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**Request for Change to the Selwyn District Plan  
prepared for**

**ROLLESTON  
INDUSTRIAL  
DEVELOPMENTS  
LIMITED**

**Maddisons Road, Rolleston**

**November 2020**

**Request for Change to the Selwyn District Plan**  
**prepared for**

**ROLLESTON INDUSTRIAL DEVELOPMENTS LIMITED**

**Maddisons Road, Rolleston**

Novo Group Ltd  
Level 1, 279 Montreal Street  
PO Box 365, Christchurch 8140  
P: (03) 365 5570  
E: [info@novogroup.co.nz](mailto:info@novogroup.co.nz)  
W: [www.novogroup.co.nz](http://www.novogroup.co.nz)

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Prepared by:	Kim Seaton, Senior Planner
Reviewed by	Jeremy Phillips, Senior Planner

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## Request to Change the Selwyn District Plan under Clause 21 of the First Schedule of the Resource Management Act 1991

TO: The Selwyn District Council

**Rolleston Industrial Developments Ltd requests** changes to the Selwyn District Plan as described below.

1. The location to which this request relates is:
  - On the south side of Maddisons Road, adjoining the eastern boundary of IPort. A location plan/outline development plan is attached in **Attachment 2**.
  - Total Area: 27.2755ha
  - Legal Description: Lot 3 DP 52556 See **Attachment 1**.
2. The Proposed Plan Change undertakes the following in the Township Volume (changes underlined or ~~struck through~~):
  1. To amend Township Volume, Chapter C16 BZone Buildings, Rule 16.1.2.1 to read:

16.1.2.1 A landscaping strip of at least 3 metres width shall be provided along every road frontage except along:

    - the frontage with Railway Road; or
    - that part of Hoskyns Road abutting Precinct 4 as outlined in Appendix 22; or
    - along the frontage of Jones Road identified within the Outline Development Plan at Appendix 43 where the provision of sightlines from rail crossings are required under Rule 17.4.1.2 and vehicle accessways required under Appendix 13; ~~or~~
    - along the frontage of Maddisons Road identified within the Outline Development Plan at Appendix 43A.
  2. To amend Township Volume, Chapter C16 BZone Buildings, Rule 16.7 to read:

Natural Hazards

16.7.3 Any new principal building located within the Business 2A Zone depicted in the Outline Development Plan in Appendix 43A and within an area of that Outline Development Plan subject to a 200 year Average Recurrence Interval (ARI) flood hazard event, is a permitted activity if it complies with the following:



16.7.3.1 have a minimum building floor level 300mm above a 200 year Average Recurrence Interval (ARI) flood hazard event. The required floor level shall be identified a maximum of 2 years before the relevant building consent application is formally received by Council, and the building finished floor level is at or above that level.

...

16.7.7 Any activity which does not comply with Rule 16.7.2.4 or Rule 16.7.3 shall be a discretionary activity.

3. To amend Township Volume, Chapter C17 BZone Roding, Rule 17.2 to read:

17.2.1.2 The site within which the vehicle accessway is formed does not have access directly on to:

i) Railway Road, Rolleston from that part of the Business 2A Zones as is depicted on the Outline Development Plan at Appendix 22; or

ii) Hoskyns Road, Rolleston from that part of the Business 2A Zones identified as Precinct 4 as is depicted on the Outline Development Plan at Appendix 22; or

iii) Maddisons Road, Rolleston from that part of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43A.

...

17.2.3.2 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.

17.2.3.3 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

4. To amend Township Volume, Chapter C17 BZone Roding, Rule 17.3 to read:

17.3.1.7 The site does not have access directly on to Maddisons Road, Rolleston from that part of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43A.

...

17.3.8 Any activity which does not comply with Rule 17.3.1.6 or Rule 17.3.1.7 shall be a restricted discretionary activity.

...



17.3.9.2 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.

17.3.9.3 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

5. To amend Township Volume, Chapter C17 BZone Roding, Rule 17.6 to read:

17.6.2 The establishment of a road or rail crossing requiring a break in the existing primary shelter belt or future secondary planting strip required by Landscape Treatment 3 in Rule 24.1.3.14 along the Railway Road frontage of the Business 2A Zone, or the establishment of a road crossing requiring a break in the future planting strip required by Landscape Treatment 2; or the establishment of a road crossing requiring a break in the future planting strip required by Landscape Treatment 1 as depicted on the Outline Development Plan in Appendix 43A, shall be a restricted discretionary activity.

...

17.6.3.5 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.

17.6.3.6 In relation to Precinct 4 and the Business 2A Zone in Appendix 43A the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

6. To amend Township Volume, Chapter C22 BZ Activities, Rule 22.5 to read:

22.5.1.2 Any other lighting if it does not exceed:

...

(c) 3 lux spill (horizontal or vertical) on to any part of any adjoining property in the Rural zone which has a common boundary with either the Business 2A Zone as depicted on the Outline Development Plan at Appendix 22, the Business 2A Zone as depicted on the Outline Development Plan at Appendix 43A, or the Business 2B Zone as depicted on the Outline Development Plan for ODP Area 5 at Appendix 37.

...



22.5.1.3 Lighting in the Business 2A Zone which is designed so that:

...

(c) In the Business 2A Zone covered by the Outline Development Plan in Appendix 43 and Appendix 43A, all outdoor lighting is shielded from above and is directed away from adjacent properties outside of the Business 2A Zone. All fixed outdoor lighting is directed away from adjacent roads outside of the Business 2A Zone.

7. To amend Township Volume, Chapter C22 BZ Activities, Rule 22.9 to read:

22.5.1.2 Any other lighting if it does not exceed:

22.9.1 Development in the Business 2A Zone shall be a permitted activity provided that the following condition is met:

22.9.1.1 The area along the common boundary of the Business 2A Zone and the Rural Zone, as depicted in the respective landscape treatment areas identified on the Outline Development Plans at Appendix 22, and Appendix 43 and Appendix 43A, and the principal building, shall be landscaped in accordance with the requirements of Rule 24.1.3.13.

22.9.1.2 In the Business 2A Zone identified on the Outline Development Plan in Appendix 43 and Appendix 43A, landscaping, road connections, railway crossings, sidings and pedestrian links shall be provided generally in accordance with those locations identified on the Outline Development Plan at Appendix 43 and Appendix 43A. The roads shall be constructed in general accordance with the road reserve widths specified in Appendix 43.

8. To amend Township Volume, Chapter C22 BZ Activities, Rule 22.10 to read:

22.10.1.3 In the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 43 and Appendix 43A:

9. To amend Township Volume, Chapter C24 BZ Subdivision, Rule 24.1 to read:

24.1.3.11 In the Business 2A Zone road connections and pedestrian links shall be provided generally in accordance with those locations identified on the Outline Development Plans at Appendix 22, and Appendix 43 and Appendix 43A. The roads shall be constructed in general accordance with the road cross section examples also included in Appendix 22 (and where any conflict occurs with Rule E13.3.1 these cross sections shall take precedence) or the road reserve widths specified in Appendix 43. Furthermore, lots created which abut Hoskyns Road in Precinct 2 as shown on the Outline Development Plan at Appendix 22 should be designed in such a way that buildings will likely be encouraged to front onto and access onto Hoskyns Road.

...



24.1.3.13 The area along the common boundary of the Business 2A Zone and the Rural Zone, as depicted in the respective landscape treatment areas identified on the Outline Development Plans at Appendix 22, ~~and Appendix 43~~ and Appendix 43A, and the principal building shall be landscaped to the following standards:

...

Note: Common boundary landscaping is required along the full extent of the relevant boundaries as depicted on the Outline Development Plans at Appendix 22, ~~and Appendix 43~~ and Appendix 43A except across vehicle, rail, or pedestrian crossings. Refer to Rule 17.6.1 in respect of road or rail crossings that require breaks in the existing primary shelterbelt or future secondary planting strip along Railway Road, and breaks in the proposed screening treatment along the Hoskyns Road frontage identified as Precinct 4 and the Maddisons Road frontage depicted in Appendix 43A, and Rule 17.2.2 in respect of vehicle accessways which require breaks in the proposed screening treatment along the Hoskyns Road frontage identified as Precinct 4 and the Maddisons Road frontage depicted in Appendix 43A.

10. To amend Township Volume, by inserting Appendix E43A Rolleston Business 2A Zone Maddisons Road ODP attached in **Attachment 2**.
  11. To amend the Planning Maps, to reflect the Business 2A zoning of the site.
  12. Any other consequential amendments including but not limited to renumbering of clauses.
3. An assessment is provided in **Attachment 3** in accordance with the requirements of the Resource Management Act 1991 and including Section 32 of the Act.

