



## **SELWYN DISTRICT PLAN**

**Plan Change 5** - Rezoning of rural land to Business 2 at IZONE Rolleston. The plan change rezones 56.3 ha of land at Rolleston from Rural to Business 2.

*Further Submissions*

Form 6

SCANNED

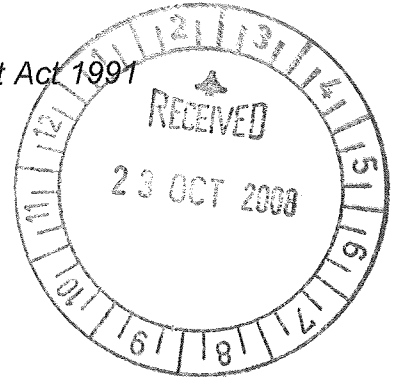
08/023050

Further submission in support of, or in opposition on publically notified  
proposed policy statement or plan.

*Clause 8 of First Schedule, Resource management Act 1991*

To: Selwyn District Council.

Name of person making submission: Stephanie Jane Ashleigh



This is a further submission in support of a submission on the following proposed policy statement: Rezoning of Rural Land to Business 2 at Izone Rolleston.

I support the submission of: Callum Logan (submission 3.1), Weedons Rd, RD5 Rolleston.

The particular part of the submission I support are:

No specific statistical evidence exists in the supporting documentation to certify I Zone expansion is of long term benefit to the community.

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; due to a disparity of jobs offered compared to the economic and demographic profile of Rolleston. Statistics indicate residents of Rolleston and the surrounding are well paid, 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 in the longer term.

The quest for short term development profits and an increased rates take is at a cost of long term sustainability of business in Izone, local employment options and local living conditions. There is a long term governance role to ensure the right businesses that benefit our community are selected for IZone.

Traffic volumes will increase, which will add costs to road maintenance, create congestion, increase accidents and noise. 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 such as Maddisons Road where there is no room for cyclists [and heavy vehicles] on the road and may draw heavy traffic past Weedons School.

The 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.

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.


The reasons for my support are:

This (and other submissions against the rezoning) are balanced and reflect the reality of the effects on the community, supporters of the 'rezoning' are those that will gain financially and do not live locally. SDC needs to hear more from a very concerned community that will end up living with the decision.

I seek the following decision from the local authority:

Consider the submission, properly investigate the community's concerns and modify the plan accordingly in full consultation with the community.

I do not wish to be heard in support of my submission.

Signature: 

Date: 22 October 2008

Weedons Ross Road,

RD 5,

Christchurch.

347 4410

Contact name: Stephanie Ashleigh



081008024.

Resource Management Form 6

Further submission in support of, or opposition to, submission on publicly notified proposed policy statement or plan

**To:** Selwyn District Council

**Name of person making submission:** Rolleston Square Limited

This is a further submission in support of a submission on the following proposed change to the following plan. Plan Change 5 Selwyn District Plan

I support the submission of; Ecan

The particular parts of the submission that I support are: Point 5.1 Transport, Water Quality

The reasons for my support are: Those given by Ecan in its submission.

I seek the following decisions from the local authority: Those given by Ecan in its submission.

I wish to be heard in support of my further submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing.

Signature for submitter

Date 30 September 2008

Address for Service of person making further submission:

PO Box 1851 Christchurch 8140

Telephone (03) 3653233

Email [Lloyd@Bathursts.co.nz](mailto:Lloyd@Bathursts.co.nz)

Contact Person: Lloyd Bathurst, Director



Resource Management Form 6

Further submission in support of, or opposition to, submission on publicly notified proposed policy statement or plan

**To:** Selwyn District Council

**Name of person making submission:** Rolleston Square Limited

This is a further submission in support of a submission on the following proposed change to the following plan. Plan Change 5 Selwyn District Plan

I support the submission of; National Investment Trust

The particular parts of the submission that I support are: Large scale retail

The reasons for my support are: The provision for up to 2000 square metres of retail area in any allotment in the Business 2 zone could generate high volumes of traffic and loss of amenity for surrounding residents. Further, the splitting of retail amenity in Rolleston Township is neither environmentally or sustainably sound. Rolleston Township has more than adequate Business One zoned land to provide for retail demand until 2041.

I seek the following decisions from the local authority: That rule 22.12.1 be amended that the maximum area of retail activity on an allotment in this area is 20% of the gross floor area of building or 100 square metres, whichever is the lesser.

I wish to be heard in support of my further submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing.

Signature for submitter



Date/30 September 2008

Address for Service of person making further submission:

PO Box 1851 Christchurch 8140

Telephone (03) 3653233

Email Lloyd@Bathursts.co.nz

Contact Person: Lloyd Bathurst, Director

Form 6



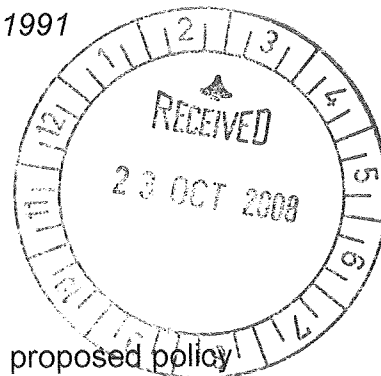
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Further submission in support of, or in opposition on publically notified  
proposed policy statement or plan.

*Clause 8 of First Schedule, Resource management Act 1991*

To: Selwyn District Council.

Name of person making submission: Anita Breyholtz



This is a further submission in support of a submission on the following proposed policy statement: Rezoning of Rural Land to Business 2 at Izone Rolleston.

I support the submission of: Callum Logan (submission 3.1), Weedons Rd, RD5 Rolleston.

The particular part of the submission I support are:

No specific statistical evidence exists in the supporting documentation to certify I Zone expansion is of long term benefit to the community.

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; due to a disparity of jobs offered compared to the economic and demographic profile of Rolleston. Statistics indicate residents of Rolleston and the surrounding are well paid, 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 in the longer term.

The quest for short term development profits and an increased rates take is at a cost of long term sustainability of business in Izone, local employment options and local living conditions. There is a long term governance role to ensure the right businesses that benefit our community are selected for IZone.

Traffic volumes will increase, which will add costs to road maintenance, create congestion, increase accidents and noise. 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 such as Maddisons Road where there is no room for cyclists or horse riding [and heavy vehicles] on the road and may draw heavy traffic past Weedons School.

The 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.

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.

The reasons for my support are:

This (and other submissions against the rezoning) are balanced and reflect the reality of the effects on the community, supporters of the 'rezoning' are those that will gain financially and do not live locally. SDC needs to hear more from a very concerned community that will end up living with the decision.

I seek the following decision from the local authority:

Consider the submission, properly investigate the community's concerns and modify the plan accordingly in full consultation with the community.

I do not wish to be heard in support of my submission.

Signature: Anita Breyholtz

Date: 22 October 2008

Weedons Ross Road,

RD 5,

Christchurch.

347 4410

Contact name: Anita Breyholtz

Form 6

SCANNED

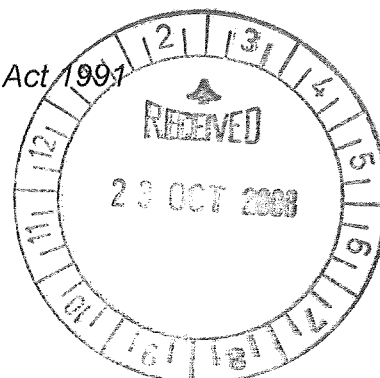
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Further submission in support of, or in opposition on publically notified  
proposed policy statement or plan.

*Clause 8 of First Schedule, Resource management Act 1991*

To: Selwyn District Council.

Name of person making submission: Peter Cyril Bullock



This is a further submission in support of a submission on the following proposed policy statement: Rezoning of Rural Land to Business 2 at Izone Rolleston.

I support the submission of: Callum Logan (submission 3.1), Weedons Rd, RD5 Rolleston.

No specific statistical evidence exists in the supporting documentation to certify I Zone expansion is of long term benefit to the community.

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; due to a disparity of jobs offered compared to the economic and demographic profile of Rolleston. Statistics indicate residents of Rolleston and the surrounding are well paid, 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 in the longer term.

The quest for short term development profits and an increased rates take is at a cost of long term sustainability of business in Izone, local employment options and local living conditions. There is a long term governance role to ensure the right businesses that benefit our community are selected for IZone.

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negotiations with these parties have left them in a difficult position given that ECAN are not supportive of rezoning their lands.


The reasons for my support are:

This (and other submissions against the rezoning) are balanced and reflect the reality of the effects on the community, supporters of the 'rezoning' are those that will gain financially and do not live locally. SDC needs to hear more from a very concerned community that will end up living with the decision.

I seek the following decision from the local authority:

Consider the submission, properly investigate the community's concerns and modify the plan accordingly in full consultation with the community.

I do not wish to be heard in support of my submission.

Signature: 

Date: 22 October 2008

Weedons Ross Road,

RD 5,

Christchurch.

347 4410

Contact name: Peter Bullock

Attn: Planning Dept

Resource Management (Forms, Fees, and Procedure) Regulations 2003  
Form 6

Further submission in support of, or in opposition to, submission on publicly notified proposed policy statement or plan  
*Clause 8 of First Schedule, Resource Management Act 1991*

To: Selwyn District Council (SDC)

Name of person making further submission: Dr Simon Causer

This is a further submission in support of a submission on the following proposed plan:

Proposed rezoning of rural land to Business 2 at Izone Rolleston

This submission provides further material supporting the initial submission made by myself - Simon Causer - opposing the rezoning of rural land to Business 2 west of Rolleston.

Unfortunately, the lack of notice given by SDC to local residents around this proposed change precluded me from compiling a full response in my initial submission, which I now address.

The particular parts of the submission I oppose are:

I strongly oppose all parts of plan change 08005 and it is my sincere hope that this proposed alteration to the District Plan will be rejected in its entirety.

That said, like many residents of West Melton, Weedons and surrounding area, I have formed a view that the outcome of the proposed rezoning of land adjacent to the existing IZone development is somewhat of a foregone conclusion - with parties such as SDC and Environment Canterbury having been working towards that outcome (expansion of IZone) for some considerable time now. The absurdity of the situation that I currently find myself in is exemplified in the very fact that as a ratepayer I am having to compile a submission to the very body (SDC) elected to represent my interests, but to reverse a proposal advanced by that body which is so clearly contrary to my interests (as well as those of the wider district), and that has been developed to the exclusion of the wider community up until only recently. The latter point is evidenced not least of all by land bordered by Hoskyns Road, the Cockburn property and the existing IZone business park already having sale and purchase agreements in place around it (with SDC being the purchaser), with such purchase/negotiation agreements including gagging clauses on the vendors... obviously with the sole purpose of disguising the intent of the development to local ratepayers.

None-the-less, I will try to put forward my views on the rezoning in a constructive and succinct manner, focusing on those four points I consider to be most detrimental to my quality of life, and to that of the wider community.

