenity.
 - Traffic effects.
 - Effects on property value.
 - Visual, noise and air pollution.
43. Although the Council's evidence was good in theory, he felt in practice its performance left much to be desired. The existing industrial development had led to much reduced amenity, increased traffic on rural roads, dust, smoke, etc. He said that the existing Izone development was very poorly finished and if new development followed the same standard people would have to live with a very much downgraded environment.
44. Mr Kerry Hughes, Chairman of the Board of Trustees of Weedons School wrote outlining three matters the Board would like to be addressed:
- Jones, Hoskyns, Maddisons and Weedons Ross Roads should be widened. They are the feeder roads to the school and are narrow with an open speed limit.
 - These roads should be provided with cycle lanes with footpaths on Hoskyns and Weedons Ross Roads between Jones and Maddisons Roads.
 - There should be reduced speed limits on Hoskyns and Weedons Ross Roads between Jones and Maddisons Roads.

45. If these matters are addressed and the Board has a written assurance that that will be the case, then there would be no need to oppose the plan change.
46. Ms Smart (who lives in Wild Road) wrote expressing concern about the possibility of heavy traffic on rural roads. She considered that a traffic impact assessment should be undertaken on Maddisons Road. She considered further that the following measures should be in place when the plan change is exercised:
- The development of an interchange at SH 1/Weedons Road/Weedons Ross Road intersection to provide primary access to Izone from Christchurch via Jones Road and to Rolleston via Weedons Road – at the cost of Izone.
 - The only access to Izone should be via the existing Izone Drive. There should be no access to Hoskyns Road.
 - The intersection of Maddisons and Hoskyns Road to be reconfigured so that access from the latter into the former by heavy vehicles is awkward and discouraging – again at the cost of Izone.
47. Mr and Mrs Taylor who live in Rossendale Road wrote to say that while they supported the proposed industrial zoning approximately to Maddisons Road, they would have serious concerns if it continued beyond that point.
48. Professor and Mrs Rothwell who live in Weedons Ross Road wrote in opposition. Their concern is that the zone change will result in increased traffic, noise and a reduction in property value. They doubted the need for the industrial zone when there was vacant industrial land in the City. Weedons Ross Road has been identified as a future arterial route and this will add further to the burden on local residents.

OFFICERS' RESPONSES

49. Mr Harris commented first on Mr Rachlin's requested changes. He agreed that a higher degree of certainty was required in Rule 24.1.3.14 to tie the upgrading to the actual works. He had reservations about Mr Fletcher's suggestion to change Rule 13.1.3 but he acknowledged that there was concern about some noxious activities

(13.1.13 (a) to (e)) which should be discretionary within a buffer zone (say 100m) parallel to Hoskyns Road.

50. Monitoring of standards and conditions has tended to rely on complaints received, however, a monitoring plan could be established whereby monitoring of standards was carried out on a regular basis (I note that this would be outside the plan).
51. Mr Harris agreed that the amount of retailing should be restricted (Bathurst) and he felt that the present rules did that effectively.
52. Many submitters were concerned about further expansion beyond the plan change onto land owned by the Council. Currently this issue was before the Regional Council but if it was to occur, it would be subject to a further plan change to the District Plan. A number of submitters had mentioned that land to the south-west would be a better option but this was fragmented and the Council was nervous about rezoning some else's land. The demand was for very large lots.
53. Mr Craig provided a written response. He considered that Mr Rachlin's suggestion for Rule 24.1.3.15 would be too onerous – mitigating the effect of an activity before it is even applied for. He suggested adding the words:

“as part of the works associated with that subdivision”

to the end of Rule 24.1.3.15.

54. Mr Rachlin had also raised issues of an integrated internal/external provision for cycleways. He felt that this was too detailed and suggested adding the following to Rule 24.1.3.15:

“Furthermore, the detailing of the intersection between Hoskyns Road and the proposed boulevard road should be designed with regard to integrating the external cycle/pedestrian link with pedestrian and cycle routes on the internal road system”.

55. Many submitters had raised issues of visual impact related to Mr Craig's report. He was quite open about the fact that general outlook in the area would change. It was his observation that some conceded that the existing Izone with its amenity hub works well and the same concept is envisaged for the plan change. Mr Craig had researched other similar business parks, many of which do not have controls over building design. He relied very much on likely outcomes and was confident that design controls would not be necessary as long as lots were allowed to front onto Hoskyns Road (necessitating a number of entrances). However, if I was minded to prevent such access frontages and that was to result in the backs of buildings facing Hoskyns Road, then design controls may have to be considered.
56. There had been some criticism of the screen planting proposed on Hoskyns Road. Mr Craig explained that the intention was to screen the north boundary and north-east corner but to soften the appearance from Hoskyns Road (rather than to screen it). Although Oaks lost their leaves in winter, they will be at 10m spacing and most views will be oblique so they will run together. Ms Broughton had made a good point in suggesting that some hedgerows and vegetation could be retained while replacement planting was becoming established. He therefore recommended a new Rule as follows:
- "Existing established hedgerows and vegetation located within the area shown (cross hatched?) on the Outline Development Plan at Appendix 33 shall be retained until such time as the new planting required by Rule 24.1.13 achieves a height of three metres."*
57. Mr Alexander wanted to reduce the number of access points onto Hoskyns Road. Mr Craig did not go along with this from an urban design point of view as explained earlier. However, he said that if I was minded to do so, he suggested that ten direct accesses might be appropriate.
58. Mr Logan had suggested a height limit of 13.8m. Mr Craig pointed out that building heights were typically a little under any limit set. He noted that 15m was the standard for the District Plan and he felt that it was appropriate. Examples taken from Jones Road did not have relevance because of the different standards applied.

59. Finally, Mr Craig had been criticised because he had said that the local landscape was neither unique nor outstanding. He said that he would leave that to me to decide.
60. In response to traffic issues, Mr Penny observed that except for ECan, there had been very little comment on the internal road layout. He emphasised that only one road access was planned for Hoskyns Road: the rest would be site accesses. To have no access at all onto Hoskyns Road would lead to significant inefficiencies with detours. He considered that the vast majority of traffic would use State Highway 1. He agreed that an 80kmph speed limit on Hoskyns Road would be appropriate. It was an issue for other roads but he did not think it appropriate or necessary to direct heavy traffic away. He did not understand why trucks would use Knights Road because it did not lead to any significant destination. This could be monitored. The interchange at Weedons Ross Road would not attract trucks. While he acknowledged that Maddisons Road was a convenient route to the airport and Christchurch, current traffic was under 1,000vpd and only 50 of these were heavy vehicles. The width of seal was an issue but in a 12 hour number plate survey, only one truck from Izone travelled down Maddisons Road. He made the point that the Maddisons Road/Dawsons Road priority was proposed to be revised which would be a discouragement. While the completion of the southern motorway had a long time frame, the Hornby/Pound Road bypass would be earlier with a roundabout at Yaldhurst Road very soon. There could be restrictions to discourage access to Maddisons Road by heavy traffic. Mr Penny felt that nothing was needed until heavy trucks on Maddisons Road reached 100 per day. Intersections along Maddisons Road could be staggered as had been done for Thompsons Track.
61. Finally, Mr Dunbar made the point re valuations that rural amenity was the key consideration. When changes occur some people will choose to move away whereas others will be attracted. Some people have moved to the area since Izone was established.
62. I conducted two extensive site visits to the area of the Plan Change and its environs – one on Wednesday 17th December and the other on the following Saturday the 20th of December.

DISCUSSION OF ISSUES

63. The concerns expressed by submitters readily can be discussed under four headings:
- Firstly, the possibility of further expansion beyond that currently proposed and signalled by the Council's ownership of adjacent land;
 - Secondly, the effects on existing rural amenity in terms of sight and sound;
 - Thirdly, the effect of heavy traffic on local roads; and
 - Fourthly, other issues relating to type of activity.

The Possibility of Further Expansion

64. The concerns expressed by many submitters are based on the fact that the Council owns land beyond that which is the subject of this plan change. These concerns have been exacerbated by the fact that Izone has made a submission on Plan Change 1 to the Regional Policy Statement seeking extensions to the urban limits of Rolleston. (Plan Change 5 is consistent with Plan Change 1.) This, if successful, would remove any regional policy obstacle to a further plan change to the District Plan. This would bring business zoning very close to many of the submitters. The Regional Council's officer's report does not favour the Izone submission but I have no doubt that the fact that this regional process is underway has caused local people to examine Plan change 5 with much greater particularity than would otherwise be the case. That is quite understandable but, because the issues related to further expansion are in the first instance subject to a separate regional process which does not affect Plan Change 5 and in the second instance would be subject to a further plan change to the District Plan, I cannot consider this issue.

Effects on Rural Amenity

65. Traffic effects aside, it is difficult to see how residences 800 metres or more away from the nearest part of Plan Change 5 could be adversely affected. There are tried and tested rules relating to noise and height requirements which ensure that inappropriate effects do not occur. Several submitters expressed concern that something like the Synlait Plant south of Dunsandel could establish. That project, located in the Rural Outer Plains Zone involves a building 39.6m high with a chimney stack some 4m above that. It is set up for 24 hour operation and set back 275m from the highway. It required a publicly notified application and was contested. A

building complex of such a scale would find itself up against the 15m maximum height rule. The rules relating to noise impose limits at the boundary of any site in the Rural zone between 8.00pm and 7.30pm of 40 dBA L_{10} and 65 dBA L_{max} and during other hours of 60 dBA L_{10} and 80 dBA L_{max} . Likewise, there are rules relating to vibration, light spill and outdoor storage, all of these designed to protect the amenity of the adjoining zones. These standards are designed to protect immediate neighbours and this would be even more effective at distances of 800m or a kilometre or more which is the location of submitters against the plan change that is not to say that some improvements would be ineffective. In that regard I believe the suggestion made by some submitters of retaining existing trees and hedgerows until other landscape planting matures is promising.

66. Mr Craig is aware of the need for a fair face to be presented to Hoskyns Road and, in that regard he proposed that one layer of business premises should have frontages to that road rather than that it should be fenced off compounds. It is a matter of good urban design and this has to be weighed against the maintenance of Hoskyns Road as a thoroughfare. There can be no doubt of the visual superiority of frontages as opposed to rear yards, however and I believe that Hoskyns Road should be upgraded uniformly as far as Maddisons Road when development occurs along its frontage beyond the entrance to Izone.