**Kim Seaton, Principal Planner**

**DATED:** 6 November 2020

(Signature of applicant or person authorised to sign on behalf)

**Address for service:**

Novo Group Limited  
PO Box 365  
Christchurch 8140

**Attention: Kim Seaton**

T: 021 662 315  
E: [kim@novogroup.co.nz](mailto:kim@novogroup.co.nz)

**Address for Council fees:**

Rolleston Industrial Developments Ltd  
C/- PO Box 2726  
Christchurch 8011

**Attention: Tim Carter**

T: 03 353 0181  
E: [tim@cartergroup.co.nz](mailto:tim@cartergroup.co.nz)

## **Attachment 1: Certificate of Title**





## **Attachment 2: Proposed Outline Development Plan**



## **Attachment 3: Section 32 Evaluation**



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- Appendix B Integrated Traffic Assessment
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## Introduction

1. Rolleston Industrial Developments Ltd requests a change to the Selwyn District Plan to provide an extension to the existing Business 2A Zone industrial area, of approximately 27.27 hectares, on Maddisons Road, Rolleston.
2. This document forms the Section 32 evaluation of the plan change, consisting of an evaluation of the contents of the Proposed Plan Change, and incorporates material from the following documents:
  - Infrastructure report (Appendix A)
  - Integrated Transport Assessment (Appendix B)
  - Landscape and Visual Impact Assessment (Appendix C)
  - Economic Assessment (Appendix D).
3. The site, which is currently predominantly rural pasture, is zoned Rural Inner Plains. It is identified on Map A in the Canterbury Regional Policy Statement as being within the Projected Infrastructure Boundary.

## The Site and Surrounding Environment

4. The site is located at Maddisons Road, between Hoskyns and Weedons Ross Roads. The site is legally described as Lot 3 DP 52556, held within Certificate of Title CB31A/670. Its location is indicated on the aerial photograph in Figure 1 below, and in the Outline Development Plan contained in Attachment 2 of the Plan Change Application.
5. The site is accessed currently from Maddisons Road in one location, via an informal rural vehicle crossing. To the north, northwest, southeast and east of the site are rural areas zoned Rural Inner Plains, with some rural residential development to the northeast on Maddisons Road. To the west and southwest of the site is the developing IPort industrial area (Business 2A Zone).



Figure 1: Aerial photograph of site (Source: Canterbury Maps)

## The Plan Change

### Description of the Proposal

6. It is proposed to extend the existing Business 2A Zone on Maddisons Road, to incorporate the Plan Change Application site. The Plan Change site will be subject to an Outline Development Plan (ODP) and will otherwise generally be subject to the District Plan provisions that currently apply to the Business 2A Zone.

### Proposed Amendments to the District Plan

7. The proposed amendments to the Selwyn District Plan are set out in the form above.

### Servicing

8. The development is able to be fully reticulated with sewer, water, stormwater, electricity and telecommunications, as set out in the Infrastructure Report attached in Appendix A. Some upgrading, for example of electricity infrastructure, may be required at the developer's expense. This can be upgraded at such time as a detailed proposal for site development is forthcoming. Importantly, no impediments are known to exist that would prevent the servicing of the site, and any related upgrades that may be required in the future.



## Consultation

9. The applicant's consultants have discussed the application with Selwyn Council staff through the development of this proposal.
10. Consultation with local runanga was undertaken for an earlier iteration of the Plan Change, that sought to establish a Dairy Processing Management Area on the same site. The outcomes of that consultation, undertaken via Mahaanui Kurataiao Limited, are considered to be equally applicable to the current plan change and no further consultation is considered necessary. A copy of that consultation is attached in Appendix E.
11. The applicant has consulted more generally about the development of the site for industrial purposes, with KiwiRail and the Lyttelton Port Company, with the latter in particular expressing support for rezoning of the land to enable industrial use.
12. In addition to the consultation described above, it is noted that the proposed enablement of industrial activity on the plan change site through rezoning was sought through submissions to the Greater Christchurch Partnership on Our Space. These submissions referenced consultation with, and written support from, Lyttelton Port Company (LPC) and KiwiRail who supported rezoning of the land given the associated optimisation and efficient use of the adjacent Midland Port and rail siding. Notably, no opposition (from Selwyn District Council, Environment Canterbury, or otherwise) to the submission was filed, and the panel's decision on Our Space recommended that further consideration be given to the plan change site as part of the review of the Regional Policy Statement. Similar support was provided by LPC in submissions to Crown Infrastructure Partners seeking enablement of industrial activity on the site through 'shovel-ready' process.

## Assessment of Environmental Effects of the Proposed Plan Change

13. This assessment is being undertaken in respect of Clause 22(2) of Schedule 1 that requires the following to be undertaken:

*(2) Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan. 7.2 Clause 6 outlines the information required in an assessment of environmental effects. In comparison Clause 7 specifies the range of matters that must be addressed by an assessment of environmental effects.*
14. The range of actual or potential environmental effects arising from the plan change request are seen as being limited to the following:

### Landscape and Visual Effects

15. A Landscape and Visual Effects Assessment of the proposed Plan Change has been undertaken by Novo Group, and is attached in Appendix C. That assessment considered the existing landscape character of the environment, and the potential visual/visual amenity impacts of the proposed rezoning. The visual assessment was undertaken from multiple reference points around the site.



16. Sections 5 and 6 of the Landscape and Visual Effects assessment discuss mitigation measures, with the primary method of new mitigation required being landscape treatments on the rural – urban interface. That recommendation for landscape treatments has been adopted and included as a requirement of the proposed ODP.
17. With the implementation of the recommended mitigation measures, the Landscape and Visual Assessment concludes that while the potential adverse visual effects of the proposal are likely to be highest on rural areas to the north / east on Maddisons, effects in the short term are likely to be lessened over time with the establishment of landscaping and buffering along boundaries, with the proposed landscape mitigation further alleviating any potential adverse visual effects. The Assessment further concludes that future development and the immediately adjacent Business 2A Zone sites act as a major offsetting element. The Visual Assessment finally concludes that the plan change is a suitable land use, that can be appropriately absorbed, with mitigation, into the subject landscape.
18. The findings of that assessment are accepted and adopted, and on that basis it is considered that the potential adverse visual and landscape effects of the proposal can be adequately avoided or mitigated.

#### **Transportation**

19. Transport effects on the safety and efficiency of the road network may arise from the proposed plan change. An Integrated Transport Assessment has been prepared for the proposal by Novo Group, attached in Appendix B.
20. That assessment considers the proposed transport connections provided by the proposed Outline Development Plan, and transportation related impacts of Business 2A Zone uses that could be developed as a result of the proposed Plan Change.
21. The assessment concludes that the effects of the additional traffic generated by the Plan Change site upon the surrounding transport network have been assessed and found to generally be acceptable. The Transport Assessment notes that the exceptions to this conclusion are the Hoskyns Road / Jones Road intersection and SH1 / Hoskyns Road intersection. These intersections already operate poorly, although they are proposed to be upgraded by the NZTA by 2025. The effects of the Plan Change at these locations is considered to be mitigated by the time taken to establish the subdivision and the commitment by NZTA to undertake the upgrades. The Transport Assessment further concludes that the transport effects of the proposed Plan Change are considered to be acceptable and less than minor subject to alterations to the District Plan rules as identified in this report.
22. The findings of the Integrated Transport Assessment are accepted and adopted, and on that basis it is considered that the potential adverse traffic effects of the proposal can be adequately avoided or mitigated.

#### **Infrastructure**

23. A high level review of infrastructure required and available for the proposed plan change has been undertaken by Babbage Consultants and is attached in Appendix A. The review concludes that the site would enable most types of industrial activities to be developed, and that water supply and stormwater disposal do not appear to constrain future development.





An existing trade waste disposal allocation of 10 l/s is identified and not considered likely to constrain future industrial development options. The review does not confirm the availability of the likely required power supply, however it is expected that during the land development design phase the power requirements will be determined and likely future network upgrades agreed with Orion at that time. Babbage's review is accepted. As such, it is considered that the proposed Plan Change will not be subject to any unresolvable infrastructure constraints.

### **Natural Hazards and Contaminated Land**

24. The Plan Change site is not subject to any notable natural hazards. The site is not subject to any known fault lines. The land is generally flat and is not known to be unstable or prone to erosion.
25. The site is not listed in the Environment Canterbury Listed Land Use Register and is not known to have historically accommodated any activities from the Hazardous Activities and Industries List. Any future development of the land that constitutes earthworks, subdivision or a change of use would require further consideration as to the relevance of the NES for Assessing and Managing Contaminants in Soil to Protect Human Health.
26. The site is not noted on the District Plan Planning Maps as being subject to flood hazard. It is understood that in spite of the absence of a formal flood hazard notation in the District Plan, parts of the site may be subject to flooding in a 200 year Average Recurrence Interval (ARI) flood hazard event. To address that flood hazard, a new rule is proposed to apply to the Plan Change site area, requiring floor levels to be raised where a 200 year ARI flood hazard event risk is identified.
27. Based on the information noted above, it can be concluded that the site is not subject to any notable risk from natural hazards or contamination, other than some areas of flood risk where risk to buildings and persons can be adequately mitigated.

### **Lighting**

28. Any future development of the site will be subject to the existing Business 2A Zone rules, that provide for a maximum permitted light spill of 3 Lux (vertical or horizontal) at the notional boundary of any dwelling within any Rural Zone, or 10 lux spill on to any part of any adjoining property within the same Business Zone. That is the same limit as currently applies to the Rural zone. It is anticipated that any future development will implement mitigation measures such as light suppression measures, directional lighting etc., as necessary to achieve compliance with the lighting rules and to minimise glare and light spill. The existing rules are therefore considered to be appropriate.