For the reasons outlined above, I will not attempt to advance alternative sites for an Izone-like development (although I believe there to be many), nor do I intend to counter those arguments advanced for selection of the land currently earmarked for rezoning - as I do not believe this to be my responsibility. I would note, however, that much of the reasoning behind the proposed extension, as well as the assumptions upon which such reasoning is based, seem flawed. For example - Does the proximity to a rail link mean that businesses will automatically avail themselves of this? I seriously doubt it. Equally, the assumption that an extended Izone will generate employment within Rolleston would appear naïve. To illustrate this, one need only consider Designline, one of the companies which has been held up as an

reason. Paper copy in mail.

back for some

bounced

e-mail submission

example of the sort of highly desirable industry that is migrating to Izone, and that is likely to 'invigorate' the local community as a result. Well - Designline plans to bus their entire workforce from Ashburton to the current site each day, all bar the single employee who lives locally! A single employee, it should also be pointed out, who is vehemently against the rezoning for the very same reasons I outline in my own submission! Finally, to quote 'soil quality being poor and thus not suited for anything else but industrial usage' as being one of the primary reasons for progressing a development of this scale in a pristine rural locality is indefensible - not to mention offensive to those of us who actively farm this area, investing heavily in our farming enterprises and in pastoral improvement.

I promised to focus on the direct impact should the proposed changes proceed though....

**The reasons for my support (or opposition) are:**

I strongly oppose the rezoning of land designated SR1 in Canterbury RPS proposed Change No.1 to a Business 2 designation because of the detrimental impact it will have on myself, my family, my farming business, my wider community, and the environment. This degradation of quality of life will be across the board, but the four main areas this will occur in are:

1. *Visual pollution.* The current Izone development is an eyesore. Its approaches are poorly maintained, and those businesses currently operating in it are inadequately screened from the wider community. An extended Izone will constitute an even greater eyesore - made doubly worse by the fact it will border the main access road of our community into Rolleston, Hoskyns Road. This is my single greatest objection to the proposed development as I see it will markedly decrease the enjoyment I derive from living in a rural environment, not to mention significantly devaluing my property. When I moved to West Melton from Christchurch some years back I specifically did so to escape such an industrial environment, I made a considerable capital outlay to do so, and have grown to love the environment in which we chose to make our home. Do not allow this to be taken away from us.
2. *Traffic.* This is the second greatest issue I see with the proposed development. Yes - with adequate improvement Hoskyns Road is probably capable of carrying higher volumes of traffic - but isn't it going to be getting this anyway as a result of the current huge residential development(s) in West Melton? Throw in a considerable volume of heavy truck traffic with this rural and lifestyle traffic (including horses, bikes and foot traffic) on a small country road and you have a recipe for disaster. At the very least Hoskyns Rd needs to be widened and, most importantly, any plans for a road exiting Izone onto Hoskyns directly should be abandoned. This is a critical issue in my mind and in the disappointing event that a rezoning were approved, a vehicle exit onto Hoskyns Rd would be the single most important thing I would like to see deleted from the current proposal. All vehicle traffic to/from Izone should utilize the existing exit/entrance, which is closest to SH1.  
  
Irrespective of whatever alterations are made to Hoskyns Rd, further erosion of our quality of life will occur as it will become unsuitable for exercising the horses that my partner and I currently enjoy riding there on a regular basis. To continue to do so in the presence of the heavy vehicular traffic that will result from an Izone development would be to invite the same tragedy befalling my friend's uncle less than six months ago - killed when his horse started at a truck passing.
3. *Light pollution.* Closely allied to Point 1 above is the issue of light pollution - which is considerable even from the existing IZone development (which is sparsely populated by businesses at this point in time - and I foresee only as a situation that is going to get worse). Drive towards this area at night and Izone is clearly obvious as a distinct glow in the sky - separate from Rolleston. While offensive, this pollution is still tolerable at its present level, however doubling (and even tripling if SDCs future plans come to fruition) will, without doubt, create an unacceptable level of light pollution. This will adversely affect me in my present location of

Newtons Road, and I have little confidence that allowances made in 22.6.1.4 will alleviate this issue.

4. *Noise pollution:* Noise emanating from the current Izone park is considerable and, based on reports from individuals living a similar distance away from the current development as I would be from the proposed one, I don't doubt this will also be an issue (particularly given a Business 2 rating). A Business 1 rating may be more acceptable, or requirement for specific noise abatement measures such as earth, constructed or vegetation barriers.

**I seek the following decision from the local authority:**

1. Decline rezoning of land in SR2 (adjacent to Hoskyns Rd) to Business 2 and retain its current rural land zoning.
2. If absolutely necessary, confine any extension to existing Izone development to area labeled SR1.

In the extremely disappointing event that any rezoning relevant to SR2 were approved I would require the following constraints (as a minimum) be placed on the developers, in addition to those already proposed:

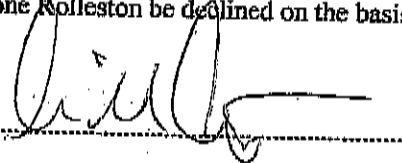
1. Absolutely no vehicle exit from Izone directly onto Hoskyns Road (opp Maddisons Rd, or otherwise). Retain existing exit.
2. Mandatory screening of the Izone development on all external boundaries by continuous planted embankment and/or hedging (the minimum total height for both being 8 m...noting such hedging is already in place, but is non-continuous, along some boundaries already eg. Hoskyns Rd) to maintain the rural aspect of our community. Where present, such shelterbelts should be augmented, not removed.
3. A reduction in the maximum building height, and height of other structures to 8 m and 12 m, respectively.
4. The implementation of an independent (third-party run) monitoring process to assess impact on quality of life of individuals residing within an established radius of Izone – such assessments to be carried out on an ongoing basis and to be coupled with a robust mechanism for addressing those areas where quality of life for Selwyn ratepayers has been compromised as a result of any Izone expansion.

**I wish to be heard in support of my further submission.**

Unfortunately the nature of my employment precludes my attending any hearing held any time on Mon-Fri between 7am and 5:30pm. However, if time slots were available outside of these I would appreciate the opportunity to present my views in person. If this is not possible, the salient points can be extracted from the above text.

In conclusion, I would ask that the requests, reasoning and recommendations outlined above be considered carefully, and that the rezoning of Rural land to Business 2 at Izone Rolleston be declined on the basis that it is quite clearly contrary to the community good.

Signature of person making further submission



Date 26 October 2008

Address for service of person making further submission:

Telephone: 03 365 7277

Fax/email: lotuseffect@slingshot.co.nz

Contact person: Simon Causer, Property owner, 691 Newtons Road, West Melton, RD 5, Christchurch

081023024



**FORM 6**

**FURTHER SUBMISSIONS ON A PUBLICLY NOTIFIED CHANGE OF  
THE SELWYN DISTRICT COUNCIL PLAN**

*Clause 8 of First Schedule, Resource Management Act 1991*

**TO:** Selwyn District Council

**FURTHER SUBMISSION ON:** Proposed Plan Change No:5 – Rezoning of rural land to  
Business 2 at IZone, Rolleston

**NAME:** Chisholm Projects Ltd  
C/- Ian Thompson

**ADDRESS FOR SERVICE:** PO Box 36307

1. The further submissions are contained in the attached schedule.
2. **Chisholm Projects Ltd** does wish to be heard in support of its further submissions.
3. If others make a similar submission, **Chisholm Projects Ltd** would be prepared to consider presenting a joint case with them at any hearing.

.....  
*Signature of person making further submission or person authorised to sign on behalf of person making further submission*

..... 21/10/08 .....  
Date

# SCHEDULE OF FUTHER SUBMISSIONS BY CHISHOLM PROJECTS LTD

## PROPOSED PLAN CHANGE NO 5 – REZONING OF RURAL LAND TO BUSINESS 2 AT IZONE, ROLLESTON

Name of person or group making original submission	Submission Number	Original Sought	Submitters	Relief	Support/ Oppose	Reason:
Callum Logan	3.2	<u>Oppose Plan Change.</u> Traffic volumes will increase. Added cost to road maintenance, congestion, increased accidents and noise. Entry and exit onto Hoskyns road should not be created as it will make it easier for heavy vehicles to travel down secondary county roads, such as Maddisons Road.			Oppose	Do not believe the proposed Plan Change will adversely impact on the wider transportation network.
Kevin Mallon	9.1	<u>Oppose Plan Change.</u> Increased vehicular traffic. S.H is becoming clogged. Traffic travelling to and from the extended IZone will be 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 north and bypass Christchurch.			Oppose	Do not believe the proposed Plan Change will adversely impact on the wider transportation network.
Kevin Mallon	9.1	<u>Oppose Plan Change</u> The Plan Change will allow for structures up to 15-25m. Landscaping will not hide such structure. The potential for visual pollution over an already stunning			Oppose	Do not believe the proposed Plan Change will impact on rural vistas or adversely impact on the landscape amenities of the area in general.

B & Jackson	A	29.1	rural landscape is significant the ability to mitigate this is negligible. <u>Oppose Plan Change</u> <u>Plan Change will vastly increase visual, air, noise and light pollution. No amount of landscaping can hide the 15-25m structures or block industrial noise.</u>	Oppose	Do not believe the proposed Plan Change will impact on rural vistas or adversely impact on the landscape amenities of the area in general.
M L Boughan & M A Rodgers		10.1	<u>Oppose Plan Change</u> <u>Visual pollution as a result of buildings and chimneys etc. Landscaping not sufficient to screen from the road.</u>	Oppose	Do not believe the proposed Plan Change will impact on rural vistas or adversely impact on the landscape amenities of the area in general.
M A Newton		14.1	<u>Oppose Plan Change</u> <u>The PC will lower the value of their property.</u>	Oppose	Do not believe that the proposed Plan Change will adversely impact on property values.
D & A McDonald	A	23.1	<u>Oppose Plan Change</u> <u>Degradation of property values</u>	Oppose	Do not believe that the proposed Plan Change will adversely impact on property values.
National Investment Trust		8.1	<u>Large scale retail activities are only indirectly addressed in Rule 22.12 of the SDP. This classification is too permissive.</u>	Oppose	We believe that there are sufficient controls on retail activities.
MB Watson, NW Watson, MP Watson and ACV Brown		7.1	<u>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.</u> <u>Plan Change is inconsistent with the objectives and policies in the SDP.</u>	Oppose	We believe that the Plan Change does give effect to the RPS and that the Plan Change is consistent with the objectives and policies of the SDP.

# MEARES WILLIAMS

Lawyers

Landsborough House  
287 Durham Street  
PO Box 660  
Christchurch 8140  
New Zealand

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+64-3-379-0059  
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+64-3-366-6299  
Email  
law@meareswilliams.co.nz  
www.meareswilliams.co.nz

24 October 2008

Selwyn District Council  
P O Box 90  
ROLLESTON 7643

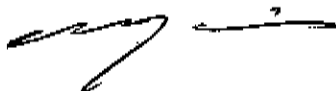
**By Facsimile: 347 2799**

Dear Sir/Madam

**Re: Proposed Plan Change 5 – Supporting Submissions from Cockburn Trust**

We act for the Cockburn Trust and **enclose** copies of two supporting submissions on behalf of our clients. As you will see, the submissions support parts of submissions which have been filed by others which oppose the proposed plan change.

Yours faithfully  
**MEARES WILLIAMS**  
per:



Simon Johnston  
**Partner**  
Email: saj@meareswilliams.co.nz  
lsdc-cockburn



**FURTHER SUBMISSION IN SUPPORT OF SUBMISSION ON PUBLICLY NOTIFIED  
PROPOSED POLICY STATEMENT OR PLAN**

To: SELWYN DISTRICT COUNCIL

Name of person making further submission:

Alexander James Cockburn, Annette June Cockburn & Derek John Craze

This is a further submission in support of some submissions on proposed Plan Change 5 (Rezoning of rural land to Business 2 at Izone Rolleston).