Traffic

67. This is by far the most contentious issue. There is a perception that the local road network will become overloaded with heavy industrial traffic. There are some apparent reasons for this belief because Maddisons Road does provide a feasible route through to Hornby and the Christchurch International Airport. There may also be time delays to the projected improvements at the intersection with State Highway 1 and to the State Highway route into Christchurch. In many ways these concerns would apply to any growth in industrial business at Rolleston and that is part of the fourth issue I wish to discuss.
68. Mr Penny is a well qualified and experienced traffic engineer and the only one to give evidence. His observations that there would be no incentives for Izone's heavy industrial traffic to use Knights Road and Weedons Ross Road (even after the

improvements to the State Highway 1 intersection. Despite the attractiveness of Maddisons Road as a through route, I note that at present only one twentieth of the traffic is heavy vehicles. In Mr Penny's 12 hour survey only one truck from Izone was found to use Maddisons Road.

69. All things considered, I am bound to agree with Mr Penny that there is likely to be nominal if any traffic effect on most local roads and where this could occur it will not happen immediately. Traffic could be monitored and appropriate changes or improvements to the network could be accomplished when required. A number of issues relating to traffic existed at present such as that past the Weedons School where there was an open road speed limit. I accept that these issues are real ones but not necessarily related to Izone.
70. Having said that, the hearing has raised some legitimate traffic related issues and Mr Penny has recommended that appropriate action should be taken. (See the recommendations on individual submissions).

Issues Relating to the Type of Activity

71. Should the types of activity provided for in Plan Change 5 be linked to the current professional skills of the existing community at Rolleston? Many people think so. They point out that local people are well educated with technical skills not suited to industrial employment. These people feel that a technology/business park would be more likely to fit in with the local community. Against this is the argument that if Rolleston is to develop as a rounded community, it should be host to all walks of life. There is no doubt that the enabling purpose of the Act, as expressed in section 5, would envisage a wide array of opportunities being maintained. The enabling element is passive and it is not for social engineering. Such issues are not for consideration as a policy element in a plan change such as this.

CONCLUSION

72. For the above reasons I am minded to recommend that Plan Change 5 be **approved** with the following amendments.

1. Alteration of the Outline Development Plan (ODP) to remove land already within the Business 2 Zone.
2. The addition of amenity hub locations on the ODP at Appendix 33 (as recommended by Mr Craig).
3. The addition of a definition of amenity hub and related rules for their establishment (as recommended by Craig).
4. The addition of illustrative road cross sections in Appendix 33 with a related rule (as recommended by Mr Craig).
5. The addition of wording to indicate that these road treatments typically should be followed (as recommended by Mr Craig).
6. The addition of wording to the rules to ensure that subdivision design will promote developments that front onto Hoskyns Road (as recommended by Mr Craig).
7. The addition of a new rule requiring planting on the western side of Hoskyns Road.
8. The addition of a new rule requiring the retention of existing hedgerows and vegetation as follows:

Rule 24.1.3.14

Existing established hedgerows and vegetation location within the area shown on the Outline Development Plan at Appendix 33 shall be retained until such time as the new planting required by Rule 24.1.13 achieves a height of three metres."

9. Add the following words to the end of Rule 24.1.3.16:

"as part of the works associated with that subdivision" (in response to the concerns of ECan).
10. Add a note to Rule 24.1.3.15 as follows:

"The detailing of the intersection between Hoskyns Road and the proposed 'boulevard road' should be designed with regard to integrating the external cycle/pedestrian link with pedestrian and cycle routes on the internal road system." (in response to the concerns expressed by ECan).

73. In addition to these changes, a number of actions are required to be taken outside the land area of the plan change. These are as follows:

- i The upgrading of the Jones Road/Hoskyns Road intersection and the section of Hoskyns Road from Jones road past the Izone entrance to Maddisons Road. This is to be conducted in two stages with the first stage between Jones Road and the entrance to Izone. The second stage to Maddisons Road would not be required until development occurs on that portion of Hoskyns Road.
- ii the upgrading of the Hoskyns Road/Maddisons Road intersection including a median island.
- iii The monitoring of traffic volumes on Maddisons Road at six monthly intervals.

74. The above recommendations are reflected in the additional amendments numbered from 16 on as included in Appendix 1.

75. Finally although it is outside the ambit of the plan change, I recommend that an 80km speed restriction be imposed on Hoskyns Road between Jones Road and Maddisons Road.

RECOMMENDATION FOR EACH SUBMITTER

Name & Position on Plan Change	Summary and Decision Requested	Recommendation
1. <i>Sarah Vivienne Booth</i>	<i>The submitter states that the proposal will have a negative impact on high quality residential housing through noise, lights and visual effects. Submitter seeks that expansion of the industrial zone be declined.</i>	<i>Reject: the submitter is some 3km away from the nearest point in the proposed rezoning and no submitter is closer than 0.8km away. Sufficient measures have been included in the plan change to ensure any adverse effects are mitigated.</i>
<i>Further submission</i>	<i>K Mallon in support</i>	<i>Reject for the reasons given above.</i>
2.	<i>Support proposal in entirety.</i>	<i>Accept to the extent that some</i>

<i>Rolleston Square Limited Support</i>		<i>changes are appropriate in order to mitigate any adverse effects.</i>
<i>Further submission</i>	<i>K Mallon in opposition.</i>	<i>Reject:</i> <i>see reasons given in 1 above.</i>
<i>3. Callum Logan Oppose</i>	<p><i>No evidence exists in the supporting documentation to ensure Izone expansion is of long term benefit to the community. The submitter states that it seems SDC's "live and work" vision is not currently being realised with existing businesses struggling to employ adequate staff, and little evidence of local employment. The submitter suggests this is due to a mismatch of jobs on offer compared to the economic and demographic profile of the catchment of Rolleston. Statistics would indicate that Rolleston and surrounding residents are least deprived, implying they are well paid, well educated and skilled. They are unlikely to be attracted to industrial employment. Further evidence that contradicts the vision of "live and work" is the daily movement of Designline workers from Ashburton. This indicates Izone is not sustainable.</i></p> <p><i>The submitter states that the quest for short term development profits and an increased rate takes is at a cost of long term sustainability of business in Izone and local employment options.</i></p>	<p><i>Accept in part</i> <i>to the extent that the traffic issues raised are to be addressed.</i></p> <p><i>As far as the other matters are concerned, the submission should be rejected. One aim of the plan change is to attract and accommodate a wider range of employment opportunities and employees than currently typify the Rolleston population profile. While Designline employees may have to travel if they remain in Ashburton, clearly there are other economies which have attracted the company to Rolleston. Governance of Izone is outside the scope of the plan change.</i></p> <p><i>The rules will ensure that structures above 15m in height will be very few and generally only for utilities. Controls are included over the location of heavier industrial activities.</i></p> <p><i>The upgrading proposed for the highway network seeks to retain Jones road and the State Highway</i></p>

	<p><i>There is a long term governance role to ensure the right businesses that benefit our community are selected for Izone. An Izone governance group could be a mixture of council and local residents and their purpose would be to approve or decline businesses wanting to set up in Izone. Multi criteria used which considered, how may local jobs, skilled or unskilled work, heavy road users etc.</i></p> <p><i>The submitter states that traffic volumes will increase, which is an added costs to road maintenance, create congestion, increase in accidents and noise.</i></p> <p><i>The submitter states that the entry/exit onto Hoskyns Road should not be created as it will make it easier for heavy vehicles to travel down secondary country roads (e.g. Maddisons Road).</i></p> <p><i>The submitter states that the subject site is a naturally open space with rural vistas and low skylines. Softening business zones with a landscaping strip will do little to reduce the visual pollution created by 15m high buildings and 25m high structures. Consideration needs to be given to lighter businesses being located on the periphery.</i></p>	<p><i>as to the preferred routes for heavy traffic. Some changes are recommended to the Maddisons, Jones and Hoskyns Road intersections which will act as a disincentive to the use of Maddisons Road.</i></p>
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	<p><i>The neighbour consultation conducted to date and their support for SR1 and SR2 is not objective given negotiations with SDC and the pecuniary interest they have. SDC's negotiations with these parties have left them in a difficult position given that ECAN are not supportive of rezoning their lands.</i></p> <p><i>The submitter seeks consideration of these matters and for the Council to respond to them.</i></p>	
Further submissions	<p><i>Stephanie Ashleigh in support</i></p> <p><i>Anita Breyholtz in support</i></p> <p><i>Pewter Bullock in support</i></p> <p><i>Chisholm Projects Ltd in opposition</i></p> <p><i>K Mallon in support</i></p>	<p><i>Accept in part as above.</i></p> <p><i>Accept in part as above.</i></p> <p><i>Accept in part as above.</i></p> <p><i>Accept in part as above.</i></p> <p><i>Accept in part as above.</i></p>
<p>4.</p> <p>Voyna Crofts</p> <p>Oppose</p>	<p><i>Submitter poses numerous questions:</i></p> <p><i>The submitter seeks evidence to support the Council's claims that the Industrial area needs to be expanded; how much existing Izone has been sold, how many sites have been built on, how many businesses are actually up and running, has the Council had to buy back any of the land sold, is the land being sold to actual businesses or speculators, how many sites have been on sold?</i></p> <p><i>Has the Council taken every step to ensure every ratepayer knows about the proposed expansion? The submitter states that there has been</i></p>	<p><i>Reject. While the need for the proposal is not a matter to be concerned with under the Act , there is undoubted demand for large industrial sites. Speculative purchases are discouraged in buy/sell agreements. To date Izone has been successful and the Council wishes to attract new opportunities and new employees which do not necessarily meet the current population profiles in the Rolleston area.</i></p> <p><i>The maximum height for buildings of 15m will ensure that out of scale complexes are avoided.</i></p>