### **Noise**

29. Any future development of the site will be subject to the existing Business 2A Zone rules, which include specific noise standards applying at any point within the boundary of any site in the rural zone, excluding roads, waterways and railway reserves. Those standards are considered to be appropriate to protect rural residents from unacceptable noise effects within their properties, arising from the Plan Change site.



### **Amenity Values**

30. The level of amenity that will be present on the site in future will be consistent with that found in the Business 2A Zone currently and is considered to be appropriate to the anticipated industrial uses of the site.
31. In regards adjoining rural sites, the amenity of persons on those sites will be affected to a degree, insofar as industrial activity will come closer to their properties than currently is permitted. However, existing Business 2A Zone rules pertaining to building setbacks, landscaping buffers, lighting and noise emissions will apply on the Rural Zone boundary for the plan change site. This suite of rules has been determined previously to be appropriate on other Rural Zone boundaries, and as such it is anticipated that they will similarly be appropriate on the rural areas bordering the Plan Change area.

### **Cultural and Heritage Values**

32. A review of the Mahaanui Iwi Management Plan and Selwyn District Plan indicate that the site contains no natural surface waterbodies, no statutory acknowledgement areas and no known waahi tapu, taonga or other sites of significance to Iwi. It is expected that any future resource consents for development of the zone, where required, will incorporate a condition of consent addressing accidental discovery protocol.
33. Consultation was undertaken with runanga via in respect of a recent proposal to establish rural industrial (dairy factory) activity on the plan change site (see Appendix E). The consultation response to that proposal is considered relevant to the current Business 2A rezoning proposal also. Runanga feedback via Mahaanui Kurataiao confirmed that concerns were raised about any potential future water takes or charges that might be needed, and that runanga be considered when these are applied for in the future. That concern is acknowledged, but does not necessitate any changes to the Plan Change proposal.
34. Runanga have otherwise recommended that landscaping consists of locally sourced indigenous vegetation suitable to the environment, application of an accidental discovery protocol, and implementation of sediment and erosion controls. Each of those recommendations are accepted and are typically matters that are required at the time of subdivision and development. No further changes to the Plan Change are considered necessary to reflect those recommendations at this time.

### **Economic Impacts**

35. An Assessment of Economic Impacts has been prepared by Brown, Copeland & Co Ltd and is attached as Appendix D. The report assesses the economic effects of the proposed Plan Change, considering the relevant economic effects, a description of the Selwyn District and Canterbury regional economies, the potential economic benefits of the proposed rezoning, and potential economic costs of the proposal.
36. The report concludes that the proposed rezoning will provide for the efficient development of industrial activities on the site. The report notes potential benefits if the rezoning attracts industrial activities that would otherwise not be located within the Selwyn District, and that the plan change will maintain and improve resource use efficiency. The report also concludes that the Plan Change will not give rise to economic externality costs.



37. The findings of the Economic Impact Assessment are accepted and adopted, and on that basis it is considered that the proposed Plan Change will have neutral or potentially positive economic effects and will not give rise to adverse economic effects that are more than minor.

### **Summary of Effects**

38. The above assessment has considered the effects of the proposal to establish a new Business 2A Zone at Rolleston, adjoining the existing Business 2A Zone. Effects considered include:
- Transport related matters, including safety and efficiency, and potential access location and design;
  - Rural landscape character and visual effects;
  - The ability to effectively service the site;
  - Economic effects;
  - Cultural values; and
  - Amenity effects, including those relating to light spill and noise.
39. Each of these matters have been appropriately assessed in a manner relative to the scale and significance of the potential effect.
40. In summary, where potential adverse environmental effects have been identified, mitigation methods have been adopted or incorporated into appropriate provisions of the District Plan that will apply to the Rolleston site to ensure effective mitigation, consistent with existing Business 2A Zone rules. In addition to environmental effects, this Assessment has identified potential positive effects with regard to employment and income to the wider district and regional economy.

### **Statutory Requirements of Section 32 of the Act**

41. Before a proposed plan change is publicly notified an evaluation must be carried out by the person making the request. The evaluation, carried out under Section 32 of the Resource Management Act, must examine:
- (a) the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of the Act; and*
  - (b) whether, the provisions in the proposal are the most appropriate way to achieve the objectives by:*
    - i) identifying other reasonably practicable options for achieving the objectives; and*



*(ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*

*(iii) summarising the reasons for deciding on the provisions; and*

*(c) contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*

42. In assessing the efficiency and effectiveness of the provisions, the evaluation must also:
- Identify and assess the benefits and costs of effects, including opportunities for economic growth and employment;
  - If practicable, quantify these benefits and costs;
  - Assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.
43. Section 32(6) clarifies that where no actual objectives are stated in the proposal, the objective is the purpose of the proposal.
44. A Ministry for the Environment guide to Section 32<sup>1</sup> notes that Section 32 case law has interpreted ‘most appropriate’ to mean “suitable, but not necessarily superior”. “Effectiveness” is noted in the guide as assessing the contribution new provisions make towards achieving the objective, and how successful they are likely to be in solving the problem they were designed to address. “Efficiency” is noted as measuring whether the provisions will be likely to achieve the objectives at the lowest total cost to all members of society, or achieves the highest net benefit to all of society. The assessment of efficiency under the RMA involves the inclusion of a broad range of costs and benefits, many intangible and non-monetary.

### **The Extent to which the Objectives of the Proposal are the Most Appropriate Way to Achieve the Purpose of the Act**

45. Section 32(1)(a) requires examination of the extent to which the objectives of the proposal are the most appropriate way to achieve the purpose of the Act.
46. The proposal does not involve any new, or the alteration of any existing, objectives of the Selwyn District Plan. The existing objectives are assumed to be the most appropriate for achieving the purpose of the Resource Management Act, having previously been assessed as such.
47. In regard to the more general objective of the proposal, being the purpose of the proposal, the objective is to provide for the establishment of new industrial development on the site. The evaluation must therefore consider the extent to which enabling the establishment of industrial development on the site achieves the purpose of the Act.

---

<sup>1</sup> MfE, A Guide to Section 32 of the Resource Management Act 1991 (2017), Wellington.



48. The purpose of the Act is to promote sustainable management of natural and physical resources.
49. This means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:
- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
  - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
  - (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.
50. In summary, the proposal achieves the purpose of the Act for the following reasons (a full assessment of Part 2 of the RMA is provided further below):
- It pro-actively and specifically manages the use and development of industrial land adjoining the existing industrial zone boundary.
  - The Plan Change is wholly contained within the Projected Infrastructure Boundary indicated on Map A of the Canterbury Regional Policy Statement, which in turn indicates anticipated future rezoning direction.
  - The Plan Change site is located in close proximity to key transport links, including State Highway 1, the main north-south rail corridor and LPC Midland Port.
  - The location of the Plan Change site immediately adjacent LPC Midland Port allows for further expansion of the Port, if desired, creating further transport efficiencies.
  - The concentration of buildings and activities adjacent the existing Business 2A Zone assists with reducing adverse rural character and visual effects that might otherwise arise.
  - Potential adverse effects from industrial development on the site can be effectively avoided or mitigated through compliance with a proposed ODP and associated rules.
  - It enables the community to provide for its economic wellbeing, and thereby contributing to its social wellbeing.
  - The life-supporting capacity of water and soil can be addressed through requirements for earthworks and construction management in accordance with existing rules within the District Plan, with additional controls through Regional Council requirements.



## **Whether, the Provisions in the Proposal are the Most Appropriate way to Achieve the Objectives**

### *Identifying other reasonably practicable options for achieving the proposal (s32(1)(b)(i))*

51. The provisions of the proposal are summarised at the beginning of the report and the proposed ODP for the site is contained within Attachment 2.
52. In addition to this request for a plan change, other reasonably practicable options for achieving the proposal include:
  - Through applying for resource consents as required for new industrial developments on the subject site (the status quo); or
  - Waiting for the Selwyn District Plan Review and seek the rezoning at that stage through a submission.
53. In regard establishing new industrial developments through a resource consent process, resource consents have the potential to enable the same development to be established. However, given the existing suite of objectives, policies and rules applying in the Rural (Inner Plains) Zone, which are very restrictive in regard non-rural uses, the resource consent process would provide a great deal of uncertainty as to the outcomes that can be achieved. Resource consents for a development of the scale proposed are also inefficient, with changes to consents commonly required as the site develops and matures, resulting in ongoing time and costs to the consent holders (preparation of applications), the District Council (processing and administration of applications), and potentially for adjoining land owners (where they may be identified as affected parties).
54. In regard the District Plan review process, this option is understood from early discussions with Council not to be favoured by Council, and any inclusion in the District Plan process would therefore require a private plan change to be prepared in any case.
55. In conclusion, this request for Plan Change has been prepared based on information about the nature of buildings and activities that could be anticipated for an industrial site of the size considered. Economic, visual, infrastructure and traffic effects assessments have been undertaken and a proposal for district plan rule changes are proposed that are consistent with the provisions applying to the existing Business 2A Zone in Selwyn District and that will effectively manage potential effects arising from the proposed rezoning. The other options considered above are not considered to be any more practicable than the proposed option. It is therefore concluded that the requested Plan Change is the most reasonably practicable option.