We support those parts of the submissions of:

- (a) Kevin Mallon (number 9) – kandm@countryproviders.co.nz
- (b) M L Boughan & M A Rogers (number 10) – 315 Hoskyns Road, Rolleston
- (c) K Emson (number 15) – 170 Knights Road, RD 5, Weedons, Christchurch
- (d) T Emson (number 16) – 170 Knights Road, RD 5, Weedons, Christchurch
- (e) B & A Jackson (number 29) – 159 Knights Road, RD 5, Weedons, Christchurch

which relate to:

- (A) the inadequate landscaping required to protect the rural land which is adjacent to the proposed new Business 2 zone.
- (B) the proximity and impact of new structures which can be erected in the proposed new Business 2 zone on adjacent land in the rural land and the inadequate landscaping rules/requirements to protect the adjacent rural land.
- (C) the need to protect the adjacent rural land and rural amenities from inappropriate large structures which may be erected in close proximity to the common boundary with the rural land.

The particular parts of the aforesaid submissions we support are:

- (A) the inadequate landscaping required to protect the rural land which is adjacent to the proposed new Business 2 zone.
  - (B) the proximity and impact of new structures which can be erected in the proposed new Business 2 zone on adjacent land in the rural land and the inadequate landscaping rules/requirements to protect the adjacent rural land.
- 

- (C) the need to protect the adjacent rural land and rural amenities from inappropriate large structures which may be erected in close proximity to the common boundary with the rural land.

The reasons for our support are:

We own and farm the rural property shown hatched in yellow on the attached plan 1. Part of our deer farm shares a common boundary with the proposed Business 2 land. Deer are sensitive animals and are easily frightened. The rural nature and amenities of our property also need to be protected. Rules which properly protect our property have not been included in the proposed plan change.

We seek that the aforesaid submissions be allowed by granting the following relief:

That Plan Change 5 is declined and the land remains zoned rural.

We wish to be heard in support of our further submission.

  
\_\_\_\_\_  
Signature of person making further submission  
(Solicitor and duly authorised agent)

24<sup>th</sup> October 2008  
Date

Address for service of person making further submission:

C/- Meares Williams  
Solicitors  
P O Box 660  
Christchurch  
(Attention: S A Johnston)

Telephone: 03 379 0059

Facsimile: 03 366 6299

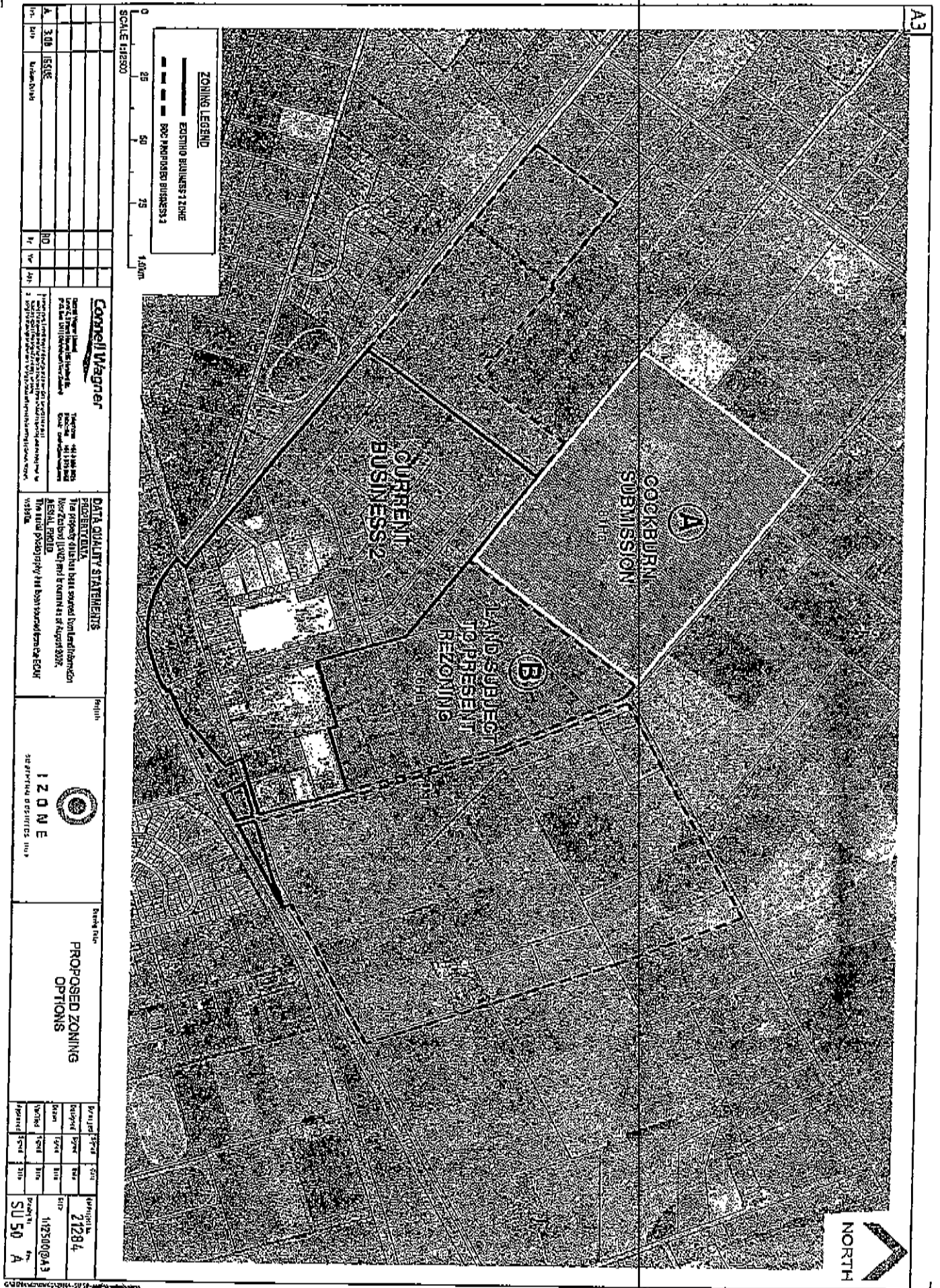
Email: [saj@meareswilliams.co.nz](mailto:saj@meareswilliams.co.nz)

Contact person: S A Johnston (Solicitor)

**Note to person making further submission**

A copy of your further submission must be served on the original submitter within five working days after making the further submission to the local authority.

Plan 1



**FURTHER SUBMISSION IN SUPPORT OF SUBMISSION ON PUBLICLY NOTIFIED  
PROPOSED POLICY STATEMENT OR PLAN**

To: SELWYN DISTRICT COUNCIL

Name of person making further submission:

Alexander James Cockburn, Annette June Cockburn & Derek John Craze

This is a further submission in support of some submissions on proposed Plan Change 5 (Rezoning of rural land to Business 2 at Izone Rolleston).

We support those parts of the submissions of:

- (a) Kevin Mallon (number 9) – kandm@countryproviders.co.nz
- (b) M L Boughan & M A Rogers (number 10) – 315 Hoskyns Road, Rolleston
- (c) K Emson (number 15) – 170 Knights Road, RD 5, Weedons, Christchurch
- (d) T Emson (number 16) – 170 Knights Road, RD 5, Weedons, Christchurch
- (e) B & A Jackson (number 29) – 159 Knights Road, RD 5, Weedons, Christchurch

which relate to:

- (A) the inadequate landscaping required to protect the rural land which is adjacent to the proposed new Business 2 zone.
- (B) the proximity and impact of new structures which can be erected in the proposed new Business 2 zone on adjacent land in the rural land and the inadequate landscaping rules/requirements to protect the adjacent rural land.
- (C) the need to protect the adjacent rural land and rural amenities from inappropriate large structures which may be erected in close proximity to the common boundary with the rural land.

The particular parts of the aforesaid submissions we support are:

- (A) the inadequate landscaping required to protect the rural land which is adjacent to the proposed new Business 2 zone.
- (B) the proximity and impact of new structures which can be erected in the proposed new Business 2 zone on adjacent land in the rural land and the inadequate landscaping rules/requirements to protect the adjacent rural land.

- (C) the need to protect the adjacent rural land and rural amenities from inappropriate large structures which may be erected in close proximity to the common boundary with the rural land.

The reasons for our support are:

We own and farm the rural property shown hatched in yellow on the attached plan 1. Part of our deer farm shares a common boundary with the proposed Business 2 land. Deer are sensitive animals and are easily frightened. Special landscaping and set back requirements are required to protect our deer farm and general farming operation and to protect the rural aspect and amenity of our property. Some special rules and requirements have been included in the existing lzone zone to recognise and address these problems.

We seek that part of the aforesaid submissions be allowed by granting the following relief:

- (A) that a strip of land 50 metres wide around some boundaries of the proposed Business 2 zone (and situated within the proposed Business 2 zone) adjacent to the rural zone is not rezoned and is retained as rural zoned land with special rules which restrict the use of that rural strip to pastoral sheep and/or beef farming or cropping. This will provide a buffer between the proposed Business 2 zone and the rural zone to protect the rural zone. The position of this rural strip of 50 metres is shown hatched on the attached plan marked "2".
- (B) If the relief set out above is not granted then the following relief should be granted:
- (a) that the same special rules as the rules that are presently found in the adjacent lzone Business zone which require a bund and landscaping along the full length of the common boundary of our property and the proposed Business 2 land be included as additional special rules of the proposed Business 2 zone. The bund and landscaping will be required on the Business 2 side of the boundary and should be in place before any subdivision development or other work is undertaken on that land.
- (b) that special rules are included in the proposed Business 2 zone which prohibit any buildings or structures within 30 metres of the common boundary on the proposed Business 2 zone side of the common boundary with our property.
- (c) that special rules are included in the proposed Business 2 zone which ensure that:
- (i) no lighting in the proposed Business 2 zone is visible from any part of our property; and
- (ii) no noise of an industrial nature or of a nature which would not normally be found or expected in a rural zone which comes from any part of the proposed Business 2 zone shall be able to be heard from any part of our property at any time of the day or night.

We wish to be heard in support of our further submission.