	<p><i>insufficient and unclear notification of the Council's intention in all aspects of their proposal.</i></p> <p><i>Has Council had any regard for what the actual ratepayers want in their District? If so how?</i></p> <p><i>The Council says one of the main reasons of expanding the Industrial Zone is to create more jobs for locals. How many businesses are actually employing local people? How does the Council know if the local people want to or have any intention to work in Izone? Have the people of Rolleston and surrounding areas been asked?</i></p> <p><i>The Council have bans in place to stop people lighting open fires, yet high chimneys may be built. This will create uncontrolled pollution.</i></p> <p><i>What Plans are in place to stop Izone from expanding further?</i></p> <p><i>After the expanded rezoning, the Council will have no control of the type of industrial activities there. What will Council do to soften the blow for the rural lifestyle properties? Is compensation proposed?</i></p> <p><i>Water: How will the expansion impact on the water table?</i></p>	<p><i>As far as further expansion of Izone to the north is concerned, this would face two hurdles: firstly the prospect of Regional Council constraints in the Regional Policy Statement and secondly a plan change to the District Plan would be required. Controls are to be included over the location of heavy industrial activities in order to avoid any adverse effects.</i></p>
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	<i>The submitter wishes the Council to reject the zone change.</i>	
Further submission	<i>K Mallon in support</i>	Reject: <i>for the reasons given above.</i>
5. ECan Supports intentions	<p><i>The submitter states that the TIA submitted with the Plan Change identifies road and intersection improvements necessary to Hoskyns Road and Jones Road to mitigate and remedy the effects of the proposed business activity that will arise as a result of the Plan Change. These include providing a separate pedestrian and cycle route from the Hoskyns Road/Jones Road intersection to the application site. The implementation of these measures, however, has not been included in the ODP nor in the additions to the District Plan. The ODP also does not include specifications for the internal roading network through which walking and cycling will be provided for. The Plan Change and ODP therefore fails to provide adequately and with certainty, for connectivity with surrounding areas by a variety of transport modes. They also fail to provide, with certainty, for the off site roading improvements necessary for the safe and efficient operation of the District transportation network. Plan Change inconsistent with Objectives</i></p>	<p>Accept in part: <i>most, if not all the concerns raised are now address in the plan change. Specifically:</i></p> <p><i>That the ODP and/or District Plan be amended to explicitly provide for:</i></p> <ol style="list-style-type: none"> <i>1. The Hoskyns Road upgrade as set out in the TIA.</i> <i>2. The Hoskyns Road/Jones Road intersection as set out in the TIA.</i> <i>3. Road specifications for the internal roads as set out in the ODP.</i> <i>4. Details of how the off road shared pedestrian/cycle path along Hoskyns Road will be integrated with the pedestrian and cycling network.</i> <i>5. Details of measures to be provided to reduce pedestrian/motor vehicle conflict within the development and in the surrounding transport network can be addressed by an existing provision at the time of subdivision.</i>

	<p><i>and Policies of the District Plan and Canterbury Regional Policy Statement.</i></p> <p><i>Options are identified in the Stormwater Management Assessment submitted with the Plan Change for the management of stormwater but implementation of these measures has not been included in the ODP. The environmental effects of the stormwater management measures have also not been fully considered. The failure to provide for the implementation of stormwater management measures and to consider their environmental effects fails to provide certainty to developers and the community on the delivery and development of the extended Izone business area. Also fails to adequately have regard to Part II of the RMA. Plan Change therefore inconsistent with District Plan and fails to give effect to the CRPS and inconsistent with the NRRP.</i></p> <p><i>The submitter seeks that the ODP be amended to provide for:</i></p> <ol style="list-style-type: none"> <i>1. The Hoskyns Road upgrade as set out in the TIA.</i> <i>2. The Hoskyns Road/Jones Road intersection Upgrade as set out in the TIA.</i> <i>3. Roading specifications for the</i> 	<p><i>6. Details of stormwater disposal including land required for treatment, retention and drainage and assessment provisions are now included. .</i></p>
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	<p><i>internal roads as set out in the ODP.</i></p> <p>4. <i>Details of how the off road shared pedestrian/cycle path along Hoskyns Road will be integrated with the pedestrian and cycling network.</i></p> <p>5. <i>Details of measures to be provided to reduce pedestrian/motor vehicle conflict within the development and in the surrounding transport network.</i></p> <p>6. <i>Details of stormwater disposal including land required for stormwater treatment, retention and drainage paths, and which shall include an assessment of the environmental effects of the disposal system be included in the ODP or included in the District Plan.</i></p>	
Further submissions	Rolleston Square Ltd in support K Mallon in opposition	Accept Reject: for the reasons given above.
<p>6. Selwyn Central Community Board Generally supports Plan Change 5 and proposed amendments 1 – 18 of the District Plan.</p>	<p><i>The submitter states that the AEE does not adequately address the effects of increased heavy vehicular movements on the surrounding rural and rural residential community. The TIA and ODP assumes that the heavy vehicle movements generated by the Izone Development will use S.H.1 to access Christchurch City. Anecdotal evidence from residents in the</i></p>	<p><i>That the submission be accepted in part in that the recommendations of the consultant traffic engineer be incorporated into the plan change. This will involve the following:</i></p> <p>1. <i>A requirement for the upgrading of the Jones Road/ Hoskyns Road</i></p>

	<p><i>Weedons area indicates that the existing Izone development has produced an increase in number of vehicles using Maddisons Road to access Christchurch City. AEE & TIA does not address this.</i></p> <p><i>The submitter also states that the ODP suggests that there may be future development of the Izone B2 zone across Hoskyns Road and that Hoskyns Road may be integrated as a key road within Izone. The submitter states that these statements are outside the scope of the proposed Plan Change. The Izone development should occur within the area bounded by Jones Rod, Railway Road, West Melton Road and Hoskyns Road until such time as the land in this area is fully developed.</i></p> <p><i>The submitter opposes the assumption made in the ODP that "further roads in addition to those shown may be required....it would be highly desirable to provide at least one further connection to Hoskyns Road from the proposed boulevard, somewhere along its length. This should be by way of a road with a secondary road cross section as first preference".</i></p> <p><i>The submitter is concerned that there is no restriction on the number of lots</i></p>	<p><i>intersection and the upgrading of Hoskyns road fronting the new zone.</i></p> <ol style="list-style-type: none"> <i>2. The upgrading of Hoskyns Road/Maddisons Road intersection including a median island.</i> <i>3. The monitoring of traffic volumes on Maddisons Road at 6 monthly intervals. To actively discourage all access onto Hoskyns Road would have a negative effect on urban design in that buildings would have to have their backyards facing that road.</i> <p><i>As to potential future expansion of Izone, this would require a further plan change and may well face conflict with the Regional Policy Statement depending upon the outcome of submissions on Plan Change 1 to the RPS.</i></p>
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	<p><i>or size of lot that will have access to Hoskyns Road and requests that an appropriate restriction be added to limit the number of access points to Hoskyns Road.</i></p> <p><i>The submitter seeks that access to Hoskyns Road be restricted to one intersection between Jones and Maddisons Roads and that this section of Hoskyns Road be upgraded to District Arterial Standards.</i></p> <p><i>Further, that the intersection of Hoskyns and Maddisons Road be upgraded and that the number of lots with direct access to the Hoskyns Road be limited to the number which could occur with a rural-residential subdivision.</i></p>	
Further submission	<i>K Mallon in opposition.</i>	<i>Reject in part for the reasons given above.</i>
<p>7.</p> <p><i>MB Watson, NW Watson, M P Watson and A C V Brown Oppose</i></p>	<p><i>The submitter states that the proposed Plan Change does not give effect to the RPS and that the proposed Plan Change places significant weight on proposed Change 1 to the RPS which is in its infancy, and that the land subject to the PC is the subject of a number of submissions in opposition to its inclusion within the Urban Limits of Rolleston as set out in Plan Change 1 to the RPS.</i></p> <p><i>The submitter also states that the PC is inconsistent with the objectives and</i></p>	<p><i>Reject:</i> <i>While Plan Change 1 to the RPS cannot be given full weight, the RPS in its present form does not specifically show areas for greenfield development and it could not be said therefore that this plan change is contrary to the RPS. The plan change is consistent with the policies of the District Plan which foresee expansion of industrial zoning to the west of State Highway 1 adjoining the existing Business 2 zone.</i></p>

	<p><i>policies in the SDP and that the PC will result in adverse effects on the environment which are not capable of being satisfactorily avoided, remedied or mitigated.</i></p> <p><i>PC contrary to the purpose and principles of the RMA.</i></p> <p><i>The submitter wishes the plan change to be rejected in its entirety.</i></p>	
Further Submissions	<p>Chisholm Projects Ltd in opposition</p> <p>K Mallon in support</p>	<p>Accept</p> <p><i>Reject for the reasons given above.</i></p>
<p>8.</p> <p>National Investment Trust</p> <p>Opposes in part</p>	<p><i>The submitter states that large scale retail activities are only indirectly addressed in Rule 22.12 of the SDP. The submitter states that this classification is too permissive. Rule 22.12.1 should provide that retailing of the type referred to in the rule is non-complying and any retailing not complying with that rule be prohibited.</i></p> <p><i>The submitter states that PC1 to the RPS identified that land subject to the Plan Change as being potentially suitable for business land. However there is no proposed S32 analysis for PC1 which provides any justification for its inclusion in PC1.</i></p> <p><i>The submitter states that PC1 incorrectly estimates the future</i></p>	<p>Reject.</p> <p><i>The restrictions imposed would mean that any retail activity would be largely ancillary to an industrial activity.</i></p> <p><i>The proposed discretionary status for these activities of more than 2,000m² or 20% of the g.f.a of a building will allow the effects in terms of reverse sensitivity and on the road network to be taken into account.</i></p>

	<p><i>demand for business, commercial and bulk retail activity in greater Christchurch and that there is in fact greater demand for such activities than predicted in PC1. The submitter states that the Plan Change site is inappropriate for these activities and they should be provided for elsewhere.</i></p> <p><i>For a range of planning and traffic reasons use of Izone for bulk retail, business and commercial activities is contrary to sound resource management practice and will result in unacceptable adverse effects.</i></p> <p><i>PC is contrary to the intent of PC1 and Part II of the Act.</i></p> <p><i>The submitter wishes to restrict the proposed zoning to industrial activities and make bulk retail or commercial activities non-complying.</i></p>	
Further Submissions	<p><i>Chisholm Projects Ltd in opposition</i></p> <p><i>Rolleston Square Limited in support</i></p>	<p><i>Accept</i></p> <p><i>Reject for the reasons given above.</i></p>
<p>9.</p> <p><i>Kevin Mallon</i></p> <p><i>Oppose</i></p>	<p><i>The submitter states that the PC will take away almost all their pleasures associated with the rural lifestyle and will have adverse impacts in terms of:</i></p> <p><i>Increase vehicular traffic. S.H is becoming clogged, traffic travelling to and from the extended Izone will be</i></p>	<p><i>That the submission be rejected.</i></p> <p><i>The submitter's residence is over a kilometre away from the nearest point of the rezoning. The plan change now contains means to discourage the use of Maddisons Road and there are other measures which can be taken</i></p>