### *Assessing the efficiency and effectiveness of the provisions in achieving the objectives*

56. Section 32 of the Act requires consideration of the benefits and costs of the proposal when assessing efficiency and effectiveness, including environmental, economic, social and cultural effects. Consideration is directed by s32(2)(a)(i) and (ii) to include consideration of opportunities for economic growth and employment. All effects are required to be quantified where practicable (s32(2)(b)).



57. Section 32(2) also an assessment of the risk of acting or not acting if there is any uncertain or insufficient information about the subject matter of the provisions (s32(s)(c)). These matters are addressed in the tables below.



<b>Objective: To provide for additional industrial development on the site</b>			
<b>Proposed provisions – rezone site to B2A with minimal changes to the existing policies and rules, insert a new ODP.</b>	<b>Costs</b>	<b>Benefits</b>	<b>Risk of Acting/Not Acting</b>
	<p><b>Environmental Effects</b></p> <p>Potential adverse effects on rural character, landscape and amenity for adjoining rural residents, but effects can be minimised through location immediately adjacent an existing industrial zone and adherence to existing B2A Zone rules/standards. Long term landscape mitigation is also possible through new planting on rural boundary interface.</p> <p>Potential construction effects, i.e. noise and dust on rural residents and employees in adjoining the Business 2A Zone, during construction.</p>	<p><b>Environmental Effects</b></p> <p>Traffic benefits of location adjacent Midland Port (Business 2A Zone) and the main rail corridor.</p> <p><b>Economic Effects</b></p> <p>Access to new employment opportunities.</p> <p>Reduced regulation costs for the future developers of the proposed B2A Zone.</p> <p>Significant investment for the physical establishment of the site.</p> <p><b>Social Effects</b></p> <p>New direct or indirect employment opportunities give rise to potential benefits in social wellbeing.</p>	<p>In the absence of a detailed development proposal, there is some uncertainty as to the built form and layout that will be developed, and therefore some uncertainty as to potential landscape and rural character effects. That uncertainty has been addressed by the implementation of an ODP and requirements to adhere to existing B2A Zone rules for building bulk and location.</p> <p>The values and resources of the existing environment near the site are sufficiently well understood to enable assessments of environmental effects on adjoining areas to be undertaken.</p> <p>Overall, the existing and proposed provisions are considered to provide appropriate parameters for</p>





	<p>Loss of rural land for agriculture/horticulture purposes.</p> <p>Loss of potentially productive soils where building and hard surfacing occurs.</p> <p><b>Economic Effects</b></p> <p>Cost of undertaking the plan change, including administrative costs for the District Council.</p> <p>Potential impacts on roading and servicing infrastructure, though it is anticipated that any upgrades that might be required would be funded by the developer.</p> <p><b>Social Effects</b></p> <p>Increased traffic through Business 2A Zone roads and the road network that feeds into that zone.</p> <p><b>Cultural Effects</b></p> <p>Uncertainty as to method and extent of discharges to air, stormwater and treated wastewater, prior to detailed development</p>	<p><b>Cultural Effects</b></p> <p>Site is not located within any sites or areas of known significance to Iwi, nor does it contain or closely adjoin any waterways. The site does not contain any heritage buildings.</p>	<p>future activity and development on the site.</p> <p>The information available to assess the proposal is therefore considered to be sufficiently certain that there is no notable risk in acting or not acting.</p>
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	design and regional council resource consent applications occurring.		
<b>Effectiveness and efficiency</b>	<b>Effectiveness</b>  The proposed Plan Change to expand the existing Business 2A Zone, and application of the existing suite of District Plan B2A rules with only such changes as are necessary to account for the Plan Change site and ODP, is considered to be an effective means of achieving a Business 2A Zone expansion at Rolleston.	<b>Efficiency</b>  With reference to the costs and benefits outlined above, the potential benefits of the proposed Plan Change are considered to outweigh the costs. The proposed Plan Change is therefore considered to be an efficient means of achieving the objective.	
	<b>Costs</b>	<b>Benefits</b>	<b>Risk of Acting/Not Acting</b>



<p><b>Alternative – resource consents (status quo)</b></p>	<p><b>Environmental Effects</b></p> <p><i>As above for the proposal.</i></p> <p><b>Economic Effects</b></p> <p>Cost of preparing multiple resource consents, and administrative costs for the District Council in processing them. Likelihood of costs arising from further resource consent requirements or changes to resource consent conditions in the future. Costs in time and, where required, professional advice for any parties who may be identified as affected parties for each new resource consents.</p> <p>Added uncertainty of outcomes arising from ad hoc resource consent processes. Difficulty of obtaining those approvals given the site will not be zoned for urban use.</p> <p>Potential impacts on roading and servicing infrastructure, though it is anticipated that any upgrades that</p>	<p><b>Environmental Effects</b></p> <p><i>As above for the proposal.</i></p> <p><b>Economic Effects</b></p> <p>Access to new employment opportunities.</p> <p>Significant investment for the physical establishment of the site.</p> <p><b>Social Effects</b></p> <p>New direct or indirect employment opportunities give rise to potential benefits in social wellbeing.</p> <p><b>Cultural Effects</b></p> <p>Site is not located within any sites or areas of known significance to Iwi, nor does it contain or closely adjoin any waterways. The site does not contain any heritage buildings.</p> <p>Some certainty will be achieved as the resource consents will likely be of sufficient detail that discharges</p>	<p>In the case of a resource consent application, it is unlikely that there would be any uncertain or insufficient information and as such no risk of acting or not acting.</p>
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	<p>might be required would be funded by the developer.</p> <p><b>Social Effects</b></p> <p>Increased traffic through Business 2A Zone roads and the road network that feeds into that zone.</p>	will be reasonably well known at the time of application.	
<b>Effectiveness and efficiency</b>	<p><b>Effectiveness</b></p> <p>Resource consent processes are considered to be a less effectiveness means of achieving the objective of establishing an expanded Business 2A Zone, due to the ad hoc nature of the process and reduced strategic overview.</p>	<p><b>Efficiency</b></p> <p>With reference to the costs and benefits outlined above, the potential net benefits of the resource consent process are considered to be reduced by the economic and social costs of the resource consent process. The resource consent method is therefore considered to be a less efficient means of achieving the extension of the Business 2A Zone than the proposal.</p>	



*Examine whether the provisions in the proposal are the most appropriate to achieve the objectives of the existing District Plan to the extent that those are relevant (s32(3))*

58. Table 1 below provides an assessment of the proposed Plan Change against the relevant existing objectives of the District Plan. Reference is also made to supporting policies in respect of each objective, where relevant.

**Table 1: Assessment of relevant plan change provisions against the objectives of the District Plan**

District Plan provisions	Comment / Assessment
<b>Township Volume – B1 Natural Resources</b>	
<p><b>LAND AND SOIL</b></p> <p><b>Objective B1.1.2</b></p> <p><i>New residential or business activities do not create shortages of land or soil resources for other activities in the future.</i></p>	<p>The District Plan seeks to manage land and soil issues within the township environment. These primarily concern contaminated and unstable land, erosion and the irreversible use of otherwise versatile soils.</p> <p>The proposed rezoning does not involve land that is contaminated, unstable or erosion prone. The provisions of the plan change therefore rely upon the mechanisms in place to ensure that earthworks are managed in accordance with best practice. The predominant mechanisms are the limits placed in respect of earthworks and the controlled activity status for all larger scale construction.</p> <p>Some loss of soil resource will inevitably occur through the physical establishment of industrial development (buildings and hard surfaces), though the area of soils lost will be very small relative to the expanse of the wider rural zone (&lt;27ha).</p>
<p><b>WATER</b></p> <p><b>Objective B1.2.1</b></p> <p><i>Expansion of townships in Selwyn District maintains or enhances the quality of ground or surface water resources.</i></p> <p><b>Objective B1.2.2</b></p> <p><i>Activities on land and the surface of water in Selwyn District:</i></p> <ul style="list-style-type: none"> <li><i>Do not adversely affect ground or surface water resources;</i></li> <li><i>Do not adversely affect waahi tapu or waahi taonga;</i></li> <li><i>Maintain or enhance the ecological and habitat values of waterbodies and their margins;</i></li> <li><i>Maintain or enhance the water quality and ecological values of sites of mahinga kai (food gathering); and</i></li> <li><i>Promote public access along rivers and streams, where appropriate.</i></li> </ul> <p><b>Policy B1.2.1</b></p> <p><i>Ensure all activities in townships have appropriate systems for water supply, and effluent and stormwater treatment and disposal to avoid adverse effects on the quality of ground water or surface waterbodies.</i></p> <p><b>Policy B1.2.2</b></p>	<p>These objectives and policies generally seek to protect water quality within the District, for the benefit of communities, maintaining cultural values and maintaining ecology systems and habitats. That is to be achieved in part by ensuring adequate reticulation of services including water supply, wastewater and stormwater disposal. As discussed in the assessment above, the proposal is able to be adequately serviced. The site does not contain any sensitive water ways and it is anticipated that stormwater will be able to be disposed of to ground, subject to any Regional Council consent requirements.</p>