  
Signature of person making further submission  
(Solicitor and duly authorised agent)

24<sup>th</sup> October 2008  
Date

Address for service of person making further submission:

C/- Meares Williams  
Solicitors  
P O Box 660  
Christchurch  
(Attention: S A Johnston)

Telephone: 03 379 0059

Facsimile: 03 366 6299

Email: [saj@meareswilliams.co.nz](mailto:saj@meareswilliams.co.nz)

Contact person: S A Johnston (Solicitor)

**Note to person making further submission**

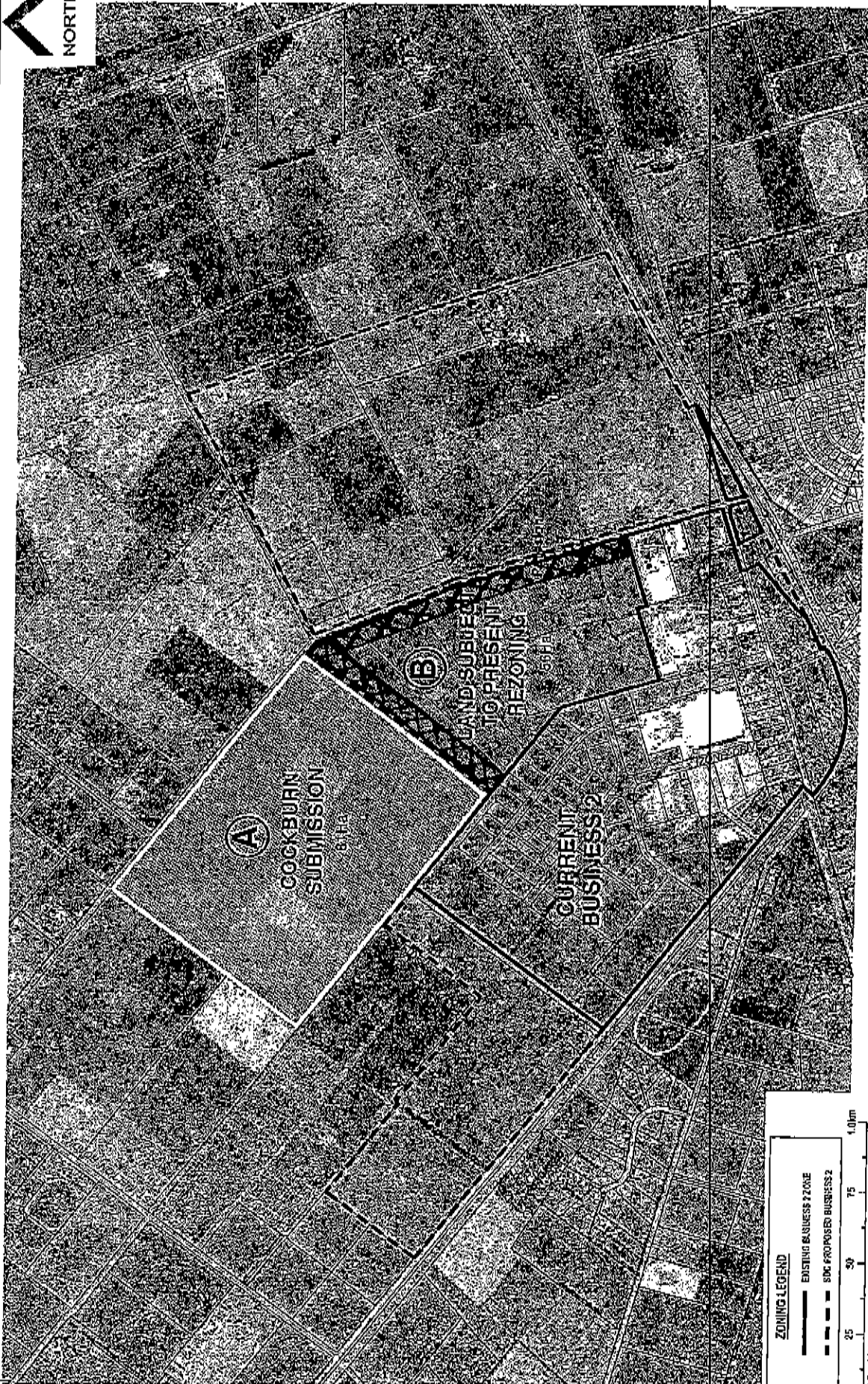
A copy of your further submission must be served on the original submitter within five working days after making the further submission to the local authority.





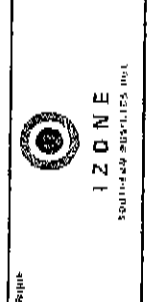


Plan 2



Drawn	Check	Scale	Sheet	Project	Drawn
21284	21284	1:12500	1	4425000A3	1
21284	21284	1:12500	1	4425000A3	1
21284	21284	1:12500	1	4425000A3	1
21284	21284	1:12500	1	4425000A3	1
21284	21284	1:12500	1	4425000A3	1

**PROPOSED ZONING  
OPTIONS**



**DATA QUALITY STATEMENTS**  
PROPERTY DATA  
This property data has been sourced from Local Government  
Herzegovina (LH) and is current as of August 2007.  
AERIAL PHOTO  
This aerial photograph has been sourced from the ECOM  
website.

**Connell Wagner**  
Geomatics & Surveying  
P.O. Box 1001, Christchurch, New Zealand  
Tel: 03 366 1000  
Fax: 03 366 1001  
Email: info@connellwagner.co.nz  
Website: www.connellwagner.co.nz

No.	Site	Issue	By	Date
1	1	1	1	1
2	2	2	2	2
3	3	3	3	3
4	4	4	4	4
5	5	5	5	5
6	6	6	6	6
7	7	7	7	7
8	8	8	8	8
9	9	9	9	9
10	10	10	10	10

**Resource Management (Forms, Fees and Procedure) Regulations 2003  
Schedule 1**

**Form 6**

**Further submission in opposition to submission on publicly notified  
proposed policy statement or plan**

Clause 8 of First Schedule, Resource Management Act 1991

To: Selwyn District Council



Name of person making further submission: Frank Pirrit Dowle

This is a further submission in opposition to a submission on the following proposed policy statement (or on the following proposed plan or on a proposed change to the following policy statement or plan):

Change 080005 – Rezoning of Rural Land to Business 2 at Izone Rolleston (First Schedule Part I of the Resource Management Act, 1991

I oppose the submission of: Selwyn District Council, 2 Norman Kirk Drive, Rolleston.

The particular parts of the submission I oppose are:

“Appendix D, Traffic Impact Assessment”

A handwritten signature, possibly "FD", in ink.

The reasons for my opposition are:

1. At the outset I want it noted that I requested a full copy of the Traffic Impact Assessment from the Selwyn District Council. The copy I was provided was only 37 pages and I noted in the table of contents that it should be 43 pages. At 9am on Thursday 16 October 2008 I called at Selwyn District Council and explained that the Traffic Impact Assessment I had been provided was missing pages 38-44. I was referred to the public desk and informed that there was a counter copy of the document for Plan change 08005 and extra copies available. I checked the counter copy and found that it did not contain pages 38-44. Of the two other copies of the document only one contained pages 38-44. I advised the receptionist of this error and suggested that the full documents should be made available. I am not suggesting that this error was deliberate but clearly the public have not been provided with the full Traffic Impact Assessment.
2. There is no disclosure statement provided by Traffic Design Group who is the author of this report. I believe that Traffic Design Group should have disclosed if they have any current or previous business relationship with the applicant, Selwyn District Council. This is important because with this plan change the Selwyn District Council is also the applicant.
3. The Traffic Impact Report submitted by Selwyn District Council in support of their application is poorly prepared, lacks critical detail and draws conclusions without facts and data to support those conclusions. The traffic impact assessment finds little to be concerned about because the Traffic Design Group has not made any effort to find anything that may cause concern. It is akin to Lord Nelson putting the telescope to his blind eye and saying that he can't see anything. This report is clearly biased and not prepared and written in an impartial manner. Anything that might be considered a negative is simply glossed over and a great deal of emphasis is placed on the positives.
4. In item **2 Existing Transport Environment** the report does not even mention secondary roads in the immediate vicinity of IZONE such as Maddisons Rd, Newtons Rd, Weedons Ross Rd and Knights Rd. Nor does it mention other secondary roads that will be directly impacted upon by this proposed rezoning. West Melton Rd, Kirk Rd, Barthers Rd, Hasketts Rd and Two Chain Rd are not mentioned. The impact upon these roads has not even been considered let alone studied.



5. The logical method to establish the likely traffic impact on the aforementioned roads is to study the driving habits of those living and working in the area at present. I have conducted an informal survey of residents living in Weedons. When the residents of Weedons are travelling to the city, suburbs north of the city, the airport or State Highway 1 North, they use secondary roads such as Maddisons Road and Newtons Rd. I am yet to speak to a single resident who uses Main South Road to travel to northern suburbs, the airport or north of Christchurch.
6. I also submit that it is critical to study the traffic movements of businesses already operating on Hoskyns Rd to establish likely driving habits once there is further development. At present there are only two significant industrial businesses operating on Hoskyns Rd adjacent to the proposed zoning change. They are Natures Flame/Solid Energy and the Tegal Feed mill. Natures Flame is already a heavy user of Maddisons Rd and Hasketts Rd. I have carried out observations on those roads and witnessed many journeys by heavy vehicles operated by them, in particular Natures Flame. This is clear evidence of likely driving habits of future users of IZONE, yet no consideration of this has been made in the report.
7. There will be massive traffic impacts from this (and other proposed developments in and around IZONE) on the township of Templeton, yet that has not been mentioned or assessed. If a study was undertaken of traffic movements through Templeton it would be evident that there is an increasing amount of heavy vehicle traffic passing through. Increased activity from the proposed zoning change will clearly add to that problem, but again that has not even been considered in this report.
8. In **item 2.2.2 "Hoskyns Rd"** the report refers to "generous berms" being provided on both sides of the carriageway. The berms are poorly maintained and on the eastern side the berm is pretty much unusable for pedestrians or cyclists. The berm on the western side is slightly better but certainly does nothing to promote road safety, pedestrians or cyclists.
9. In **item 2.4 "Pedestrian Facilities"** the report refers to a formed pedestrian path between the intersections of SH1/Rolleston Drive and SH1/Hoskyns Rd. It makes no mention of any other pedestrian facilities because there are none. I believe a balanced report would have highlighted the complete lack of pedestrian and cycling facilities in the area. Hoskyns Rd, Jones Rd, Maddisons Rd, Weedons Ross Rd and



Newtons Rd are already hazardous for walking and cycling on. I regularly run and cycle around the area and make every effort to avoid those roads as they are becoming increasingly unsafe. Increased light and heavy traffic will make them far more hazardous. A balanced and thorough traffic impact report would have established that.

10. In item 2.5 **"Cycle Facilities"** the report notes that there are no separate cycle facilities but states *"sufficient width is provided within the carriageways of the existing roads (Izone Drive, Jones Rd and Hoskyns Rd) to allow for safe cyclist movements"*. I am curious to know how the writer of the report can draw such a conclusion. It is not supported by any research or data and no cyclists appear to have been interviewed. I have cycled along Jones Rd and Hoskyns Rd and felt extremely unsafe on every occasion. Apart from small areas they are 100km/h roads and there is no verge to ride on. The conclusion drawn in the report is without basis.
11. In item 3.1 **"Peak Traffic Flows"** the report refers to studies on "key intersections in the vicinity of the Izone site (SH1/Hoskyns Rd, SH1/Rolleston Drive, Hoskyns Rd/Jones Rd and Jones Rd/Izone Drive)". The intersections were studied, according to the report, for four hours over two days. That is not a comprehensive study of roads likely to be effected by this zoning change. Again the report fails to consider key roads such as Maddisons Rd, Newtons Rd and Weedons Ross Road. The report has studied the impact on SH1/Rolleston Drive yet nobody would seriously expect large numbers of heavy or light commercial vehicles to travel from Izone onto Rolleston Drive. It is far more likely that those vehicles will travel along Hoskyns Rd, Maddisons Rd, Newtons Rd, Weedons Ross Road and Jones Road, yet no study has been conducted on those roads. Other factors such as local schools (Weedons, Templeton and Rolleston) are not mentioned in the report. It is my submission that counting vehicle movements on two selected intersections in the immediate vicinity of the proposed development does not constitute a serious study of traffic flows, or the likely impact of this proposed planning change.
12. In item 3.2 **"Daily Traffic Volumes"** the report relies on outdated data including daily traffic volumes on Rolleston Drive recorded in 2001. It is well documented that Rolleston is one of the fastest growing towns in New Zealand yet this report refers to data that is seven years out of date.
13. Item 3.2 also states *"traffic flows along Hoskyns Rd and Jones Road will also increase as the existing IZONE site (and the Proposed Plan Change expansion area) is developed and occupied"* yet no study has been



undertaken to establish how much that traffic will increase. Again the important secondary roads in the area are not mentioned.