	<p><i>forced to use alternative routes to their destinations. TIA suggests that the majority of the traffic will use S.H.1. Little work done on traffic travelling directly to the Main West Coast Road or attempting to head more north and bypass Christchurch. It is impossible to believe that this traffic will not proceed directly down Hoskyns Road if heading west or down Maddisons, Jones, Knights or Newtons Road if heading north. This will adversely impact on residents.</i></p> <p><i>Traffic flows pass Weedons school will increase and children will be put at risk. Speed also appears to have increased.</i></p> <p><i>Industrial park will seek to employ low waged staff who cannot afford to live in Rolleston. Neither the existing Izone nor the PC will have a major effect on the employment prospects of the people in Rolleston and its environs.</i></p> <p><i>New industrial area will depress property values.</i></p> <p><i>The Plan Change will allow for structures up to 15 – 25m.</i></p> <p><i>Landscaping will not hide such structures. The potential for visual pollution over an already stunning rural landscape is significant, the ability to mitigate this is negligible.</i></p>	<p><i>outside the ambit of this plan change.</i></p> <p><i>The Council has attempted to lower the speed limit in Weedons Ross Road outside the school but was not successful. Nonetheless, it is most unlikely that industrial traffic will use that road and even less likely that it will affect Knights Road.</i></p>
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	<p><i>Ambient light will escape and create light pollution. This will be detrimental to nocturnal animals, birds etc. The regulations in the Plan Change do not go far enough on limiting lighting pollution.</i></p> <p><i>PC site will promote criminal activity. The Council proposal does not discuss this in any way.</i></p> <p><i>Proposal will increase the level of noise as a result of factories, additional traffic and railway activity.</i></p> <p><i>By zoning the site as B2 the residents effectively have to live with whatever activity wants to use the space, we have given away our right to understand the consequences of the activity. Council has already brought the land that is affected by the PC, this implies that they expect the PC to proceed and that the rights of the residents will not be taken into account.</i></p> <p><i>The submitter seeks that the plan change be struck out.</i></p>	
Further Submissions	<p>Chisholm Projects Ltd in opposition</p> <p>Cockburn Trust in support</p>	<p>Accept</p> <p>Reject for the reasons given above.</p>

<p>10. M L Boughan & M A Rodgers Oppose</p>	<p><i>The submitter states that insufficient notice about the Plan Change was given. Submitter concerned that Council has already purchased the properties up to Maddisons Road before objections have been heard. Submitter has concerns over</i></p> <p><i>Noise pollution</i> <i>Light Pollution</i> <i>Air Pollution</i> <i>Visual Pollution – buildings, chimneys etc. Landscaping not sufficient to screen from the road.</i> <i>Devaluation of properties</i> <i>Dangers associated with Heavy traffic, such as threat to wildlife, vibrations, dust, will inhibit children from cycling and walking to school with added traffic, trucks will use rural roads. Problems areas identified as being Maddisons corner, Hoskyns and West Melton corner.</i> <i>Loss of good quality soils</i> <i>Job Opportunities – minimum wage jobs provided</i> <i>Adverse impacts on Weedons School – traffic.</i></p> <p><i>The submitter does not wish the Izone area to be expanded at all.</i></p>	<p><i>That the submission be rejected.</i></p> <p><i>The plan change was given full statutory process. Ownership of the land is not relevant in RMA terms. There will be rules to control noise, light emission, visual effects and traffic effects. Additional landscaping and the retention of existing hedgerows until new planting measures may assist.</i></p> <p><i>The development is expected to open up new employment opportunities and to attract new employees and not necessarily to fit with the existing demographic make up of the area.</i></p>
<p>Further Submissions</p>	<p>Chisholm Projects Ltd in opposition Cockburn Trust in support K Mallon in support</p>	<p>Accept Reject Reject for the reasons given</p>

		<i>above.</i>
11. Dr Simon Causer Oppose	<i>Oppose the Plan Change in current form. Wishes to compile submission at later date. Seeks withdrawal/major revision of Plan Change.</i>	Reject in part: <i>(see below).</i>
Further submission	<i>Dr Simon Causer with further information raising issues such as visual pollution, traffic matters, light and noise pollution. He suggests a number of constraints including no vehicle access onto Hoskyns Road, screening on all external boundaries to 8m and structures to 12m, and the introduction of a third party monitoring process to assess the impact o the quality of life.</i>	Reject in part: <i>There are legal difficulties because the matters raised are not in the original submission however the concerns are shared by many submitters and the recommended changes to the plan change will take some account of these.</i>
12. S E Harris Oppose	<i>Oppose the Plan Change. Wishes to compile submission at later date but seeks reversal or a major review of the plan change without specifying its nature.</i>	Reject: <i>Unlike the previous submitter, no further submission was lodged. While some relief may be available through changes made in response to other submitters, this is not certain.</i>
13. R & Y Lomond Oppose	<i>Oppose the Plan Change</i>	Accept in part <i>to the extent that some relief will be available through changes made in response to other submitters.</i>
14. M A Newton Oppose	<i>The Submitter states that the PC will lower the value of their property and adversely impact on the peace and quiet of the rural area. Increase in pollution and odours.</i>	Reject: <i>The plan change contains sufficient controls to ensure that adverse effects are kept to appropriate levels and property values especially as far away as 1</i>

		<i>km or more are not adversely affected.</i>
Further Submissions	<i>Chisholm Projects Ltd in opposition K Mallon in support.</i>	<i>Accept. Reject for the reasons given above.</i>
15. K Emson Oppose	<i>The submitter states that the proposal will change to the detriment the area in which they have chosen to live. Will adversely impact on quiet county roads and adverse pollution in every sense. Plan Change out of character with area.</i>	<i>Reject: the proposed plan change is adjacent to the existing industrial area and it is not therefore out of character with the area.</i> <i>Adverse effects are appropriate mitigated by measures in the plan change.</i>
Further submissions	<i>Cockburn Trust in support K Mallon in support</i>	<i>Reject for the reasons given above.</i>
16. T Emson Oppose	<i>The submitter states that the proposal will change to the detriment the area in which they have chosen to live. Will adversely impact on quiet county roads and adverse pollution in every sense. Plan Change out of character with area. The submitter seeks rejection of the plan change.</i>	<i>Reject: Submitter is nearly 2 km away and the character of the area will not be adversely affected. See other reasons above.</i>
17. R J & R F Blackmore on behalf of Alloway Alpacas Ltd	<i>Submitter concerned over traffic on Hoskyns Road, pollution, extreme change in environment. Will detrimentally impact on rural environment. The submitter wishes to stop further changes to the zoning in Hoskyns Road.</i>	<i>Reject: Sufficient mitigation measures are to be included in the plan change to ensure that the adverse effects will not be significant. See other reasons expressed above.</i>
Further submission	<i>K Mallon in support</i>	<i>Reject for the reasons given above.</i>

18. A M Smart Oppose	<i>The submitter is concerned about the lack of TIA for Maddisons Road which allows direct access from Izone to the airport and west to Christchurch City.</i> <i>No assessment of impact of development on the Weedons Community. The submitter seeks to have the plan change withdrawn so that the traffic impact on the existing rural character and lifestyle of Weedons district can be investigated.</i>	Reject in part: <i>The plan change should not be withdrawn. However a number of provisions are to be included to protect the local area:</i> <i>1. The upgrading of the Jones Road/ Hoskyns Road intersection and of Hoskyns Road where it provides frontage to the new zone.</i> <i>2. The upgrading of the Hoskyns Road/Maddisons Road intersection including a median island.</i> <i>3. The monitoring of the traffic volumes on Maddisons Road at 6-monthly intervals.</i>
Further submission	K Mallon in support	Reject in part <i>for the reasons given above.</i>
19. D M Harris Oppose	<i>Oppose the Plan Change (not specific)</i>	Accept in part <i>only to the extent that the plan change is to be modified in response to other submissions.</i>
20. Weedons School Oppose	<i>The submitter states that they have concerns over the impact of increased traffic and the effect on Weedons School.</i>	Accept in part: <i>The proposed extension to Izone should not create extra traffic on Weedons Ross Road adjacent to the school because it is not on any convenient route. Traffic will increase on Weedons Ross Road because it is programmed to become a future District Arterial connecting to an interchange with</i>

		<p><i>SH 1. This is unrelated to Izone. When that happens the Council may wish to review the changes in the light of the safety implications for the school. However, the concern of the school extends further into the surrounding rural roads which are within the school catchment. This is why it is recommended that the traffic volumes on Maddisons Road are monitored at 6-monthly intervals. Currently that road carries few heavy vehicles but when the level of 100 heavy vehicles per day mitigation measures should be undertaken to discourage the use of Maddisons Road.</i></p>
<i>Further submission</i>	<i>K Mallon in support</i>	<i>Accept in part in terms of the above.</i>
<p>21. R & K Young Oppose</p>	<p><i>Proposal will alter their lifestyle.</i> <i>Oppose Plan Change but not specific</i></p>	<p>Accept in part: <i>At a distance of about 2km it is difficult to envisage that there would be any adverse effect on lifestyle although it may be that the submitter is concerned about potential further expansion of the zone. There should be no increase in heavy traffic in the area of West Melton Road. However, if the submitter is concerned about effects on the general area, the mitigation measures now included such as the monitoring of traffic on</i></p>

		<i>Maddisons Road will go some way toward meeting the concerns.</i>
22. <i>A W & N M Taylor</i> <i>Oppose</i>	<i>The submitter states that there would seem to be a high amount of industrial land already zoned that is not utilised. No actual relief is sought, however.</i>	<i>No action as no relief is sought, but see 23, 24 and 25 below..</i>
23. <i>D & A McDonald</i>	<i>The submitter is concerned about: road safety – type and amount of traffic generated and potential harmful traffic through small roads Increase in noise/dirt pollution Destruction of rural aspect Degradation of property values. No specific relief is sought, however.</i>	<i>Accept in part: As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
<i>Further Submissions</i>	<i>Chisholm Projects Ltd in opposition K Mallon in support</i>	<i>Reject in part. Accept in part for the reasons given above.</i>
24. <i>Weedons Residents Association Inc</i> <i>Oppose</i>	<i>Oppose the Plan Change but no specific relief sought.</i>	<i>Accept in part: As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
25. <i>D & M Powell</i> <i>Oppose</i>	<i>Oppose the Plan Change but no specific relief sought.</i>	<i>Accept in part: As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>