*Ensure land rezoned to a Living or Business zone can be serviced with a water supply and effluent and stormwater disposal without adversely affecting groundwater or surface waterbodies.*

**Policy B1.2.5**

*Require any sewage treatment and disposal to be reticulated in the townships of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Lincoln, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.*

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**Township Volume – B2 Physical Resources**

**TRANSPORT NETWORKS**

**Objective B2.1.1**

*An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District's roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.*

**Objective B2.1.2**

*An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.*

**Objective B2.1.3**

*Future road networks and transport corridors are designed, located and protected, to promote transport choice and provide for: a range of sustainable transport modes; and alternatives to road movement of freight such as rail.*

**Objective B2.1.4**

*Adverse effects of land transport networks on natural or physical resources or amenity values, are avoided, remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.*

**Policy B2.1.2**

*Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.*

**Policy B2.1.3**

*Recognise and protect the primary function of roads classified as State Highways and Arterial Roads in Part E, Appendix 7, to ensure the safe and efficient flow of 'through' traffic en route to its destination.*

**Policy B2.1.4(a)**

*Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:*

- the number and type of vehicle movements generated by the activity;*
- the road classification and function; and*
- any pedestrian, cycle, public transport or other access required by the activity.*

**Policy B2.1.4(b)**

*Avoid adverse effects on the safe flow of traffic along State Highways and Arterial Roads from new property access, where the speed limit is more than 70 km/hr.*

**Policy B2.1.5**

*Ensure the development of new roads is:*

Primary road access to the proposed zone will be via the existing Business 2A Zone that adjoins.

The potential road access has been assessed in the Transport Assessment attached, and determined to be appropriate. Detailed design of the future access will be subject to further scrutiny to ensure it is safe and efficient. The site will not have direct access to a State Highway or Arterial Road and the site is adequately sized to allow for all car parking to be contained within the site. Of particular value will be the site's ability to extend rail infrastructure from the adjoining LPC Midland Port and main rail corridor to directly serve the new zone, or an extension of the Midland Port, if desired. Development of the site will be subject to District Plan standards pertaining to car parking and access layout and design. Any new road, access or vehicle crossing to Maddisons Road will require resource consent with consideration to matters such as the safety and efficiency of that road. The proposal will provide for a consolidated urban form, with attendant benefits for transport efficiency.

As such, it is considered that the proposal will achieve the transport related objectives and policies of the District Plan.



- integrated with existing and future transport networks and landuses; and
  - is designed and located to maximise permeability and accessibility;
- through achieving a high level of connectivity within and through new developments to encourage use of public and active transport; whilst having regard to the road hierarchy.

**Policy B2.1.6(a)**

Require activities to have adequate on-site carparking and loading facilities to minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off roads particularly State Highways and Arterial Roads, except where reductions and/or controls are necessary in order to facilitate the urban form of the Rolleston High Street as envisaged by the Rolleston Town Centre Masterplan.

**Policy B2.1.11**

Ensure roads are designed, constructed, maintained and upgraded to an appropriate standard to carry the volume and types of traffic safely and efficiently.

**Policy B2.1.12**

Address the impact of new residential or business activities on both the local roads around the site and the District's road network, particularly Arterial Road links with Christchurch City.

**Policy B2.1.13**

Minimise the effects of increasing transport demand associated with areas identified for urban growth by promoting efficient and consolidated land use patterns that will reduce the demand for transport.

**Policy B2.1.17**

Encourage viable alternatives to road transport such as the movement of freight via rail.

**B2 Physical Resources  
UTILITIES**

The servicing requirements of the proposed rezoning have been addressed.

**Policy B2.2.1**

Require that the need to supply utilities and the feasibility of undertaking, is identified at the time a plan change request is made to rezone land for residential or business development.

**Township Volume – B3 People's Health, Safety and Values**

**NATURAL HAZARDS**

**Objective B3.1.1**

Ensure activities do not lead to or intensify the effects of natural hazards.

**Objective B3.1.2**

Ensure potential loss of life or damage to property from natural hazards is mitigated.

**Objective B3.1.3**

Ensure methods to mitigate natural hazards do not create or exacerbate adverse effects on other people or the environment.

**Policy B3.1.2**

Avoid allowing new residential or business development in areas known to be vulnerable to a natural hazard, unless any

Parts of the Plan Change site are known to be subject to potential flood hazard and a rule is proposed to ensure any principal buildings located in areas of known flood hazard have adequately elevated floor areas to mitigate that hazard. The areas of the Plan Change site subject to flood hazard are not large, such that any new construction within the site is not considered to represent an undue risk of flood water displacement.



*potential risk of loss of life or damage to property is adequately mitigated.*

#### **Policy B3.1.6**

*Ensure any measures proposed to mitigate a potential natural hazard:*

- *Do not lead to or intensify a potential natural hazard elsewhere; and*
- *That any other adverse effects on the environment are avoided, remedied or mitigated.*

### **QUALITY OF THE ENVIRONMENT**

#### **Objective B3.4.1**

*The District's townships are pleasant places to live and work in.*

#### **Objective B3.4.2**

*A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.*

#### **Objective B3.4.3**

*"Reverse sensitivity" effects between activities are avoided.*

#### **Objective B3.4.4**

*Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan.*

#### **Objective B3.4.5**

*Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.*

#### **Policy B3.4.2**

*To provide for any activity to locate in a zone provided it has effects which are compatible with the character, quality of the environment and amenity values of that zone.*

#### **Policy B3.4.6**

- (a) *To provide Business 2 and 2B Zones with few requirements for aesthetic or amenity values, but which have sufficient provisions: to safeguard people's health and well-being and to avoid pollution of natural resources or potential 'reverse sensitivity' effects.*
- (b) *To provide a Business 2A Zone which can cater for business activities requiring large footprint buildings and/or sites but which have sufficient provisions to safeguard people's health and well-being and avoid pollution of natural resources or potential 'reverse sensitivity' effects.*

The Plan Change site will be subject to existing Business 2A Zone rules, which have already been deemed acceptable to provide a pleasant working place and to protect the character and amenity values of the Business 2A Zone.

The Plan Change will provide for a compact urban form, with a high level of connectivity to the existing industrial and business areas.

### **NOISE**

#### **Policy B3.4.10**

*Ensure noise in all zones does not adversely affect the health or well-being of people.*

#### **Policy B3.4.11**

*Maintain background sound levels which are appropriate to the quality of the environment and amenity values of each zone.*

The proposed Plan Change area will be subject to the same noise rules as currently apply within the existing B2A Zone within the District, which are considered to achieve these policies.





## **GLARE**

### **Policy B3.4.12**

*Avoid night lighting and, where practical, glare from reflections shining directly into adjoining sites, in all zones.*

The proposed Plan Change area will be subject to the same lighting rules as currently apply within the existing B2A Zone within the District, which are considered to achieve this policy.

## **DUST**

### **Policy B3.4.14**

*Avoid nuisance effects caused by dust from stockpiled material or construction work in Living or Business zones.*

Potential adverse dust effects, including those on neighbouring properties, will be avoided or mitigated through the application of the existing suite of rules in the District Plan that control earthworks volumes, and depths of cut and fill. Stockpile heights are also subject to limits. Where any large scale earthworks are proposed, they will be subject to resource consent, to ensure adequate management of dust occurs, both within the site during construction and where any material is to be transported off site. This will ensure that Policy B3.4.16 can be achieved.

## **LANDSCAPING AND AMENITY PLANTING**

### **Policy B3.4.32**

*Encourage sites in Business 2, 2A and 2B Zones and the Business 3 Zones which adjoin a road to have the road frontage of the site landscaped or screened.*

The proposed ODP includes requirements for specific planting on the Maddisons Road frontage. Frontage to internal zone roads will otherwise be subject to the current Business 2A Zone landscape rule requirements.

## **REVERSE SENSITIVITY EFFECTS**

### **Policy B3.4.36**

*Encourage Business 2, 2A and 2B Zones to be consolidated in one area, in each township.*

The Plan Change site immediately adjoins an existing Business 2A Zone, consistent with this objective.

## **Township Volume – B4 Growth of Townships**

### **RESIDENTIAL AND BUSINESS DEVELOPMENT**

#### **Objective B4.3.1**

*The expansion of townships does not adversely affect:*

- Natural or physical resources;
- Other activities;
- Amenity values of the township or the rural area; or
- Sites with special ecological, cultural, heritage or landscape values.

#### **Objective B4.3.3**

*For townships within the Greater Christchurch area, new residential or business development is to be provided within existing zoned land or priority areas identified in the Regional Policy Statement and such development is to occur in general accordance with an operative Outline Development Plan.*

#### **Objective B4.3.4**

*New areas for residential or business development support the timely, efficient and integrated provision of infrastructure, including appropriate transport and movement networks through a coordinated and phased development approach.*

### **Policy B4.3.1**

The Plan Change site is not located within an identified Greenfield Priority Area, though it is located within the Projected Infrastructure Boundary. An ODP is proposed, consistent with the ODP for the adjoining Business 2A Zone and all development within the zone will be required to be undertaken in accordance with the ODP. The site will be serviced for infrastructure and will be developed with efficient transport links. The Plan Change will not leave any rural land surrounded on three or more boundaries by business land and the rezoning will provide for a compact urban shape.