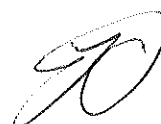
14. **Item 3.3** refers to traffic volume on SH1 (south of Weedons Ross Road) yet makes no reference to the secondary roads in the area. SH1 is designed to cope with large volumes of traffic and is the appropriate road for such traffic.
15. **Item 4 "Road Accidents"** refers to injury and non-injury crashes *"in close proximity to the site"* but again fails to consider the impact on intersections and roads not in immediate proximity of the site. A credible report would have examined crashes on other roads and the impact of increased commercial vehicle activity in the wider area.
16. In **item 5** the report notes that under the CRETS study that it is anticipated upgrading *"Hoskyns Rd between Jones Road and SH73 to a District Arterial standard to improve access to the north"* yet this report has not taken into consideration likely traffic volumes north along Hoskyns Rd. This comment also highlights a complete lack of understanding of traffic flows in the area. Traffic travelling along Hoskyns Rd to SH73 is far more likely to be travelling west to Darfield, Arthurs Pass and the West Coast than "North" as referred to in the report. Traffic travelling along Hoskyns Rd intending to travel north will likely use Maddisons Road or Newtons Road to travel "North". The traffic impact assessment has completely overlooked that.
17. **Item 6.1** states *"Footpaths are proposed on at least one side of the roads within the development to ensure that the site is a pedestrian friendly environment, and wide carriageway widths provide a convenient environment for cyclists. The internal road layout of the extended zone area is also beneficial from a walking (cycling) view as it results in reduced travel distances due to the high level of connectivity of the internal roads"* This is simply a token gesture so the applicant can claim to be promoting walking and cycling and lacks credibility. The truth is that the roads in the vicinity of IZONE will become more and more dangerous from the increased commercial activity in the area. It's all very well promoting walking and cycling within IZONE, but the pedestrians and cyclists will be exposed to increased risks as soon as they leave the protected environment of IZONE. The secondary roads in the area, in their current state, cannot provide a safe walking and cycling environment if the commercial traffic volumes increase.



18. In **item 6.5**, the assessment states that it is proposed to create a new intersection from Izone onto Hoskyns Road. This will clearly promote increased traffic volumes on Hoskyns Road yet no serious study has been made as to the likely routes of that traffic. It is my submission that this intersection will massively increase commercial traffic (heavy and light) on the secondary roads such as Maddisons Road and Newtons Road.
19. **Item 6.6** states *"it is likely that as the new areas are occupied the focus for access to Izone will move away from Jones Road and towards Hoskyns Road"*. Even by its own admission, the data and conclusions in the Traffic Impact Assessment are focused on the wrong roads and intersections. No serious study has been made of the likely impact of the new intersection.
20. **Item 7** attempts to calculate likely traffic volumes generated by this and other developments at Izone. The report even concedes that they really have no idea of the likely traffic volumes and *"industrial parks such as IZONE can also be highly variable"*. The assessment does take a guess of 6079 vehicles per day, which is a massive amount of traffic. Assuming that the majority of that traffic will be between 7am and 6pm each day, which equates to approximately 552 vehicles per hour or 9 per minute or one vehicle movement every 6.6 seconds pouring in and out of Izone and onto the surrounding roads.
21. In **Item 7.3 Traffic Distribution** the Traffic Impact Assessment states that the majority of trips are expected to be shared between Rolleston and Christchurch. That is not disputed but the likely roads on which those journeys are going to be made have not been accurately established.
22. **Item 8 Traffic Assessment** states *"Given that the majority of the traffic generated by the development proposal will utilise SH1 for travel between Christchurch and Rolleston, it has been identified that the greatest potential effect of the development is its effect on the operation of the SH1 intersections in Rolleston"* There is no basis on which such a bold statement can be made. Again this shows a complete lack of understanding of likely traffic movements from drivers departing Izone, particularly if access is provided directly onto Hoskyns Rd. As can be seen by the routes taken by the Natures Flame drivers, it is likely to result in a massive increase of heavy traffic along Hoskyns Rd, Maddisons Road, Weedons Ross Road and Newtons Rd.



23. **Item 8** also refers to software modeling to establish likely traffic flows. More accurate data could be obtained by establishing the routes used by the residents of Weedons and those businesses already operating on Hoskyns Rd.
24. **Item 8.2.1 Key Travel Paths** displays data on "key movements" through the SH1 Intersections. Again this does not consider other secondary roads.
25. **Item 9.1** discusses pedestrians and cyclists and networks to "encourage walking and cycling". Again the assessment overlooks that fact that there are no facilities for pedestrians or cyclists outside of the IZONE area and this is simply a token gesture.
26. This **Traffic Impact Assessment** shows a complete lack of understanding of the uniqueness of the area. This is a rural community and a number of road users are not even mentioned in this report. This includes stock droving, farm machinery, parents delivering children to schools and horse riding.
27. In **Item 10 Road Safety Effects** the report states "*by limiting access to the external road network to two high standard connections on Hoskyns Rd, the number of potential traffic conflicts can be controlled to specific locations where high standards of intersection design can minimise the effects*". This is an extraordinary claim to make. Two intersections do not control traffic conflicts to specific locations and minimise the effects. No thought or consideration has been given to where the traffic will go once it has passed through the intersections. The report contains no research or predictions of the likely effects on the greater community.
28. **Item 10** goes on to state "*the site is separated from Rolleston Township, hence heavy vehicle movements within the residential area and community facilities are minimised*". Again, no mention or consideration is given to the Templeton and Weedons communities including the local schools.





29. **Item 10** also states *"any travel between IZONE and Christchurch will utilise SH1 for practically all its length. SH1 is designed as a high-standard, major arterial route to carry high volumes of traffic."* No hard evidence has been provided to support this claim. This extraordinary claim is made without basis and contrary to what local knowledge and experience shows.
30. **Item 11.3 Canterbury Regional Land Transport Strategy** – describes a series of key result areas for achieving the vision of "the best possible quality of life". The report then goes on to list a land transport system that, among other factors, promotes a social environment that is safe and supportive, is safe to use, involves community participation in land transport decision making and is consistent with a health, pleasant and pollution-free environment. This report does not address those factors and it is clutching at straws to suggest that this plan change can achieve those visions. My submission is that it is not sufficient to simply state that it meets those visions without providing supporting evidence.
31. **Item 11.4 District Plan Policies and Objectives** states *"Adverse effects of residential and business growth in Selwyn District on road links into Christchurch City are addressed"*. It then comments, in response to that outcome: *"The adverse effects of the Industrial Park expansion on link roads into Christchurch (in particular SH1) are expected to be minor because it provides employment locally and because CRETS study has proposed the upgrading of the routes to Christchurch"*. Again this claim has been made without any research or evidence of the likely impact on the secondary roads. It is so easy for the author of the report to write such a claim yet it is far more difficult to support those assumptions with evidence.
32. **Item 11.4** also states that the District Plan requires *"Fewer impacts from the construction, maintenance and repair of roads or other utilities in road reserves, on people and the environment"* The response to that requirement in the report is *"The site is a greenfield site, hence the construction of the project will have a minimal impact on the existing road network and the local community"* It is quite apparent that there has not



been sufficient research conducted into the likely impact on the surrounding road network and the local community. Large areas of the local community don't even get a mention in the Traffic Impact Assessment.

33. **Item 12 Summary and Conclusions** states *"It has been demonstrated that the existing road network surrounding the site, including the signalised intersections with SH1 at Rolleston Drive and Hoskyns Rd have sufficient capacity in their existing form to accommodate the traffic generated by the proposal whilst retaining an acceptable level of service"*. I take issue with this claim considering that many of the existing roads surrounding the site have not even been mentioned or studied in this report.
34. **Item 12** concludes with the statement *"Accordingly it is recommended that there are no transportation-related reasons for opposing the Plan Change application."* My submission is that there has not been a thorough study of the likely traffic impact on the surrounding district for that conclusion to be drawn.
35. The advent of GPS technology such as Navman is having a huge impact on the habits of drivers on rural roads. As traffic volumes increase at the intersection of SH1 and Hoskyns Road, it is highly likely that commercial drivers will seek alternative routes down secondary roads. Products such as Navman are now capable of anticipating likely traffic delays and will re-route drivers onto alternative roads (source [www.navman.com](http://www.navman.com)). It follows that drivers driving to and from Izone will be encouraged onto alternative roads.
36. On 2 October 2008 Television One news featured a news item regarding problems in the United Kingdom with heavy vehicles using rural roads. In the news item it stated that GPS technology was encouraging heavy vehicles onto rural roads throughout the UK. This is resulting in disruption to residents, congestion and crashes on roads not suitable for large vehicles. It is highly likely that these issues will increase in Weedons and Templeton with the proposed planning change.



37. I attended the meeting held at Weedons Cricket Club in September regarding the proposed rezoning. At that meeting Douglas Marshall, representing the Selwyn District Council, stated that heavy traffic travelling between Izone and Christchurch will all use SH1. He was completely dismissive of suggestions that commercial vehicles will use roads through Weedons to travel to and from Izone. Mr Marshall stated "You can't tell me that trucks will drive through back roads when they can drive down State Highway 1". This shows a complete lack of knowledge and understanding of the area, and ignores that fact that Jones Road and Maddisons Road are used increasingly as an alternative route to SH1.

I seek the following decision from the local authority:

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 the 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.

I wish to be heard in support of my further submission.

If others make a similar submission, I will consider presenting a joint case with them at a hearing.



  
.....

Signature of person making further submissions  
(or person authorised to sign on behalf of person  
making further submission)

Date 17 OCTOBER 2008.....

Address for service of person

Making further submission: 162 Knights Rd, Weedons, RD5, Christchurch 7675

Telephone: 03 347 228 or 0275 280 480

Email: [fpdowle@xtra.co.nz](mailto:fpdowle@xtra.co.nz)

SCANNED

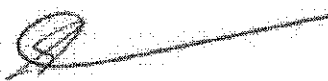
081001009  
As emailed

**Further Submissions in Support of a Submission on the IZONE Plan Change  
08005 to the Selwyn District Council District Plan Under Clause 8 of the First  
Schedule of the Resource Management Act 1991**

(In accordance with Form 6 – RM (Forms, Fees & Procedure) Regs 2003)

**TO:** Selwyn District Council  
**NAME:** Gillman Wheelans Limited (GWL)  
**ADDRESS:** P O Box 521, Christchurch 8140.