<p>26.</p> <p><i>F P Dowle</i></p> <p><i>Oppose</i></p>	<p><i>Oppose the Plan Change (not specific)</i></p>	<p><i>Reject in part: Because the matters are raised in a further submission from a legal perspective, they may be difficult to take into account. Nonetheless the submitter raises some valid points and raised them again at the hearing which are also raised by other submitters and address in the context of those submissions.</i></p>
<p><i>Further submission</i></p>	<p><i>F P Dowle giving details in support of the original submission primarily focussing on traffic issues.</i></p>	<p><i>Reject in part: for the reasons given above.</i></p>
<p>27.</p> <p><i>A J & P Wilson</i></p> <p><i>Oppose</i></p>	<p><i>Oppose the Plan Change. Seeks its rejection.</i></p>	<p><i>Accept in part. Mr and Mrs Wilson appeared at the hearing. They expressed concern at the potential for adverse effects in terms of Section 5 of the Act. If the plan change is to proceed, they considered that existing hedgerows should be kept earth barriers should be used, a speed limit of 80k in Hoskyns Road should be imposed alongside the zone and traffic should be directed onto the Main South Road. The recommendation is for hedgerows to remain until such time as new planting has matured, improvements are to be made to Hoskyns Road and its intersections as they relate to the new zone and there will be</i></p>

		<i>techniques to encourage traffic to use the main road.</i>
28. <i>S S Lowe</i> <i>Oppose</i>	<i>Oppose the Plan Change but no specific outcome sought.</i>	<i>Accept in part:</i> <i>As no relief is stipulated, the best that can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
29. <i>B & A Jackson</i> <i>Oppose</i>	<i>The submitter states that this is a country area where people live to enjoy a country lifestyle and carry out farming type activities. The PC will vastly increase visual pollution, air pollution, light pollution, increase noise and traffic. No amount of landscaping can hide the 15-25m structures or block industrial noise. The submitter goes on to state that the argument for increased employment is flawed and there is already vacant industrial land in town where the workforce live. The PC does not bring any benefits to the residents affected by it. No specific outcome is sought.</i>	<i>Reject in part:</i> <i>The plan change includes a number of provisions designed to control the adverse effects outlined by the submitter. To date Izone has been successful in bringing benefit to the district and it should continue to do so. The aim is to attract more people with different skills than those already in the district. The current Izone is expected to be fully allocated in 3 years.</i>
<i>Further Submissions</i>	<i>Chisholm Projects Ltd in opposition</i> <i>Cockburn Trust in support</i> <i>K Mallon in support</i>	<i>Accept</i> <i>Reject</i> <i>Reject</i> <i>For the reasons given above.</i>
30. <i>A J McCord</i> <i>Oppose</i>	<i>Oppose the Plan Change but no reasons given until the hearing.</i>	<i>Reject.</i> <i>Since no reasons are given, a response is difficult. At the hearing Mr McCord made it clear</i>

		<i>that he believed more time should be available for the community to response. He felt that the zoning should be deferred until the economic climate improved. His concerns, however echoed those of many others and mitigating measures now proposed should go some way toward his concerns.</i>
31. A M McCord	<i>Oppose the Plan Change on the following grounds:</i> <ul style="list-style-type: none"> - Dangerous large traffic; - Speed; - School traffic, volume going by. <i>The plan change should be rejected.</i>	Reject: <i>At the hearing Mr McCord made it clear that he believed more time should be available for the community to response. He felt that the zoning should be deferred until the economic climate improved. His concerns, however echoed those of many others and mitigating measures now proposed should go some way toward his concerns.</i> <i>(See recommendation on Nos 9 and 20).</i>
Further submission	K Mallon in support.	Reject <i>for the reasons given above.</i> <i>(See also Submission Nos 9 and 20).</i>
32. H Deverson, Peter Tyson and Wendy Kennard Oppose	<i>Oppose the Plan Change, no specific outcome sought.</i>	Accept in part: <i>As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence</i>

		<i>acceptance in part is appropriate.</i>
33. <i>R Greenwood</i> <i>Oppose</i>	<i>Oppose the Plan Change, no specific outcome sought.</i>	Accept in part: <i>As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
34. <i>Solid Energy New Zealand Ltd</i> <i>Support</i>	<i>SENZ support the change of this area from Rural to B2 as it is consistent with the surrounding land uses and there is a definite need for additional land to be zoned B2 in the Rolleston Area. The Plan Change will ensure the efficient use of existing infrastructure supporting the existing business and the appropriate expansion of that infrastructure to support additional business in the adjacent area.</i> <i>The submitter requests the upgrading of Hoskyns Road when required.</i>	Accept. <i>Provisions are recommended for the upgrading of Hoskyns Road.</i>
<i>Further submission</i>	<i>Gillman Wheelans Limited in support K Mallon in opposition</i>	Accept Reject <i>See reasons above.</i>
35. <i>R S Paton</i> <i>Not stated</i>	<i>The submitter seeks that the rezoning of the Inner Plains Land that Izone Plan Change relates to is deferred until the road network is upgraded to take the increased volume of light and heavy traffic from Izone Park. Delay the plan change until the roading</i>	Reject: <i>the existing road network still has considerable extra capacity. However, a series of upgrades are now included in the plan change.</i> <i>See recommendation on Submission No. 6.</i>

	<i>network is upgraded.</i>	
36. <i>C A Melvin & D C Auld</i> <i>Oppose</i>	<i>Oppose the Plan Change but no specific outcome sought.</i>	<i>Reject:</i> <i>As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
37. <i>L M Tolhoek</i> <i>Oppose</i>	<i>Oppose the Plan Change. No specific outcome sought in submission but at the hearing it became clear that Mrs Tolhoek was concerned about what she saw as a lack of consultation and time for the community to react. She was very concerned that there might be further expansions in the pipeline.</i>	<i>Reject for the reasons given above. See paragraph 64 under the heading "The possibility of future expansion".</i>
38. <i>P W Tolhoek</i> <i>Oppose</i>	<i>Oppose the Plan Change, no specific outcome sought.</i>	<i>Reject but see above discussion.</i>
39. <i>A H & W A Jones</i> <i>Oppose</i>	<i>Oppose the Plan Change, no specific outcome sought.</i>	<i>Accept in part:</i> <i>As no relief is stipulated, the best than can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i>
40. <i>W & A Walker</i> <i>Oppose</i>	<i>The submitter states that the PC will result in a creep of industrial zoning heading up Hoskyns Road.</i> <i>The submitter states that the "reasons for request 1. 7 – 1.9" (page 2 of</i>	<i>Accept in part:</i> <i>Land sales have exceeded expectations in Izone and on current properties the resource will be allocated within 2 years. Currently the local road</i>

	<p><i>Proposed Plan Page) are flawed. The Council may say the land has been sold but a lot of what has been sold is back on the market without buildings.</i></p> <p><i>Submitter objects to another road joining Hoskyns Road as this will change traffic flows – increasing trucks and cars on both Hoskyns and Maddisons Road.</i></p> <p><i>Loss of enjoyment of country lifestyle. Increase in light, visual, noise and air pollution.</i></p> <p><i>Concerned about 24hr operations.</i></p> <p><i>Loss in property value.</i></p> <p><i>Seeks that the plan change be declined.</i></p>	<p><i>network has significant unallocated capacity but a series of upgrades and monitoring procedures are proposed (see recommendation No. 6). There are also recommendations in relation to usual matters such as the retention of hedgerows and the treatment of the Hoskyns Road frontages which go some way toward meeting the submitters' concerns.</i></p>
Further submission	K Mallon in support	Accept in part for the reasons given above.
<p>41.</p> <p>G & S Titmuss</p> <p>Oppose</p>	<p><i>The submitter states that they do not wish to see Izone expand to Hoskyns Road because of potential visual, noise and smell pollution intruding into the rural area of Weedons. The submitter goes on to raise concerns about an increase in truck traffic along Maddisons Road and Weedons Ross Road and then to SH1 and CHCH. The truck traffic will create the need and cost of upgrading Hoskyns Road and will be dangerous at times of drop off and pick up at Weedons</i></p>	<p>Reject:</p> <p><i>Sufficient measures are recommended to ensure that visual effects are kept to a minimum. While air pollution is an ECan matter, noxious or potentially noxious industries are specified as requiring a resource consent. Izone is a good location for industry with its transport linkages.</i></p>

	<p><i>School.</i></p> <p><i>The submitter does not feel that the principle of Izone creating extra employment is valid. Jobs will be minimal and temporary. Further investigation should be carried out to create an additional business area near Burnham.</i></p> <p><i>The submitter seeks rejection of the plan change.</i></p>	
Further submission	K Mallon in support	Reject for the reasons given above.
<p>42.</p> <p>N J Bosher</p> <p>Oppose</p>	<p><i>The submitter states that there has been a lack of consultation with local affected residents, lack of transparency and honesty on behalf of SDC regarding the Plan. The submitter goes onto state that there will be an adverse impact on Weedons area property and amenity values and an increase in noise, visual and air pollution and traffic impacts.</i></p> <p><i>The submitter seeks rejection of the plan change.</i></p>	<p>Reject:</p> <p><i>While the consultation opportunities were limited, the statutory requirements were met. Direct consideration of property values is not a resource management matter but adverse effects (which affect property values) are. These have been covered in the recommendations in regard to traffic (see submission No. 6), the limitations on activities which have the potential to produce noxious or unpleasant effects, height control and the retention of hedgerows (until</i></p>

		<i>further planting has matured).</i>
Further submission	K Mallon in support	Reject for the reasons given above.
43. P A Bosher	<i>The submitter states that there has been a lack of consultation with local affected residents, lack of transparency and honesty on behalf of SDC regarding the Plan. The submitter goes on to state that there will be an adverse impact on Weedons area property and amenity values and an increase in noise, visual and air pollution and traffic impacts. Submitter requests that the plan change be rejected.</i>	Reject: <i>The submitter was represented by Mr McKim at the hearing. While the time available for consultation was short, the statutory requirements were met. The submitter at about 2km away from the nearest part of the zone change will not be adversely affected and for that reason land value will also not be affected. Air pollution is a regional matter and visual effects will be limited by the retention of existing hedgerows until new planting matures. For traffic matters see recommendation No. 6</i>
Further submission	K Mallon in support	Reject for the reasons given above.
44. M Veitch Oppose	<i>The submitter states that the land noted for rezoning is significantly larger than the land area required for B2 zoning. There is a significant land area between Templeton and Hornby that is seemly wasteland. The quality of soil is very poor, it is adjacent to</i>	Reject: <i>there has been significant demand for industrial land in Izone and every indication that this will continue in the longer term. The potential for other land to be developed is not a legitimate consideration in</i>