Ensure new residential, rural residential or business development either:

- Complies with the Plan policies for the Rural Zone; or
- The land is rezoned to an appropriate Living Zone that provides for rural-residential activities (as defined within the Regional Policy Statement) in accordance with an Outline Development Plan incorporated into the District Plan; or
- The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within existing zoned land and greenfield priority areas identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan.

**Policy B4.3.3**

Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business.

**Policy B4.3.6**

Encourage townships to expand in a compact shape where practical.

**ROLLESTON**

The Plan Change site adjoins an existing Business 2A Zone and is itself for a Business 2A Zone.

**Policy B4.3.71**

Avoid rezoning land for new residential or business development (other than Business 2 and 2A Zoning), west of SH1 and the South Island Main Trunk Line (SIMTL).

**Policy B4.3.73**

Encourage land rezoned for new business development to adjoin an existing Business zone of similar character, where sites are available and appropriate for the proposed activity.

**Policy B4.3.74**

Encourage additional Business 2 or 2A Zones to locate west of SH1, preferably adjoining the existing Business 2 or 2A Zone.

59. Overall, it is considered that the proposed Plan Change is consistent with the objectives and policies of the Selwyn District Plan, particularly those seeking that any new Business 2A Zone locate adjacent the existing Business 2A Zone. The proposal is not consistent with Policy 4.3.1 which seeks to ensure that new development is contained within the Regional Policy Statement priority areas, however the National Policy Statement on Urban Development resolves that policy tension, as discussed below. Overall, it is considered that the resultant character, amenity and environmental effects of the proposal are consistent with those sought in the District Plan for the Business 2A Zone. Given this, it is considered that the proposal is an appropriate means of achieving the outcomes sought by the objectives and policies of the District Plan.

*Summarising the reasons for deciding on the provisions (s32(1)(b)(iii))*

60. Based on the above assessment, it is concluded that the proposed Plan Change is the most appropriate method for achieving the objectives and policies of the District Plan and the objective of the proposal. The reasons for this conclusion are:



- The proposal's location adjacent an existing Business 2A Zone and key transport corridors will mitigate potential adverse effects on the rural zone and enable ready access to both vehicular and rail transport methods.
  - The assessments contained in this report confirm that the potential effects of the proposal are acceptable and able to be avoided or mitigated.
  - The proposed Plan Change will enable the insertion of an ODP into the District Plan.
  - The proposal will provide for employment opportunities and economic benefits.
61. It is concluded that the economic, social, cultural and environmental benefits of the proposed Plan Change outweigh the potential costs. On this basis, the proposed Business 2A Zone and associated ODP are considered to be an appropriate, efficient and effective means of achieving the purpose of the Resource Management Act.

## **Statutory Framework**

### **Sections 74 & 75 of the RMA**

62. Section 74 of the RMA prescribes that the District Council must prepare and change a district plan in accordance with its functions under s31 and the provisions of Part 2.
63. The District Council must also have regard to an evaluation report prepared in accordance with s32.
64. Section 74(2) requires the District Council to also have regard to proposed regional plans, management plans, the Historic Places Register, regulations or the Plans of adjoining territorial authorities to the extent that these may be relevant.
65. It is noted that the proposal does not involve any cross territorial issues, any matters of historical reference or matters addressed by management plans or strategies prepared under other Acts. With respect to Regional Plans, these are identified and addressed further below.
66. Section 74(2A) also requires the Council to take into account relevant planning documents recognised by an iwi authority, to the extent that its content has a bearing on resource management issues.

### **Section 31 – Functions of Council**

67. Any plan change must assist the Council to carry out its functions so as to achieve the purpose of the Act. The functions of a territorial authority are set out in s31 of the Act and include:
- establishing, implementing and reviewing objectives, policies, and methods to achieve integrated management of the effects of the use and development of land; and
  - controlling actual or potential effects of the use and development of land.



68. The requested plan change accords with these stated functions. The proposal provides for the use and development of land for industrial activities and seeks to implement existing District Plan Business 2A Zone provisions over the site, with only such amendments as are necessary to recognise the site, the proposed ODP and any issues that are particular to the site. The proposed ODP and the amended DP rules provide the methods for Council to manage potential effects of this activity and demonstrates an integrated management approach.

## **Section 75 – Contents of District Plans**

69. Section 75 requires a District Plan to state objectives for the District, policies to implement the objectives and rules to then implement the policies.
70. The proposal does not introduce any new, or alter any existing, objectives or policies.
71. Section 75 requires a District Plan to not be inconsistent with Regional Plans. These are identified and discussed in paragraphs further below.
72. Section 75(3)(a), (b) and (c) also requires a District Plan to give effect to any National Policy Statement, the New Zealand Coastal Policy Statement and the Regional Policy Statement. These are discussed as follows:

## **National Policy Statements (NPS) and New Zealand Coastal Policy Statement**

73. The Selwyn District Plan is required under Section 74(1)(ea) of the Resource Management Act to prepare or change its district plan in accordance with National Policy Statements (NPS), and the New Zealand Coastal Policy Statement.
74. The New Zealand Coastal Policy Statement is not relevant to the site, given the large distance between the site and the coastal environment.
75. With regard to the NPS for Renewable Electricity Generation 2011, the proposal does not involve nor is it located in the proximity of a renewable electricity generation activity. Similarly, the Plan Change site is not located in close proximity to any main electricity transmission lines nor is there a substation within the site, meaning the NPS for Electricity Transmission 2008 is not relevant. Stormwater and waste water discharges will be dealt with at a future consenting stage, however no practices or effects are anticipated that would be inconsistent with the NPS for Freshwater Management 2020.
76. Noting the above, the National Policy Statement for Urban Development 2020 (NPS-ND) which took effect on 20 August 2020 is of principal relevance to this plan change.
77. The objectives and policies of that NPS:
- seek a well-functioning urban environment (Objective 1), as defined by Policy 1;
  - recognise that urban environments, including their amenity values, develop and change over time (Objective 4);



- state that local authority decisions on urban development area integrated with infrastructure planning and funding decisions and strategic over the medium term and long term and responsive, particularly in relation to proposal that would supply significant development capacity (Objective 6).
  - state that planning decisions must contribute to well-functioning urban environments (Policy 1). Policy 1 defines a well-functioning urban environment as an urban environment that, among other matters less relevant to this application, provides for good accessibility for all people between housing, jobs, community services, natural spaces, and open space.
  - State that local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term and long term (Policy 2).
  - state that when making planning decisions that affect urban environments, decision-makers have particular regard to matters including: that the planned urban built form in those RMA planning documents that have given effect to this NPS may involve significant changes in an area, including detracting from amenity values appreciated by some people but improve amenity values appreciated by other people, communities and future generations (Policy 6);
  - state in relation to car parking, territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks (Policy 11).
78. The proposed Plan Change is generally consistent with the objectives and policies of the NPS-UD, noting that the proposal will provide for a compact urban shape and well functioning urban environment, with an extension of an existing zone into an area that whilst not identified as a priority greenfield by the Regional Policy Statement (RPS), is nevertheless within the Project Infrastructure Boundary and therefore anticipated for future urban development. The site is able to be serviced adequately and will allow for both land use and transport efficiencies, noting the site's proximity to strategic transport routes.
79. Policy 8 of the NPS-UD is particularly notable for the proposed Plan Change. That policy states:
- Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:*  
*(a) unanticipated by RMA planning documents; or*  
*(b) out-of-sequence with planned land release.*
80. The proposed development is largely unanticipated by the Selwyn District Plan and RPS, though it is within the Projected Infrastructure Boundary noted on Map A of the RPS. The proposed Plan Change is however considered to add significantly to development capacity. As stated above, it will contribute to a well-functioning urban environment. In regard development capacity, the contribution will be significant for the following reasons:
- i. The existing area of Business 2A zoning in Selwyn District is all in Rolleston and is 342ha. The proposed 27ha extension to the Business 2A zoning is an 8% increase on what is currently in the Selwyn District. The existing combined area of Business



2A and Business 2 zoning in Rolleston is 387ha. The proposed extension is a 7% increase to that zoning. The proposal represents a 6% increase to the Business 2 and 2A zoning across the entire Selwyn District.