1. **GWL -**  
Supports the submissions of Solid Energy New Zealand Ltd (SENZ), submission #34.
2. **Those parts of the submission that we support are** the entire submission by SENZ.
3. **The reason(s) for our support are:**  
The proposed Plan Change and subsequent comprehensive development of the IZONE Business Park will lead to efficient and effective infrastructure growth/improvements in the surrounding locality, particularly where such infrastructure (sewer/water) is located within public road reserve, as shown on concept (i) of the sewer plan, to ensure public access to such infrastructure without private influences.
4. **We seek the following decision from the consent authority**  
That Plan Change 08005 be adopted by Council with all new significant community infrastructure to be located within public road reserve and be available for connection by the public to ensure sustainable and efficient growth in the future.
5. **GWL** wishes to be heard in support of its further submission.
6. If others make a similar submission, **GWL** would be prepared to consider presenting a joint case with them at any hearing.



.....  
Signature of person authorised to sign on behalf of further submitter.

30 September 2008

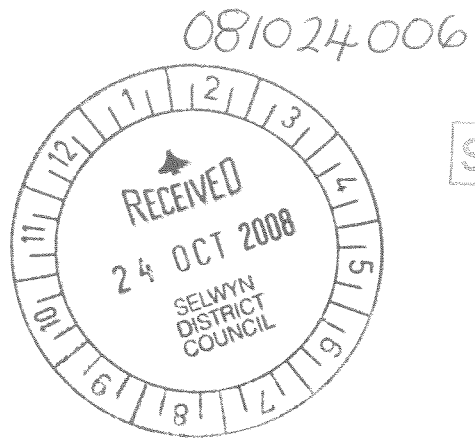
**Address for Service:**

Hamish Wheelans  
Gillman Wheelans Limited  
P O Box 521  
Christchurch 8140  
hamish@gwlimited.co.nz

Caislin  
105 Knights Road  
RD5  
Christchurch

23<sup>rd</sup> October 2008

Planning Department  
Selwyn District Council  
PO Box 90  
ROLLESTON



SCANNED

Dear Sir/Madam,

Please find enclosed my further submissions both in support of and opposition to the proposed plan change 5 – Rezoning Rural Land to Business 2 at IZone, Rolleston. Please do not hesitate to contact me by phone to 0275 538 466 or by email to [kandm@countryprovidores.co.nz](mailto:kandm@countryprovidores.co.nz) should there be anything missing from these further submissions or if any additional detail is required.

Yours faithfully

Kevin Mallon

Form 6

Further submission in support of, or in opposition to, submission on publicly notified  
proposed policy statement or plan

*Clause 8 of First Schedule, Resource Management Act 1991*

To: [name of local authority] SELWYN DISTRICT COUNCIL

Name of person making further submission: [full name] KEVIN THOMAS MALLON

This is a further submission in support of (or in opposition to) a submission on the following proposed policy statement (or on the following proposed plan or on a proposed change to the following policy statement or plan):

[name of proposed or existing policy statement or plan].

PLAN CHANGE 5 - REZONING OF RURAL LAND TO  
BUSINESS 2 AT IZOME KOLLESTON

I ~~support~~ (or oppose) the submission of:

[name and address of original submitter and submission number of original submission if available].

SEE ATTACHED

The particular parts of the submission I ~~support~~ (or oppose) are:

[clearly indicate which parts of the original submission you support or oppose, together with any relevant provisions of the proposal].

SEE ATTACHED

The reasons for my ~~support~~ (or opposition) are:

[give reasons].

SEE ATTACHED

I seek the following decision from the local authority:

[give precise details].

THE PROPOSED PLAN CHANGE S BE REJECTED IN  
ITS ENTIRETY

I ~~wish to~~ (do not wish) to be heard in support of my further submission.

\* If others make a similar submission, I will consider presenting a joint case with them at a hearing.

\* Delete if you would not consider presenting a joint case.



K Mallon

Signature of person making further submission  
(or person authorised to sign on behalf of  
person making further submission)

23 OCTOBER 2008

Date

Address for service of person  
making further submission:

CAISLIN, 105 KNIGHTS ROAD, RD5  
CHRISTCHURCH.

Telephone:

03 347 4770 OR ~~03~~ 0275 538 466

Fax/email:

KANON@COUNTRYPROVIDORES.CO.NZ

Contact person: [name and  
designation, if applicable]

KEVIN MALLON

**Note to person making further submission**

A copy of your further submission must be served on the original submitter within 5 working days after making the further submission to the local authority.

## Introduction

This table details opposition to a number of the submissions relating to Plan Change 05 – Rezoning Rural Land to Business 2 at IZone, Rolleston

I Oppose the following Submission	Submission Point	The particular parts of the submission opposed	The reasons for my opposition	Decision Requested
Rolleston Square Limited	2.1	The support of the full proposal	This support is at odds with my original submission. It has no grounds to be accepted and is discriminatory against the Weedons community in general and to other members of the Selwyn District	The PC be rejected in its entirety
ECan	5.1	I oppose the intention of the submission which is to give qualified support subject to some changes to the roading specification	The support from ECan is at odds with my original submission, it does not deal with the issues of traffic volumes and traffic flows. The ECan submission only adds additional cost onto SDC.	The PC be rejected in its entirety
Selwyn Central Community Board	6.1	I oppose the intention of the submission which is to give support subject to some roading changes	The support of the Selwyn Central Community Board (SCCB) is totally opposite to the views of the Weedons Residents. The SCCB has not consulted with the residents most affected by the plan change and therefore has not basis for supporting the submission in any form	The PC be rejected in its entirety

I Oppose the following Submission	Submission Point	The particular parts of the submission opposed	The reasons for my opposition	Decision Requested
Solid Energy	34.1	<p>I oppose Solid Energy's support of the plan change, particularly with regard to their statements that there is a need for additional B2 land in Rolleston and the fact that this change will ensure efficient use of existing infrastructure. Also opposed is Solid Energy's assertion that Hoskyns Road requires further upgrade.</p>	<p>This submission is strongly opposed on the grounds that there is no evidence that additional B2 land is required in Rolleston, the existing IZone is not fully developed and the need for more land will not be understood fully until the development is completed, all lots are built upon and all businesses are up and running. Only then will a full impact assessment be able to be made to understand the effect of the B2 land on the Rolleston community, whether or not it meets its intended outcomes of providing employment for Rolleston Residents and the effects that it has on the local community. There is no detail in the SE submission that suggests they understand this any more than the council does.</p> <p>The assertion that the plan change will make better use of existing infrastructure is floored in that very little of the existing infrastructure will be used for the B2 expansion. The PC calls for upgrading road and storm water, putting in place new by laws and a range of other changes to the infrastructure. What is there can provide little support for additional businesses without increased costs to the SDC.</p>	The PC be rejected in its entirety

			<p>If the SE submission refers to the proximity of rail and SH1 as the infrastructure to be more efficiently used then this could also be true if the B2 land was sited elsewhere, land between Templeton and Hornby or closer to Burnham still has close proximity to the infrastructure with potentially less effect on nearby residents and no impact on high quality rural land.</p> <p>SE request in their submission that Hoskyns Road will need to be upgraded, it is my view that this will add increased cost for SDC both in the short term and in the longer term as large vehicles continue to degrade the road surface. This is further justification for rejecting this PC.</p> <p>I oppose SE's submission totally</p>	
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Form 6

Further submission in support of, or in opposition to, submission on publicly notified  
proposed policy statement or plan

Clause 8 of First Schedule, Resource Management Act 1991

To: [name of local authority] SELWYN DISTRICT COUNCIL

Name of person making further submission: [full name] KEVIN THOMAS MALLON

This is a further submission in support of ~~(or in opposition to)~~ a submission on the following proposed policy  
statement ~~(or on the following proposed plan or on a proposed change to the following policy statement or~~  
plan):

[name of proposed or existing policy statement or plan].

PLAN CHANGE 5 - REZONING OF RURAL LAND TO  
BUSINESS 2 AT 1ZONE ROLLESTON  
I support ~~(or oppose)~~ the submission of:

[name and address of original submitter and submission number of original submission if available].

SEE ATTACHED

The particular parts of the submission I support ~~(or oppose)~~ are:

[clearly indicate which parts of the original submission you support or oppose, together with any relevant  
provisions of the proposal].

SEE ATTACHED

The reasons for my support ~~(or opposition)~~ are:

[give reasons].

SEE ATTACHED

I seek the following decision from the local authority:

[give precise details].

FULLY REJECT THE PROPOSED CHANGE TO REZONE  
RURAL LAND TO BUSINESS 2 AT 1ZONE  
I ~~wish for~~ do not wish) to be heard in support of my further submission.

- \* If others make a similar submission, I will consider presenting a joint case with them at a hearing.
- \* Delete if you would not consider presenting a joint case.

.....K Mallon.....

Signature of person making further submission  
(or person authorised to sign on behalf of  
person making further submission)

.....23 OCTOBER 2008.....

Date

Address for service of person  
making further submission:

CASLIN, 105 KNIGHTS ROAD, RD5,  
CHRISTCHURCH

Telephone: 03 347 4770 OR 0275 538 466

Fax/email: KANIM@COUNTRYPROVIDORES.CO.NZ

Contact person: [name and  
designation, if applicable]

KEVIN MALLON

**Note to person making further submission**

A copy of your further submission must be served on the original submitter within 5 working days after making the further submission to the local authority.

**Introduction**

This table provides support for a number of the submissions relating to Plan Change 05 – Rezoning Rural Land to Business 2 at IZone, Rolleston

<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
Sarah Vivienne Booth	1.1	The fact that the PC will have a negative effect on residential housing through noise, lights and visual effects	This essentially repeats the concerns in my own original submission in that the rural amenity and character will be changed forever. Some of the character of the rural environment includes the fact that we live in a quiet environment with low levels of ambient lighting and other negative visual effects. The current IZone is naturally buffered from the rural areas due to the farmland that separates it with Hoskyns Road.	The PC be rejected in its entirety
Callum Logan	3.1	Lack of evidence of any benefit to Rolleston in terms of jobs and IZone governance	This is supported by my original submission, there is no evidence that the IZone will bring any long term benefits to Rolleston, all current indicators suggest that this will increase employment but the increased opportunities will not be ones which will attract the people of Rolleston As noted above the type and mix of business in IZone are least likely to attract the people of Rolleston into long term sustained employment in their own community	The PC be rejected in its entirety

<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
	3.2	Increase in traffic volumes	This is supported by my original submission; traffic exiting onto Hoskyns Road as outlined in the PC will not be compelled to travel via SH1 and will use the rural roads. This will reduce the rural amenity and lifestyle	
	3.3	Visual	The current buffer of farm land and Hoskyns Road provides a suitable break between rural and business areas, this PC seeks to obliterate that buffer	
	3.4	Consultation	I support the comments that the neighbours consulted are in a difficult position given that ECAN are not supportive of rezoning their lands	



I Support the following Submission	Submission Point	The particular parts of the submission supported	The reasons for my support	Decision Requested
Voyna Crofts	4.1	<p>1. There is no evidence to suggest that IZone needs to be expanded</p> <p>3. Creation of jobs for locals is disputed</p> <p>7. Control of activities</p>	<p>1. This supported, the current IZone area is not yet developed, there is no evidence that there is a need for further development or that the development should be of the same type. It would be prudent to wait and see how IZone develops before expanding.</p> <p>3. This is supported as there is no evidence that Rolleston people will benefit at all from the types of jobs created</p> <p>7. This is supported by my submission; there is no control of the type of activity that will take place on the newly rezoned land. The fact that the sizes of individual developments is not detailed also suggest large factories could be built with the resultant pollution (noise, lighting, odour and air) reducing the rural amenity of the land</p>	The PC be rejected in its entirety
MB Watson, NW Watson, MP Watson and ACV Brown	7.1	Effect on the environment	The PC takes control of the environmental effects away from the SDC and the residents; there is nothing in the plan to mitigate the effects on the environment. The rules regarding building heights and ability to build chimneys suggest that there is a strong intention to attract heavy industry to the area.	The PC be rejected in its entirety