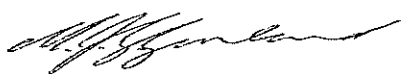
	<i>the main road and railway line. In contrast the southern end of Cockburn's property is highly fertile and should not be used for B2 purposes. Assume that the submitter wishes the plan change to be declined.</i>	<i>terms of s.32 of the Act.</i>
Further submission	<i>K Mallon in support</i>	<i>Reject for the reasons given above.</i>
45. <i>A Brown & H Hanna</i> <i>Oppose</i>	<p><i>The submitter opposes the Plan Change on the following grounds:</i></p> <p><i>Maddisons Road is a natural break between a business and/or industrial zone and the surrounding rural and rural residential properties.</i></p> <p><i>Extension to Izone have been promulgated very late in the process and without adequate consultation with residents that will be affected by the changes.</i></p> <p><i>It is more logical and consistent with roading patterns and current land usage (and likely usage given the impacts of locating adjacent to a S.H) to have business and industrial zoning running alongside and parallel to the S.H and in a north/south direction</i></p>	<p><i>Reject:</i></p> <p><i>Although the time for public consultation was short, statutory timeframes were met. Rather than have ribbon development along the State Highway corridor, the Council is striving to create a compact community in depth.</i></p> <p><i>The upgrading of Hoskyns Road and its intersections with Maddisons and Jones roads together with the requirement for development to front onto Hoskyns Road will ensure adequate levels of amenity and good design are retained.</i></p> <p><i>The plan change rezones land only a very short distance beyond Maddisons Road.</i></p>

	<p><i>rather than encroaching to the west.</i></p> <p><i>Potential for adverse impacts on the quality of life of rural residents if the business/industrial zone is allowed to move further down Hoskyns Road beyond Maddisons Road and the amenity values of the rural residential area should not be impacted on in this way.</i></p> <p><i>The Council has a duty to protect and enhance amenity values. Proposal is contrary to this.</i></p> <p><i>The submitter calls for rejection of the plan change so far as it seeks to rezone land in Hoskyns Road beyond Maddisons Road for business or industrial uses.</i></p>	
Further submission	K Mallon in support	Reject for the reasons given above.
<p>46.</p> <p>K. R. J & T. L Inns</p> <p>Oppose</p>	<p><i>Oppose the Plan Change but requested outcome not stipulated.</i></p>	<p>Accept in part:</p> <p><i>As no relief is stipulated, the best that can be said is that the measures recommended in response to other submissions do address these issues. Hence acceptance in part is appropriate.</i></p>

<p>47.</p> <p><i>M J & G A Rothwell</i></p> <p><i>Oppose</i></p> <p><i>Accepted as a late submission. Received by Council on 17th September 2008.</i></p>	<p><i>Oppose the Plan Change (no specific relief sought)</i></p>	<p>Reject: (see all reasons expressed above.)</p>
<p>48.</p> <p><i>K A Godfrey & R L Thomas</i></p> <p><i>Oppose</i></p>	<p><i>The submitter states that they believe the Council has chosen the boundaries for development unwisely. There appears to be land along the railway line and heading south towards Burnham more appropriate for commercial development as it would not impinge upon a residential/farming neighbourhood.</i></p> <p><i>The submitter also raises concerns over the increase in traffic along Hoskyns Road and Madisons Road owing to Hoskyns and Weedons Rodd Road being direct routes to the West Coast highway. By expanding the industrial zone along Hoskyns Road the Council is effectively condoning the increase in noise and exhaust pollution.</i></p>	<p>Reject in part:</p> <p><i>The Council is seeking to create a compact community and not one which spreads in linear fashion along the State Highway. It is more efficient to build onto the existing Izone than to crease a new zone elsewhere.</i></p> <p><i>Measures are now included to require:</i></p> <ol style="list-style-type: none"> <i>1. the upgrading of Jones Road/Hoskyns Road intersection and the upgrading of Hoskyns Road;</i> <i>2. the upgrading of the Hoskyns/Maddisons Road intersection including a median island; and</i> <i>3. the monitoring of traffic volumes on Maddisons Road at 6-monthly</i>

	<p><i>Value of residential land will drop</i></p> <p><i>Manufacturing and other business will create noise, effluent and smoke/fumes which will detrimentally impacts on quality and health of environment.</i></p> <p><i>Recently renovated home. Council never advised of zoning changes. Will Council reimburse us?</i></p> <p><i>- Also concerned about longer term strategy to rezone Cockburn and Witham land.</i></p>	<p><i>intervals.</i></p> <p><i>There are further provisions to protect local amenity.</i></p>
<i>Further submission</i>	<i>K Mallon in support</i>	<i>Reject in part for the reasons given above.</i>
<p><i>49.</i></p> <p><i>J McKim</i></p> <p><i>Oppose</i></p>	<p><i>Wishes to make an oral submission against PC.</i></p> <p><i>At the hearing Mr McKim spoke on behalf of himself, M A Luxton and P A Bosher. He and those he presented were generally concerned about effects on local amenity and potential traffic problems particularly for Maddisons Road. He wished to be certain that any roading upgrades did not have to be financed through general rates.</i></p>	<p><i>Accept in part.</i></p> <p><i>(See reasons given for recommendation on submission No. 6.)</i></p>

50. M A Luxton Oppose	Oppose Plan Change (no specific outcome sought but see No. 49 above).	Accept in part: (see above).



M J G Garland
Commissioner

Date: 20 March, 2009

2. Schedule of requested amendments to the Selwyn District Plan

2.1 The following changes are proposed to the Selwyn District Plan to enable the proposed rezoning to proceed.

- a. **Amendment 1:-** Amend Planning Maps 13 and 96 (Sheets 1 and 2) to identify the zoning of the site as Business 2. See amended planning maps attached at Appendix A.
- b. **Amendment 2:-** Amend the following Rule 13.1.3 Controlled Activities of the 'Business Zone Rules – Status of Activities (page C13-001) as follows:

13.1.3 *In that those parts of the Business 2 Zone at Railway Road, Rolleston, as is depicted on the Outline Development Plans at Appendices 22 and 33 all of the following activities shall be controlled activities, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.*

- c. **Amendment 3:-** Amend Rule 16.1.1 of the Land Use rules for Business Zones – Buildings and Landscaping as follows:

16.1.1 *Except as provided in Rules 16.1.2 to 16.1.5 any principal building*

- d. **Amendment 4:-** Insert the following Rule 16.1.5 of the Land use rules for Business Zones – Buildings and Landscaping:

16.1.5 Any principal building in that part of the Business 2 Zone as is shown on the Outline Development Plan at Appendix 33 if the following standards are met:

16.1.5.1 A landscaping strip of at least 3 metres width be planted along every road frontage of the site in accordance with (a) to (d) below..

(a) The landscaping shall consist of only those species listed in Appendix 21. Planting for each allotment shall include:

- **A minimum of two trees from Group A for every 10 metres of road frontage.**
- **At least 35% of the required area shall be planted in species from List C.**
- **At least 10% of the required area shall be planted in species from List D.**

(b) All plants shall be of the following maximum spacings:

- **List B – 1.5 metre centres;**
- **List C – 1.5 metre centres;**
- **List D – 700mm centres.**

(c) The landscaping planted shall be maintained and if dead, diseased or damaged shall be removed and replaced.

(d) No fences or structures shall be erected within the 3 metre landscaping strip.

- e. **Amendment 5:-** Amend Rule 16.1.6 of the Land Use rules for Business Zones – Buildings and Landscaping:

16.1.6 Any principal building which does not comply with Rule 16.1.2 or 16.1.3 or 16.1.4 or 16.1.5 shall be a non-complying activity.

- f. **Amendment 6:-** Amend the numbering of the following rules of the Land Use rules for Business Zones – Buildings and Landscaping to that described below:

Existing rule	Amend numbering to
16.1.5	<u>16.1.6</u>
16.1.6	<u>16.1.7</u>

- g. **Amendment 7: -** Insert the following Rule 16.7.2.8 to the Land Use Rules for Business Zones - Buildings and Building Position (page C16-007):

16.7.2.8 In that part of the Business 2 Zone Business 2 Zone as is shown on the Outline Development Plan at Appendix 33:

Road Boundaries - 10 metres

Internal Boundaries - 15 metres (only along the common boundary with land within a Rural Zone)

- h. **Amendment 8: -** Amend Rule 16.7.5 of the Land Use rules for Business Zones – Buildings and Building Position (page C16-007) as follows:

16.7.5 Any activity which does not comply with Rules 16.7.2.2-16.7.2.8** shall be a restricted discretionary activity.**

- i. **Amendment 9:** Amend the following Rules 18.2.1.2(b) and (c) of the Land Use rules for Business Zones - Height and Setbacks – Utility Buildings (page C18-004):

(b) Business 2 Zone (excluding the areas at Rolleston that is are depicted on the Outline Development Plans at Appendix 22 and 33): 2m from a road boundary, or any boundary adjoining a Living Zone.