- ii. Importantly, the 27ha extension also provides an 84% increase on the Business 2A zoning that has a common boundary with Lyttelton Port's Midland Port. There is great logistical efficiency and significant cost-savings for enterprises to locate within the Business 2A zoned land that has an open boundary to Lyttelton Port's Midland Port, meaning that containers can be moved by heavy port vehicles that are not legally allowed to operate on the road. There is currently 31.9ha of land that has an open boundary to Lyttelton Port's Midland Port. The proposed 27ha of zoning land would increase the land with an open boundary to Midland Port by 84%.
- iii. In the recent Shovel-Ready application to the New Zealand government, Lyttelton Port provided a letter of support for the rezoning of this 27ha of land to Business 2A. It has been established that this is the only land that can provide an extension to Lyttelton Port's three rail sidings that have been constructed within Lyttelton Port's Midland Port. Containers can only be efficiently loaded and unloaded on the straight portion of rail siding. The potential extension for the rail siding utilising this 27ha, if it were to be rezoned Business 2A, is 563 metres which would increase the potential for a straight efficient rail siding by 104%. The longer the trains, the lower the transport cost and the more containers that will be removed the roading network between Midland Port and Lyttelton Port's water site operation. The ability to extend the rail siding onto the site is therefore a significant increase in development capacity.

## Canterbury Regional Policy Statement

81. The Selwyn District Plan is required under Section 73(4) of the Resource Management Act to give effect to the Canterbury Regional Policy Statement 2013 (RPS). Section 74(2) of the Act also requires territorial authorities to have regard to any proposed regional policy statement when preparing or changing a district plan.
82. The most relevant objectives and policies of the RPS are those contained in Chapters 5 (to the extent relevant to the entire region), 6, 7, 14 and 16. Relevant objectives and policies are considered in Table 2 below.

**Table 2: Assessment of the plan change provisions against the objectives of the Regional Policy Statement**

Regional Policy Statement provisions	Comment / Assessment
<b>Chapter 5 – Land Use and Infrastructure</b>	
<p><b>Objective 5.2.1 – Location, design and function of development (Entire Region)</b></p> <p><i>Development is located and designed so that it functions in a way that:</i></p> <p>1) achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and</p>	<p>The proposal is for growth in a form of an industrial zone extension, which will provide for consolidated industrial growth adjacent an existing urban area. The proposal will provide for the wellbeing of people and communities through employment opportunities, and the application of development controls through the proposed ODP and suite of Business 2A Zone rules will ensure that the quality of environment is generally maintained, including</p>



2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:

a) maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;

b) provides sufficient housing choice to meet the region's housing needs;

c) encourages sustainable economic development by enabling business activities in appropriate locations;

d) minimises energy use and/or improves energy efficiency;

e) enables rural activities that support the rural environment including primary production;

f) is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;

g) avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;

h) facilitates the establishment of papakāinga and marae; and

i) avoids conflicts between incompatible activities.

in respect of effects on adjoining properties. The proposal provides for industrial activity in an appropriate location. The proposal will have no adverse effects on any regionally significant infrastructure, nor will it give rise to conflict between incompatible activities, noting that the proposed Plan Change will be subject to rules controlling matters such as noise, lighting, signage, landscaping etc. to minimise effects on adjoining properties.

The proposed Plan Change is therefore consistent with the relevant objectives and policies of Chapter 5.

#### **Policy 5.3.7**

#### **Strategic land transport network and arterial roads (Entire Region)**

In relation to strategic land transport network and arterial roads, the avoidance of development which:

1. adversely affects the safe efficient and effective functioning of this network and these roads, including the ability of this infrastructure to support freight and passenger transport services; and
2. in relation to the strategic land transport network and arterial roads, to avoid development which forecloses the opportunity for the development of this network and these roads to meet future strategic transport requirements.

### **Chapter 6 – Recovery and Rebuilding of Greater Christchurch**

#### **Objective 6.2.1 Recovery framework**

Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:

1. identifies priority areas for urban development within Greater Christchurch;
2. identifies Key Activity Centres which provide a focus for high quality, and, where appropriate, mixed-use development that incorporates the principles of good urban design;
3. avoids urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS;
4. protects outstanding natural features and landscapes including those within the Port Hills from inappropriate

Chapter 6 applies to Greater Christchurch, an area which is defined as including that part of Selwyn District which includes the subject land.

In regard Objective 6.2.1, the proposal will protect the environmental qualities set out in that objective and provide for a consolidated and integrated urban form that is able to be fully serviced and has the potential to optimise existing infrastructure such as the LPC Midland Port rail infrastructure. However, the Plan Change is not located within an identified priority area for urban development within Greater Christchurch. As noted above, NPS-UD Policy 8 provides for inconsistency with this requirement.

The site is not located in a sensitive landscape, nor will any sensitive indigenous vegetation be affected. Water quality can be maintained at the





*subdivision, use and development;*

*5. protects and enhances indigenous biodiversity and public space;*

*6. maintains or improves the quantity and quality of water in groundwater aquifers and surface waterbodies, and quality of ambient air;*

*7. maintains the character and amenity of rural areas and settlements;*

*8. protects people from unacceptable risk from natural hazards and the effects of sea-level rise;*

*9. integrates strategic and other infrastructure and services with land use development;*

*10. achieves development that does not adversely affect the efficient operation, use, development, appropriate upgrade, and future planning of strategic infrastructure and freight hubs;*

*11. optimises use of existing infrastructure; and*

*12. provides for development opportunities on Māori Reserves in Greater Christchurch.*

time of detailed design through engineering solutions and regional plan/discharge consent requirements. The proposal will have some effect on rural character and amenity, though the landscape and visual assessment attached in Appendix C confirms that effect will be minimised by the location adjoining the Business 2A Zone. The proposal is well located adjacent to existing traffic infrastructure, notably including access to rail.

#### **Objective 6.2.2 Urban form and settlement pattern**

The urban form and settlement pattern in Greater Christchurch is managed to provide sufficient land for rebuilding and recovery needs and set a foundation for future growth, with an urban form that achieves consolidation and intensification of urban areas, and avoids unplanned expansion of urban areas, by:

1. aiming to achieve the following targets for intensification as a proportion of overall growth through the period of recovery:
  - (a) 35% averaged over the period between 2013 and 2016
  - (b) 45% averaged over the period between 2016 to 2021
  - (c) 55% averaged over the period between 2022 and 2028;
2. providing higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City, in and around Key Activity Centres, and larger neighbourhood centres, and in greenfield priority areas and brownfield sites;
3. reinforcing the role of the Christchurch central business district within the Greater Christchurch area as identified in the Christchurch Central Recovery Plan;
4. providing for the development of greenfield priority areas on the periphery of Christchurch's urban area, and surrounding towns at a rate and in locations that meet anticipated demand and enables the efficient provision and use of network infrastructure;
5. encouraging sustainable and self-sufficient growth of the towns of Rangiora, Kaiapoi, Woodend, Lincoln, Rolleston and Prebbleton and consolidation of the existing settlement of West Melton;
6. Managing rural residential development outside of existing urban and priority areas; and
7. Providing for development opportunities on Māori Reserves.

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

In relation to recovery and rebuilding for Greater Christchurch:

1. give effect to the urban form identified in Map A, which identifies the location and extent of urban development that will support recovery, rebuilding and planning for future growth and infrastructure delivery;
2. give effect to the urban form identified in Map A (page 6-27) by identifying the location and extent of the indicated Key Activity Centres;





3. enable development of existing urban areas and greenfield priority areas, including intensification in appropriate locations, where it supports the recovery of Greater Christchurch;
4. ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS;
5. provide for educational facilities in rural areas in limited circumstances where no other practicable options exist within an urban area;
6. provide for a metropolitan recreation facility at 466-482 Yaldhurst Road; and
7. avoid development that adversely affects the function and viability of, or public investment in, the Central City and Key Activity Centres.

### **6.3.2 Development form and urban design**

Business development, residential development (including rural residential development) and the establishment of public space is to give effect to the principles of good urban design below, and those of the NZ Urban Design Protocol 2005, to the extent appropriate to the context:

1. *Tūrangawaewae* – the sense of place and belonging – recognition and incorporation of the identity of the place, the context and the core elements that comprise the place. Through context and site analysis, the following elements should be used to reflect the appropriateness of the development to its location: landmarks and features, historic heritage, the character and quality of the existing built and natural environment, historic and cultural markers and local stories.
2. *Integration* – recognition of the need for well-integrated places, infrastructure, movement routes and networks, spaces, land uses and the natural and built environment. These elements should be overlaid to provide an appropriate form and pattern of use and development.
3. *Connectivity* – the provision of efficient and safe high quality, barrier free, multimodal connections within a development, to surrounding areas, and to local facilities and services, with emphasis at a local level placed on walking, cycling and public transport as more sustainable forms of transport.
4. *Safety* – recognition and incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the layout and design of developments, networks and spaces to ensure safe, comfortable and attractive places.
5. *Choice and diversity* – ensuring developments provide choice and diversity in their layout, built form, land use housing type and density, to adapt to the changing needs and circumstances of the population.
6. *Environmentally sustainable design* – ensuring that the process of design and development minimises water and resource use, restores ecosystems, safeguards mauri and maximises passive solar gain.
7. *Creativity and innovation* – supporting opportunities for exemplar approaches to infrastructure and urban form to lift the benchmark in the development of new urban areas in the Christchurch region.