<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
ML Boughan & MA Rodgers	10.1	I support the submitters concerns over noise, light, air and visual pollution, property devaluation, traffic issues, loss of quality farm land, lack of jobs that will suit the Rolleston residents and the effects on Weedons School	All these concerns are supported by my original submission	The PC be rejected in its entirety
MA Newton	14.1	I support the submitters concerns that the PC will result in a drop in land values, increase pollution and adversely impact the rural lifestyle	All these concerns are supported by my original submission	The PC be rejected in its entirety
K Emson	15.1	I support the submitters concerns that the PC makes detrimental changes to the area, impacts the country roads and will be a source of all types of pollution	All these concerns are supported by my original submission	The PC be rejected in its entirety
RJ and RF Blackmore on behalf of Alloway Alpacas Ltd	17.1	I support the submitters concerns on traffic on Hoskyns Road, pollution and the detrimental and extreme change in the environment	All these concerns are supported by my original submission	The PC be rejected in its entirety

I Support the following Submission	Submission Point	The particular parts of the submission supported	The reasons for my support	Decision Requested
AM Smart	18.1	I support the fact that the TIA has not been suitably completed and I also support the assertion that there has been no study on the impact this change will have on the Weedons Community	My original submission disputes the belief that the traffic created by IZone in general and this PC in particular will travel on SH1 exclusively. Izone is in its infancy now so no TIA can be carried out with any certainty to understand exactly what routes the increased traffic will use.  The impact on the Weedons community also has not been assessed as negligible consultation has been undertaken. It is essential that the Weedons community be consulted before any development take place	The PC be rejected in its entirety
Weedons School	20.1	I support the submitters assertion that the traffic will have an adverse impact on Weedons School	This concern is supported by my original submission. There is no evidence to suggest that the increased traffic flows will trave on any "preferred routes" such as SH1 exclusively. In the 7 years that I have lived in Weedons we have seen a marking increase in the volume and speed of traffic passing Weedons School. The SDC has repeatedly been uninterested in improving this situation. This PC will only increase the problem. It has already been demonstrated that we have a council that is unwilling to make changes that will remove the dangers to the pupils and staff of the school	The PC be rejected in its entirety

<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
D & A McDonald	23.1	I support the submitters concerns on road safety, increases in pollution, destruction of the rural aspect and reduction of property values	All these concerns are supported by my original submission	The PC be rejected in its entirety
B & A Jackson	29.1	I support the submitters concerns about the effect the PC will have on the lifestyle, increases in pollution, traffic volumes and the effect that 15-25m structures will have on the environment. Additionally I support the concerns that the PC brings no benefits to the residents affected by it	All these concerns are supported by my original submission	The PC be rejected in its entirety
AM McCord	31.1	I support the submitters opposition to the PC based on increases in dangerous large traffic, its speed and its effect on Weedons School	All these concerns are supported by my original submission	The PC be rejected in its entirety
W & A Walker	40.1	I support the submitters concerns regarding industrial creep along Hoskyns Road, loss of enjoyment of the country lifestyle, increases in pollution, 24 hour factory operations and devaluation of nearby properties	All these concerns are supported by my original submission	The PC be rejected in its entirety

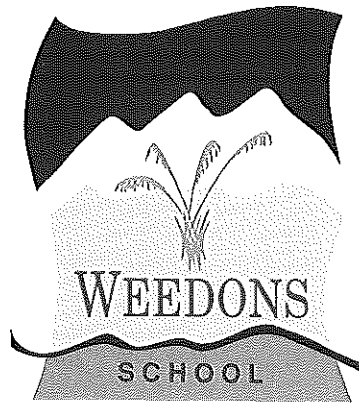
<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
G & S Titmuss	41.1	<p>I support the submitters concerns regarding the effects the PC will have on increasing pollution, increases in truck traffic on Maddisons and Weedons Ross Roads, the costs of upgrading Hoskyns Road and the dangers to Weedons School.</p> <p>I also support their assertion that the principle of IZone creating extra employment is flawed.</p> <p>Also supported is the suggestion that there is potential for a business area to be developed near Burnham</p>	<p>The majority of these points are covered in my original submission and further supported here.</p> <p>The suggestion that further investigation of a more low impact expansion of Izone has significant merit, the area chosen for the expansion has high quality soils and is close to the more densely populated lifestyle area. If Izone simply must be expanded (a concept that I do not support) then further work should be undertaken to find a location that has less community impact and uses land that has less value for farming.</p>	The PC be rejected in its entirety
NJ Boshier	42.1	<p>I support the submitters commentary on the lack of consultation and lack of transparency and honesty by SDC. Also supported are the concerns about property and amenity values, increases in pollution and the effect the increased traffic will have on the area</p>	All these concerns are supported by my original submission	The PC be rejected in its entirety
PA Boshier	43.1	<p>I support the submitters commentary on the lack of consultation and lack of transparency and honesty by SDC. Also supported are the concerns about property and amenity values, increases in pollution and the effect the increased traffic will have on the area</p>	All these concerns are supported by my original submission	The PC be rejected in its entirety

I Support the following Submission	Submission Point	The particular parts of the submission supported	The reasons for my support	Decision Requested
M Veitch	44.1	I support the submitters argument that there is significant land elsewhere for this type of development which is of low quality	<p>This submission is strongly supported as the effects of the PC have not been studies with respect to the Weedons Residents and the fact that it is planned to utilise an area where the soil is highly fertile and more appropriate for rural activity.</p> <p>It is my view that if IZone is such a success that it must be expanded then the plan should be to use land that has low impact on the surrounding community and is of little use for rural use</p>	The PC be rejected in its entirety

I Support the following Submission	Submission Point	The particular parts of the submission supported	The reasons for my support	Decision Requested
A Brown & H Hanna	45.1	<p>I support the submitters opposition to the PC in the following areas:</p> <ul style="list-style-type: none"> <li>• Lack of consultation with those affected</li> <li>• There are more logical locations for such a development</li> <li>• Impact on the quality of life and amenity values of the rural lifestyle</li> <li>• Councils duty to protect and enhance amenity values</li> </ul>	<p>There has been a total lack of consultation in developing this proposal, a few affected residents have been contacted but no wider consultation with the Weedons community has taken place. This puts those affected by the plan in a difficult position of having to make submissions after the PC is in the public arena.</p> <p>The development (if it must be undertaken) could be placed in an area that will have less of an effect on the local community and use less fertile soils, there has been no consideration of these points in the PC document.</p> <p>The impact on the rural lifestyle is supported by my original submission.</p> <p>I strongly agree that the elected council has a duty to improve the values on the area that we have chosen to live, the council will argue that this PC does that however they have not consulted with the residents and have no real mandate to undertake the change</p>	The PC be rejected in its entirety

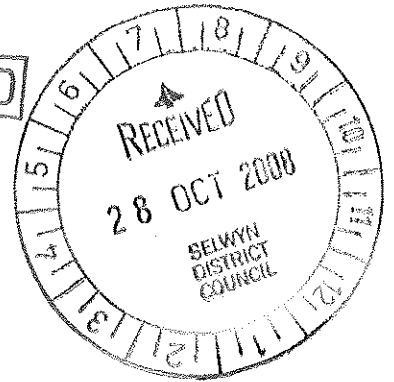
<b>I Support the following Submission</b>	<b>Submission Point</b>	<b>The particular parts of the submission supported</b>	<b>The reasons for my support</b>	<b>Decision Requested</b>
KA Godfrey & RL Thomas	48.1	<p>I support the following points from this submitter</p> <ul style="list-style-type: none"> <li>• There are better areas for the development</li> <li>• Increases in traffic volumes</li> <li>• Decrease in the values of the neighbouring land</li> <li>• Increase in pollution such as noise, effluent, smoke and fumes and the effects this will have on health and the environment</li> </ul>	<p>The assertions about property values, pollution and traffic volumes are supported by my original submission.</p> <p>I support the suggestion that there are areas more suited for this type of development which have not been studied as part of the PC. Consideration has not been given to the effects on the residents and land usage when choosing this area for development.</p>	The PC be rejected in its entirety





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SCANNED



Please find attached further  
Submissions on our opposition  
to the Plan Change 080005  
Rezoning of Rural Land to  
Business 2 at Izone Rolleston

Board of Trustees  
Weedons School.

**Resource Management (Forms, Fees and Procedure) Regulations 2003  
Schedule 1**

**Form 6**

**Further submission in opposition to submission on publicly notified  
proposed policy statement or plan**

Clause 8 of First Schedule, Resource Management Act 1991

To: Selwyn District Council

Name of person making further submission: WEEDONS SCHOOL

This is a further submission in opposition to a submission on the following  
proposed policy statement (or on the following proposed plan or on a proposed  
change to the following policy statement or plan):

Change 080005 – Rezoning of Rural Land to Business 2 at Izone Rolleston (First  
Schedule Part I of the Resource Management Act, 1991

We oppose the submission of: Selwyn District Council, 2 Norman Kirk Drive,  
Rolleston.

The particular parts of the submission we oppose are:

“Appendix D, Traffic Impact Assessment”

The reasons for our opposition are:

1. Traffic Impact Assessment- not a complete copy of findings available.
2. There is no disclosure statement provided by Traffic Design Group who is the author of this report. We believe that Traffic Design Group should have disclosed if they have any current or previous business relationship with the applicant, Selwyn District Council. This is important because with this plan change the Selwyn District Council is also the applicant.
3. The Traffic Impact Report submitted by Selwyn District Council in support of their application is poorly prepared, lacks critical detail and draws conclusions without facts and data to support those conclusions. The traffic impact assessment finds little to be concerned about because the Traffic Design Group has not made any effort to find anything that may cause concern.
4. In item **2 Existing Transport Environment** the report does not even mention secondary roads in the immediate vicinity of IZONE such as Maddisons Rd, Newtons Rd, Weedons Ross Rd and Knights Rd. Nor does it mention other secondary roads that will be directly impacted upon by this proposed rezoning. West Melton Rd, Kirk Rd, Barthers Rd, Hasketts Rd and Two Chain Rd are not mentioned. The impact upon these roads has not even been considered let alone studied.
5. The schools staff and parents all use these feeder roads to get to Weedons School on Weedons Ross Road. The increased traffic flow will add extra danger to the already open road speed limit of 100kph.
6. We also submit that it is critical to study the traffic movements of businesses already operating on Hoskyns Rd to establish likely driving habits once there is further development..
7. There will be massive traffic impacts from this (and other proposed developments in and around IZONE) on the township of Templeton, yet that has not been mentioned or assessed. If a study was undertaken of traffic movements through Templeton it would be evident that there is an increasing amount of heavy vehicle traffic passing through. Increased activity from the proposed zoning change will clearly add to that problem, but again that has not even been considered in this report.