(c) Business 2 Zone at Rolleston as is depicted on the Outline Development Plans at Appendix Appendices- 22 and 33:

- j. **Amendment 10:** Amend the following Rule 18.5.2 of the Land Use rules for Business Zones - Landscaping – Utility Buildings (page C18-007):

- 18.5.2 *Any principal building in that part those parts of the Business 2 Zone located at Railway Road, Rolleston as is shown on the Outline Development Plans at Appendix Appendices 22 and 33 shall be a permitted activity if the following standards are met:*
- 18.5.2.1 *The area between the common boundary of the Business 2 Zone and the Rural zone, as depicted on the Outline Development Plans at Appendix-Appendices 22 and 33, and the*
- 18.5.2.2 *A landscaping strip of at least 3m shall be provided along every road frontage in that part those parts of the Business 2 Zone located at Railway Road, Rolleston and Hoskyns Rd, Rolleston including the western side of Hoskyns Road as depicted on the Outline Development Plan Plans at Appendix-Appendices 22 and 33. The landscaping shall meet the following standards:*
- k. **Amendment 11:-** Amend the following Rule 22.4.1 of the Land Use rules for Business Zones - Activities and Noise (page C22-003).
- In that part those parts of Business 2 Zone at Rolleston as is depicted on the Outline Development Plans at Appendix- Appendices 22 and 33*
- l. **Amendment 12:-** Insert the following Rule 22.6.1.4 of the Land Use rules for Business Zones – Activities and Light Spill.
- 22.6.1.4 Any lighting in the Business 2 Zone at Hoskyns Road – North, Rolleston as depicted on the Outline Development Plan at Appendix 33 shall be designed so that:**
- (a) All outdoor lighting shall be shielded from above in such a manner that the light source is not visible from any property within the Rural Zone.**
- (b) All fixed outdoor lighting shall be directed away from adjacent roads outside of the Business 2 Zone and from adjacent properties within the Rural Zone.**
- m. **Amendment 13 :-** Amend Rule 22.12.1.1 of the Land Use rules for Business Zones - Retailing Within the Business 2 Zone, Rolleston as follows:
- 22.12.1 *The following shall be a permitted activity:*
- 22.12.1.1 *Any retail activity undertaken from an allotment in the Business 2 Zone at Rolleston as depicted on the Outline Development Plans at Appendix Appendices 22 and 33 provided that it only occupies up to 20% of the gross floor area of building on that allotment or 2,000m², whichever is the lesser.*
- n. **Amendment 14:-** Insert the following as Rule 24.1.3.11 of the Business Zone Subdivision Rules
- 24.1.3.11 In the Business 2 Zone at Hoskyns Road – North, Rolleston as depicted on the Outline Development Plan at Appendix 33 road connections shall be provided to Hoskyns Road and the land to the west and north and a pedestrian link shall be provided to the adjacent B2 Zone to the west generally in accordance with those locations identified on the Outline Development Plan. The roads shall be constructed in general accordance with the road cross section examples also included in Appendix 33 (and where any conflict occurs with rule E13.3.1 these cross sections shall take precedence). Furthermore, lots created which abut**

Hoskyns Road in the locations shown on the Outline Development Plan at Appendix 33 should be designed in such a way that buildings will likely be encouraged to front onto and access onto Hoskyns Road.

- o. Amendment 15:- Insert the following as Rule 24.1.3.12 of the Business Zone Subdivision Rules

24.1.3.12 In the Business 2 Zone at Hoskyns Road – North as is depicted on the Outline Development Plan at Appendix 33 the following street plantings shall be planted in the roads prior to vesting of the roads in the Council.

(i) Boulevard Road:

- Planting in the median of the road.
- A planting strip of 2 metres down each side of the road.
- Planting shall consist of the species listed in Appendix 21 and shall be in accordance with the standards listed at Business Zone Rule 16.1.5.1.

(ii) Secondary roads:

- A planting strip of 2 metres down each side of the road.
- Planting shall consist of the species listed in Appendix 21 and shall be in accordance with the standards listed at Business Zone Rule 16.1.5.1.

- p. Amendment 16: - Insert the following as Rules 24.1.3.13 and 24.1.3.14 of the Business Zone Subdivision Rules

24.1.3.13 The area between the common boundary of the Business 2 Zone and the Rural Zone, as depicted on the Outline Development Plan at Appendix 33, and the principal building shall be landscaped to the following standards:

- (a) The landscaping shall be planted along the Business 2 Zone side of the common boundary.
- (b) The landscaping shall achieve, once matured, a minimum width of 2.5 metres and a minimum height of 6.5 metres.
- (c) The landscaping planted shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.
- (d) The landscaping shall consist of one or more of the following species:
 - Macrocarpa
 - Leyland cypress
 - Radiata pine
 - Kahikatea

24.1.3.14 Existing established hedgerows and vegetation located within the area indicated on the Outline Development Plan at Appendix 33 shall be retained until such time as the new planting required by Rule 24.1.3.13 achieves a height of 3 metres.

- q. Amendment 17:- Include the Outline Development Plan attached at Appendix A to this document as a new Appendix 33 to the District Plan.
- r. Amendment 18 - Make the following amendments to "Appendix 21 – Planting requirements for Business 2 Zone (Appendix 22) at Rolleston".

- (i) Add the following tree species to Group A "Higher canopy trees with an ultimate....."
 Abbreviation Scientific Name Common Name
 Qr Quercus robur English Oak

- (ii) Delete the 'Note' at the start of the Appendix.

- s. Amendment 19: - Insert the following as Rule 24.1.3.15 of the Business Zone Subdivision Rules

24.1.3.15 In that part of the Business 2 Zone as depicted on the Outline Development Plan at Appendix 33 at the time subdivision consent is sought for the creation of the 'Boulevard Road' the upgrading of Hoskyns Road as depicted on the 'Hoskyns Road Upgrade Plan' included at Appendix 33, which includes an off-road shared cycleway/pedestrian link, must be provided for.

Note: "The detailing of the intersection between Hoskyns Road and the proposed 'boulevard road' should be designed with regard to integrating the external cycle/pedestrian link with pedestrian and cycle routes on the internal road system.

- t. Amendment 20: - Insert the following as Rule 24.1.3.16 of the Business Zone Subdivision Rules and add the 'Note' under the same

24.1.3.16 In that part of the Business 2 Zone as depicted on the Outline Development Plan at Appendix 33 at the time that the first subdivision consent is sought that application must include an allotment that is to be set aside for the purposes of an Amenity Hub. This allotment is to be a minimum of 1000m2 and is to be located generally in accordance with one of the four locations identified on the Outline Development Plan at Appendix 33. The allotment shall be bounded on at least 50% of the length of its boundaries by public roads. The use of the allotment for the purpose of an Amenity Hub is to be secured by way of a consent notice being registered on the Certificate of Title for the allotment identified as the Amenity Hub site as part of the works associated with that subdivision.

- U Amendment 21 – Insert the following as Rules 24.1.3.17 and 24.1.3.18 of the Business Zone Subdivision Rules

24.1.3.17 In that part of the Business 2 Zone as depicted on the Outline Development Plan at Appendix 33 at the time subdivision consent is sought for any allotment that is to gain access to Hoskyns Road north of the proposed 'Boulevard Road' the upgrading of Hoskyns Road beyond that required by Rule 24.1.3.15 to the intersection with Maddisons Road as depicted on the 'Hoskyns Road Stage 2 Upgrade Plan' included at Appendix 33 must be provided for.

24.1.3.18 Any subdivision of land within that part of the Business 2 Zone as depicted on the Outline Development Plan at Appendix 33 shall provide for the upgrading of the Hoskyns Road/Maddisons Road intersection in accordance with the Traffic Design Group drawing 7030-3-5A dated 27/11/08 "Proposed Intersection" as included at Appendix 33 prior to any new certificates of title being issued for land within this area .

- v. Amendment 22: - Include the following as Rule 24.1.4.18 under 'Size and Shape' of the Business Zone Subdivision Rules

24.1.4.18 Whether subdivision in the Business 2 Zone at Hoskyns Road – North, Rolleston, as depicted on the Outline Development Plan at Appendix 33 creates a lot or lots which are of a suitable size and dimension to facilitate the development of an Amenity Hub to serve the day to day needs of employees and is generally in one of the locations shown on the Outline Development Plan.

- w. Amendment 23: - Include the following in Part D Definitions:

Amenity Hub: in relation to the Business 2 Zone means a recreation reserve and potentially associated development intended to serve the day to day recreation and convenience needs of employees. An Amenity Hub shall include a recreation reserve with a minimum area of 1000m². It may also include retail/service activities (such as but not limited to a bakery, café, dairy, takeaway bar, child care and learning centre, or fitness centre) that serve the day to day needs of employees within the surrounding area. Any such associated retail/service activity shall be located adjacent to or opposite, if separated by a road, the recreation reserve required.

- x. Amendment 24 – Add the following in Part B, Issues, Objectives and Policies, Transport Networks – Policies and Methods:

Methods

Monitoring

- **Monitor traffic volumes where the need arises. Traffic volumes on Maddisons Rd are to be monitored at six monthly intervals from June 2009 to June 2012 to assess whether any road improvement or traffic calming measures are required as a result of the expanded Business 2 Zone on Hoskyns Road.**



LEGEND

LANDSCAPE RULE 24.1.3.13 APPLIES

LANDSCAPE RULE 24.1.3.14 APPLIES

HOSKYN'S ROAD NORTH AREA

BOULEVARD ROAD

SECONDARY ROAD

10m WIDE PEDESTRIAN LINK

OFF-ROAD CYCLEWAY/PEDESTRIAN ACCESS TO BE PROVIDED FROM EXISTING ROAD TO NEW ENTRY ROAD

AMENITY HUB OPTIONS

HOSKYN'S ROAD UPGRADE (SEE ATTACHED PLAN OF UPGRADE WORKS TO BE UNDERTAKEN. SUBDIVISION RULE 24.1.3.14 APPLIES)

ADDITIONAL CONNECTION IF POSSIBLE

NOTE: 1. LOTS ABUTTING HOSKYN'S ROAD SHOULD FRONT ONTO AND ACCESS HOSKYN'S ROAD - REFER RULE 24.1.4.10

Item	Date	Revised Details	By
F	19.3.09	AREA ALTERED, LANDSCAPE RULES	RD
E	24.1.08	PEDESTRIAN LINK ALTERED	RD
D	24.1.08	VARIOUS	RD
C	18.1.08	VARIOUS	RD
B	5.11.08	CYCLEWAY & AMENITY HUBS	RD
A	5.6.08	ISSUE	RD

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A person using a vehicle on a road or other area created by the use of this plan must do so in accordance with the relevant traffic laws and regulations. The user must also ensure that the use of the plan does not result in any person being injured or damaged. The user must also ensure that the use of the plan does not result in any person being injured or damaged.

Project

IZONE
SOUTHERN BUSINESS HUB

**OUTLINE DEVELOPMENT PLAN
BUSINESS 2 ZONE**

HOSKYN'S ROAD NORTH

PROPERTY DATA
The property data has been sourced from Land Information New Zealand (LINZ) and is current as at February 2008.
AERIAL PHOTO
The aerial photography has been sourced from the ECAN website.