8. In item 2.2.2 **"Hoskyns Rd"** the report refers to "generous berms" being provided on both sides of the carriageway. The berms are poorly maintained and on the eastern side the berm is pretty much unusable for pedestrians or cyclists. The berm on the western side is slightly better but certainly does nothing to promote road safety, pedestrians or cyclists.
9. In item 2.4 **"Pedestrian Facilities"** the report refers to a formed pedestrian path between the intersections of SH1/Rolleston Drive and SH1/Hoskyns Rd. It makes no mention of any other pedestrian facilities because there are none. We believe a balanced report would have highlighted the complete lack of pedestrian and cycling facilities in the area. Hoskyns Rd, Jones Rd, Maddisons Rd, Weedons Ross Rd and Newtons Rd are already hazardous for walking and cycling on.
10. In item 2.5 **"Cycle Facilities"** the report notes that there are no separate cycle facilities but states *"sufficient width is provided within the carriageways of the existing roads (Izone Drive, Jones Rd and Hoskyns Rd) to allow for safe cyclist movements"*. This conclusion is not supported by any research or data. Apart from small areas they are 100km/h roads and there is no verge to ride on. The conclusion drawn in the report is without basis.
11. In item 3.1 **"Peak Traffic Flows"** the report refers to studies on "key intersections in the vicinity of the Izone site (SH1/Hoskyns Rd, SH1/Rolleston Drive, Hoskyns Rd/Jones Rd and Jones Rd/Izone Drive)". The intersections were studied, according to the report, for four hours over two days. That is not a comprehensive study of roads likely to be effected by this zoning change. Again the report fails to consider key roads such as Maddisons Rd, Newtons Rd and Weedons Ross Road. The report has studied the impact on SH1/Rolleston Drive yet nobody would seriously expect large numbers of heavy or light commercial vehicles to travel from Izone onto Rolleston Drive. It is far more likely that those vehicles will travel along Hoskyns Rd, Maddisons Rd, Newtons Rd, Weedons Ross Road and Jones Road, yet no study has been conducted on those roads. Other factors such as local schools (Weedons, Templeton and Rolleston) are not mentioned in the report.
12. In item 3.2 **"Daily Traffic Volumes"** the report relies on outdated data including daily traffic volumes on Rolleston Drive recorded in 2001. It is well documented that Rolleston is one of the fastest growing towns in New Zealand yet this report refers to data that is seven years out of date.

13. Item 3.2 also states *"traffic flows along Hoskyns Rd and Jones Road will also increase as the existing IZONE site (and the Proposed Plan Change expansion area) is developed and occupied"* yet no study has been undertaken to establish how much that traffic will increase. Again the important secondary roads in the area are not mentioned.
14. **Item 3.3** refers to traffic volume on SH1 (south of Weedons Ross Road) yet makes no reference to the secondary roads in the area. SH1 is designed to cope with large volumes of traffic and is the appropriate road for such traffic.
15. **Item 4 "Road Accidents"** refers to injury and non-injury crashes *"in close proximity to the site"* but again fails to consider the impact on intersections and roads not in immediate proximity of the site.
16. In **item 5** the report notes that under the CRETS study that it is anticipated upgrading *"Hoskyns Rd between Jones Road and SH73 to a District Arterial standard to improve access to the north"* yet this report has not taken into consideration likely traffic volumes north along Hoskyns Rd.
17. **Item 6.1** states *"Footpaths are proposed on at least one side of the roads within the development to ensure that the site is a pedestrian friendly environment, and wide carriageway widths provide a convenient environment for cyclists. The internal road layout of the extended zone area is also beneficial from a walking (cycling) view as it results in reduced travel distances due to the high level of connectivity of the internal roads"*. The secondary roads in the area, in their current state, cannot provide a safe walking and cycling environment if the commercial traffic volumes increase.
18. In **item 6.5**, the assessment states that it is proposed to create a new intersection from Izone onto Hoskyns Road. This will clearly promote increased traffic volumes on Hoskyns Road yet no serious study has been made as to the likely routes of that traffic. It is our submission that this intersection will massively increase commercial traffic (heavy and light) on the secondary roads such as Maddisons Road and Newtons Road.
19. **Item 6.6** states *"it is likely that as the new areas are occupied the focus for access to Izone will move away from Jones Road and towards Hoskyns Road"*. Even by its own admission, the data and conclusions in the Traffic Impact Assessment are focused on the wrong roads and intersections. No serious study has been made of the likely impact of the new intersection.

20. **Item 7** attempts to calculate likely traffic volumes generated by this and other developments at Izone. The report even concedes that they really have no idea of the likely traffic volumes and *"industrial parks such as IZONE can also be highly variable"*. The assessment does take a guess of 6079 vehicles per day, which is a massive amount of traffic. Assuming that the majority of that traffic will be between 7am and 6pm each day, which equates to approximately 552 vehicles per hour .
21. In **Item 7.3 Traffic Distribution** the Traffic Impact Assessment states that the majority of trips are expected to be shared between Rolleston and Christchurch. That is not disputed but the likely roads on which those journeys are going to be made have not been accurately established.
22. **Item 8 Traffic Assessment** states *"Given that the majority of the traffic generated by the development proposal will utilise SH1 for travel between Christchurch and Rolleston, it has been identified that the greatest potential effect of the development is its effect on the operation of the SH1 intersections in Rolleston"* There is no basis on which such a bold statement can be made. Again this shows a complete lack of understanding of likely traffic movements from drivers departing Izone, particularly if access is provided directly onto Hoskyns Rd. As can be seen by the routes taken by the Natures Flame drivers, it is likely to result in a massive increase of heavy traffic along Hoskyns Rd, Maddisons Road, Weedons Ross Road and Newtons Rd.
23. **Item 8** also refers to software modeling to establish likely traffic flows. More accurate data could be obtained by establishing the routes used by the residents of Weedons and those businesses already operating on Hoskyns Rd.
24. **Item 8.2.1 Key Travel Paths** displays data on "key movements" through the SH1 Intersections. Again this does not consider other secondary roads.
25. **Item 9.1** discusses pedestrians and cyclists and networks to "encourage walking and cycling". Again the assessment overlooks that fact that there are no facilities for pedestrians or cyclists outside of the IZONE area.

26. This **Traffic Impact Assessment** shows a complete lack of understanding of the uniqueness of the area. This is a rural community and a number of road users are not even mentioned in this report. This includes stock droving, farm machinery, parents delivering children to schools and horse riding.
27. In **Item 10 Road Safety Effects** the report states "*by limiting access to the external road network to two high standard connections on Hoskyns Rd, the number of potential traffic conflicts can be controlled to specific locations where high standards of intersection design can minimise the effects*". This is an extraordinary claim to make. Two intersections do not control traffic conflicts to specific locations and minimise the effects. No thought or consideration has been given to where the traffic will go once it has passed through the intersections. The report contains no research or predictions of the likely effects on the greater community.
28. **Item 10** goes on to state "*the site is separated from Rolleston Township, hence heavy vehicle movements within the residential area and community facilities are minimised*". Again, no mention or consideration is given to the Templeton and Weedons communities including the local schools.
29. **Item 10** also states "*any travel between IZONE and Christchurch will utilise SH1 for practically all its length. SH1 is designed as a high-standard, major arterial route to carry high volumes of traffic.*" No hard evidence has been provided to support this claim. This claim is made without basis and contrary to what local knowledge and experience shows.
30. **Item 11.3 Canterbury Regional Land Transport Strategy** – describes a series of key result areas for achieving the vision of "the best possible quality of life". The report then goes on to list a land transport system that, among other factors, promotes a social environment that is safe and supportive, is safe to use, involves community participation in land transport decision making and is consistent with a health, pleasant and pollution free environment. This report does not address those factors.

31. **Item 11.4 District Plan Policies and Objectives** states *"Adverse effects of residential and business growth in Selwyn District on road links into Christchurch City are addressed"*. It then comments, in response to that outcome: *"The adverse effects of the Industrial Park expansion on link roads into Christchurch (in particular SH1) are expected to be minor because it provides employment locally and because CRETS study has proposed the upgrading of the routes to Christchurch"*. Again this claim has been made without any research or evidence of the likely impact on the secondary roads.
32. **Item 11.4** also states that the District Plan requires *"Fewer impacts from the construction, maintenance and repair of roads or other utilities in road reserves, on people and the environment"*. The response to that requirement in the report is *"The site is a greenfield site, hence the construction of the project will have a minimal impact on the existing road network and the local community"*. Has there been sufficient research conducted into the likely impact on the surrounding road network and the local community? Large areas of the local community don't even get a mention in the Traffic Impact Assessment.
33. **Item 12 Summary and Conclusions** states *"It has been demonstrated that the existing road network surrounding the site, including the signalised intersections with SH1 at Rolleston Drive and Hoskyns Rd have sufficient capacity in their existing form to accommodate the traffic generated by the proposal whilst retaining an acceptable level of service"*. We take issue with this claim considering that many of the existing roads surrounding the site have not even been mentioned or studied in this report.
34. **Item 12** concludes with the statement *"Accordingly it is recommended that there are no transportation-related reasons for opposing the Plan Change application."* Our submission is that there has not been a thorough study of the likely traffic impact on the surrounding district for that conclusion to be drawn.
35. The advent of GPS technology such as Navman is having a huge impact on the habits of drivers on rural roads. As traffic volumes increase at the intersection of SH1 and Hoskyns Road, it is highly likely that commercial drivers will seek alternative routes down secondary roads. Products such



as Navman are now capable of anticipating likely traffic delays and will re-route drivers onto alternative roads (source [www.navman.com](http://www.navman.com)). It follows that drivers driving to and from Izone will be encouraged onto alternative roads.

36. On 2 October 2008 Television One news featured a news item regarding problems in the United Kingdom with heavy vehicles using rural roads. In the news item it stated that GPS technology was encouraging heavy vehicles onto rural roads throughout the UK. This is resulting in disruption to residents, congestion and crashes on roads not suitable for large vehicles. It is highly likely that these issues will increase in Weedons and Templeton with the proposed planning change.
37. I attended the meeting held at Weedons Cricket Club in September regarding the proposed rezoning. At that meeting Douglas Marshall, representing the Selwyn District Council, stated that heavy traffic travelling between Izone and Christchurch will all use SH1. He was completely dismissive of suggestions that commercial vehicles will use roads through Weedons to travel to and from Izone. Mr Marshall stated "You can't tell me that trucks will drive through back roads when they can drive down State Highway 1". This shows a complete lack of knowledge and understanding of the area, and ignores that fact that Jones Road and Maddisons Road are used increasingly as an alternative route to SH1.

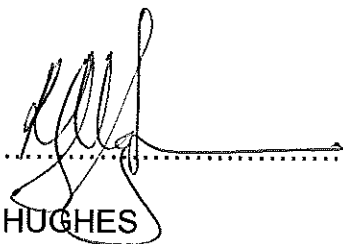
We seek the following decision from the local authority:

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 our 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 the 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.

9. If the rezoning does occur then the speed limit past Weedons School be reduced from 100kph to a maximum of 70kph. We are one of very few primary schools operating on a site with the maximum speed limit right outside our front gate.

If others make a similar submission, we would consider presenting a joint case with them at a hearing.



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K.G.HUGHES

CHAIRMAN

BOARD OF TRUSTEES

WEEDONS SCHOOL.

Date: 24-10-08 .....

Address for service of person

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