Surveyed	Designed	Drawn	Verified	Approved
Signed	Signed	Signed	Signed	Signed
Date	Date	Date	Date	Date

Or Project No. **21284**

Scale **1:6000@A3**

Drawn **SU71**

Box **F**



Thursday, 19 March 2009

REVISION	DATE	DESCRIPTION
1	19/03/2009	Initial Design

Rolleston Industrial Zone Extension
Hoskyns Road Stage 2 Upgrade Plan

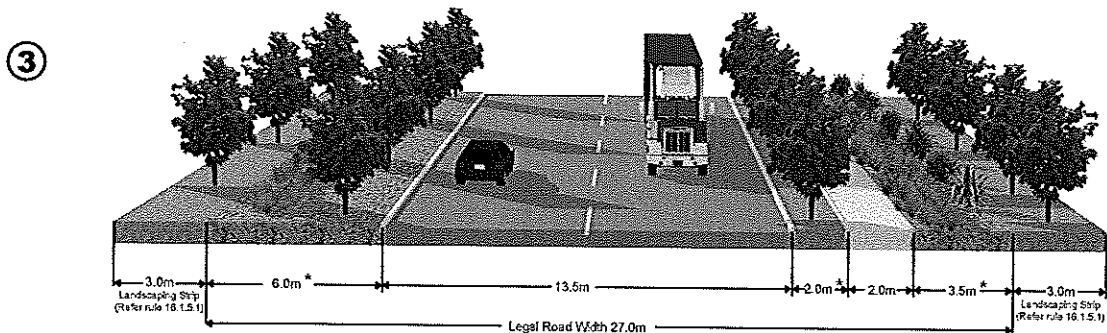
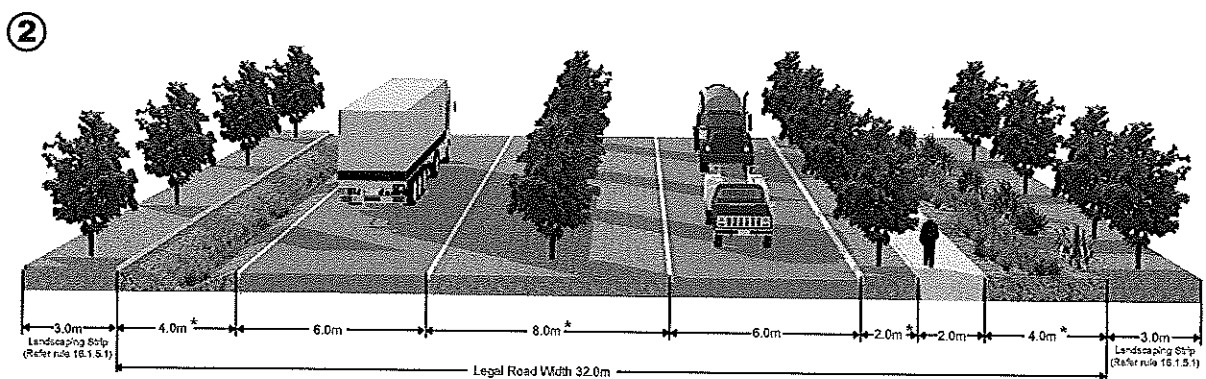
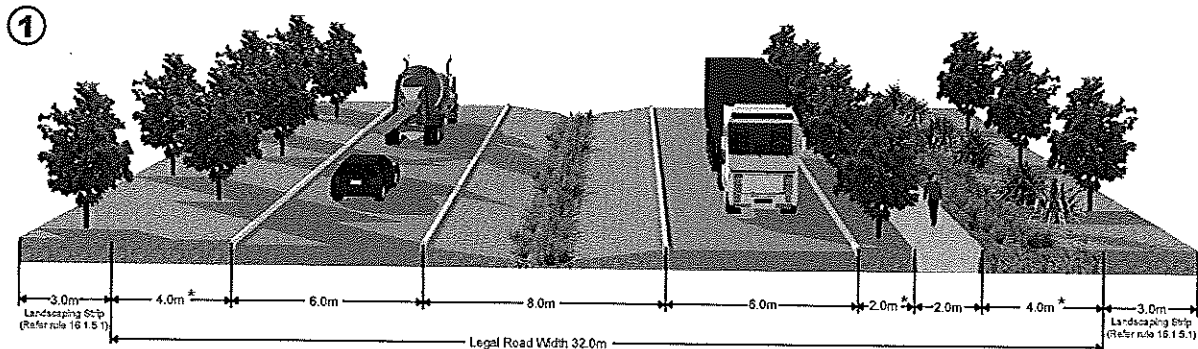
DRAWN: DKN
 DATE: 19.03.2009
 SCALE: 1:2000 @ A3
 DWG NO: 7030-S-CTA

Traffic Design Group

APPENDIX 33 Cont.

Recommended Road Cross Sections for the Business 2 Zone (Hoskyns Road North) Rolleston (Refer Rule 24.1.3.11) - Boulevard Roads

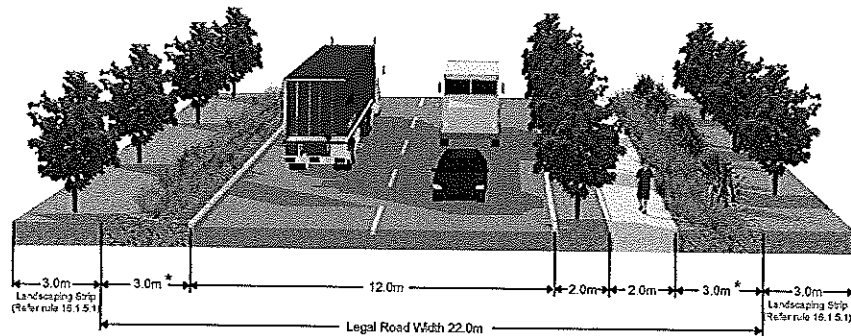
Boulevard Road Options:



* = includes planting strip planting (Refer Rule 24.1.3.12)

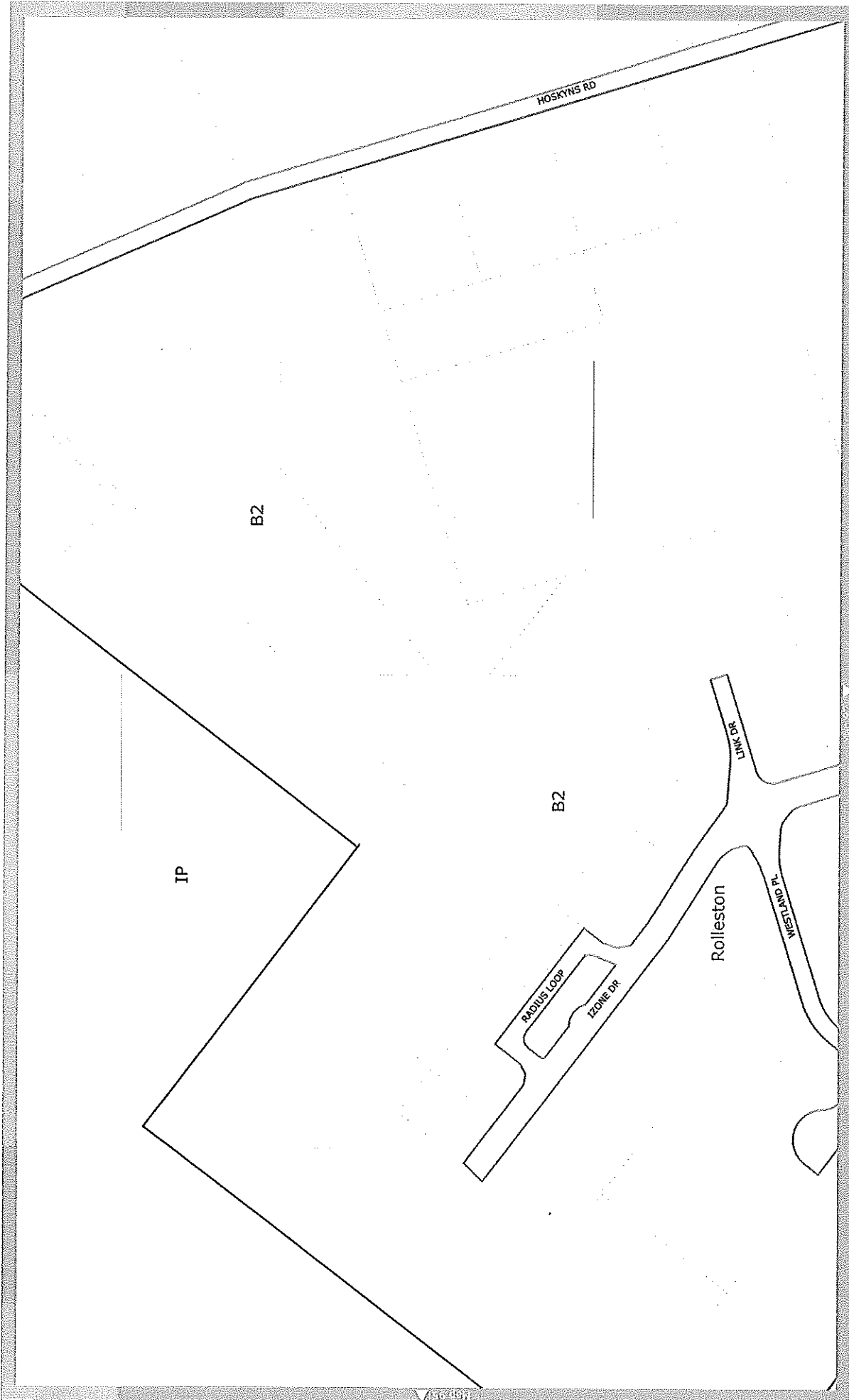
APPENDIX 33 Cont.

Recommended Road Cross Sections for the Business 2 Zone (Hoskyns Road North) Rolleston (Refer Rule 24.1.3.11) - Secondary Roads



Note: Secondary Road treatment to be applied to any roads additional to those shown on the Outline Development Plan

* = includes planting strip planting (Refer Rule 24.1.3.12)



MAP 096 SHEET 1

SELWYN DISTRICT PLAN
Scale: 1:4,000 at A3

100 0 m NORTH

Prepared by Ortelow Ltd.
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KEY
SDC Designated
Sites
Other
Designations

Chd International
Airport Noise Contour
Transit Widening
Designation

Fault Lines
Coastal
Hazard

Transpower
Main Lines
Zones

Forestry
Exclusions
Outstanding
Landscape

West Melton
Observatory Zone
Outstanding
Natural Feature

Terrestrial
Authority
Surrounding Districts
Selwyn District
Flood Zone
Waimakariri Flood Plain
Lower Plains Flood Area
Lake Ellesmere Flood Area