### **Objective 6.2.4 Integration of transport infrastructure and land use**

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

1. managing network congestion;
2. reducing dependency on private motor vehicles;

The Plan Change site is well located relative to the State Highway network and rail corridor to export product efficiently. The site's proximity to urban Rolleston and associated public transport links will assist in minimising travel distances, for those employees located in the Rolleston area. The attached Transport Assessment has confirmed the suitability of the adjoining road network for the vehicle movements anticipated and an integrated



3. reducing emission of contaminants to air and energy use;
4. promoting the use of active and public transport modes;
5. optimising use of existing capacity within the network; and
6. enhancing transport safety.

transport assessment has been undertaken in support of the proposal.

#### **Policy 6.3.4 Transport effectiveness**

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

1. avoiding development that will overload strategic freight routes;
2. providing patterns of development that optimise use of existing network capacity and ensuring that, where possible,
3. new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;
4. providing opportunities for travel demand management; requiring integrated transport assessment for substantial developments; and
5. improving road user safety.

#### **Policy 6.3.5 Integration of land use and infrastructure**

Recovery of Greater Christchurch is to be assisted by the integration of land use development with infrastructure by:

1. Identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery;
2. Ensuring that the nature, timing and sequencing of new development are co-ordinated with the development, funding, implementation and operation of transport and other infrastructure in order to:
  - a. optimise the efficient and affordable provision of both the development and the infrastructure;
  - b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure;
  - c. protect investment in existing and planned infrastructure; and
  - d. ensure new development does not occur until provision for appropriate infrastructure is in place;
3. Providing that the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained;
4. Only providing for new development that does not affect the efficient operation, use, development, appropriate upgrading and safety of existing strategic infrastructure, including by avoiding noise sensitive activities within the 50dBA Ldn airport noise contour for Christchurch International Airport, unless the activity is within an existing residentially zoned urban area, residential greenfield area identified for Kaiapoi, or residential greenfield priority area identified in Map A (page 6-28); and
5. Managing the effects of land use activities on infrastructure, including avoiding activities that have the potential to limit the efficient and effective, provision, operation, maintenance or upgrade of strategic infrastructure and freight hubs.

#### **Objective 6.2.6 Business land development**

Identify and provide for Greater Christchurch's land requirements for the recovery and growth of business activities in a manner that supports the settlement pattern brought about by Objective 6.2.2, recognising that:

1. The greenfield priority areas for business in Christchurch City provide primarily for the accommodation of new industrial activities;

As already acknowledged, the proposal will provide for industrial development adjacent to, but not within an existing industrial area and not within a greenfield priority area. The Plan Change will however provide for anticipated demand, notably including by LPC Midland Port for expansion from their adjoining site, if desired. No commercial uses are to be provided for within the Zone, other than



2. Except where identified for brownfield redevelopment, areas used for existing industrial activities are to be used primarily for that purpose, rather than as a location for new commercial activities;
3. New commercial activities are primarily directed to the Central City, Key Activity Centres, and neighbourhood centres;
4. A range of other business activities are provided for in appropriate locations; and
5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.

the small scale ancillary-type activities that are already provided for in the existing Business 2A Zone, for example small food and beverage outlets. The site is adjacent an existing major transport hub and servicing and future development of the site has previously been anticipated.

#### **Policy 6.3.6 Business land**

To ensure that provision, recovery and rebuilding of business land in Greater Christchurch maximises business retention, attracts investment, and provides for healthy working environments, business activities are to be provided for in a manner which:

1. Promotes the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A;
2. Recognises demand arising from the relocation of business activities as a result of earthquake-damaged land and buildings;
3. Reinforces the role of the Central City, as the city's primary commercial centre, and that of the Key Activity Centres;
4. Recognises that new commercial activities are primarily to be directed to the Central City, Key Activity Centres and neighbourhood centres where these activities reflect and support the function and role of those centres; or in circumstances where locating out of centre, will not give rise to significant adverse distributional or urban form effects;
5. Recognises that new greenfield priority areas for business in Christchurch City are primarily for industrial activities, and that commercial use in these areas is restricted;
6. Recognises that existing business zones provide for a range of business activities depending on: (i) the desired amenity of the business areas and their surrounds; and (ii) the potential for significant distributional or urban form effects on other centres from new commercial activity.
7. Utilises existing infrastructure availability, capacity and quality;
8. Ensures reverse sensitivity effects and conflicts between incompatible activities are identified and avoided or mitigated against;
9. Ensures close proximity to labour supply, major transport hubs and passenger transport networks;
10. Encourages self-sufficiency of employment and business activities within communities across Greater Christchurch;
11. Promotes, where appropriate, development of mixed-use opportunities, within Key Activity Centres provided reverse sensitivity issues can be appropriately managed; and
12. Incorporates good urban design principles appropriate to the context of the development.

### **Chapter 7 Freshwater**

#### **Objective 7.2.1 Sustainable management of fresh water**

The region's fresh water resources are sustainably managed to enable people and communities to provide for their economic and social well-being through abstracting and/or using water for irrigation, hydro-electricity generation and other economic activities, and for recreational and amenity values, and any economic and social activities associated with those values, providing:

1. the life-supporting capacity ecosystem processes, and indigenous species and their associated freshwater ecosystems and mauri of the fresh water is safe-guarded;
2. the natural character values of wetlands, lakes and rivers and their margins are preserved and these areas are protected

Water quality and the effects of any water use necessary for development of the proposed Business 2A Zone can be managed at the time of detailed design through engineering solutions and regional plan/discharge consent requirements.



from inappropriate subdivision, use and development and where appropriate restored or enhanced; and  
3. any actual or reasonably foreseeable requirements for community and stockwater supplies and customary uses, are provided for.

**Objective 7.2.4 – Integrated management of fresh water resources**

Fresh water is sustainably managed in an integrated way within and across catchments, between activities, and between agencies and people with interest in water management in the community, considering:

1. the Ngai Tahu ethic of Ki Uta Ki Tai (from the mountains to the sea);
2. the interconnectivity of surface water and groundwater;
2. the effects of land uses and intensification of land uses on demand for water and water quality; and
4. kaitiakitanga and the ethic of stewardship; and
5. any net benefits of using water, and water infrastructure, and the significance of those benefits to the Canterbury region.

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**Chapter 12 Air Quality**

**Objective 14.2.2 – Localised adverse effects of discharges on air quality**

Enable the discharges of contaminants into air provided there are no significant localised adverse effects on social, cultural and amenity values, flora and fauna, and other natural and physical resources.

As is the case for businesses within the adjoining Business 2A Zone, any future businesses that require air discharges will be subject to regional air plan rules. There are understood to be engineering and design solutions available to ensure that any localised adverse effects on air quality can be managed and minimised.

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**Chapter 16 Energy**

**Objective 16.2.1 – Efficient use of energy**

Development is located and designed to enable the efficient use of energy, including:

....

- 2) planning for efficient transport, including freight

The Plan Change site is located in close proximity to State Highway 1 and the main north south rail corridor (via LPC Midland Port site in the adjoining Business 2A Zone). This proximity will assist in efficient use of energy in transport of freight.

83. Overall, the development is considered to be inconsistent with those provisions of the Regional Policy Statement that require new business zones to be located within identified greenfield priority areas, but otherwise generally consistent with the Regional Policy Statement.

## Land and Water Regional Plan, Canterbury Air Regional Plan

84. The operative Land and Water Regional Plan broadly seeks to manage land and water within the Canterbury Region, by setting water allocation limits and limits on the type and amount of discharges permitted. The objectives and policies of the Canterbury Air Regional Plan broadly seek, in relation to industrial and trade activities and large scale fuel burning devices, identifying best practicable options to minimise the effects of discharges, manage and in some situations avoid discharges of PM<sub>10</sub>, manage discharges of odour and dust from solid or liquid waste, and addressing localised effects of discharges including relative to sensitive receptors.
85. It is anticipated that any future discharges associated with the development of the proposed Plan Change site will either fall to be permitted under the Rules of the Land and Water



Regional Plan or Air Regional Plan, or will be assessed in an integrated manner through the resource consent process, with Environment Canterbury as the administering body. At such time as detailed development plans for development are advanced, various options for the design and management of discharges will be available (if required) to ensure any adverse effects are minimised.

86. In summary, the proposed Plan Change is not considered to be inconsistent with the relevant Regional Plans.

## **Canterbury Regional Land Transport Strategy 2012-2042 (RLTS)**

87. The Canterbury Regional Land Transport Strategy (RLTS) establishes the strategic direction for land transport within the Canterbury region over a 30 year period. The RLTS identifies the region's transport needs, the roles of land transport modes along with the planning, engineering, education, encouragement and enforcement methods that will be applied in the achievement of objectives.
88. The provisions of the proposed Business 2A Zone accord with this Strategy, specifically requiring any new access points to be developed in accordance with District Plan standards or otherwise seek resource consent. Accordingly, the safety and efficiency of the local roads adjoining the site and the wider road network will be protected and can respond, as necessary, to any changes to the RLTS.

## **Mahaanui – Iwi Management Plan 2013**

89. The Mahaanui Iwi Management Plan (IMP) sets out Ngāi Tahu's objectives, issues and policies for natural resource and environmental management within the area bounded by the Hurunui River in the north and the Ashburton River in the south. Under Section 74(2A) of the Resource Management Act, a territorial authority must take into account any such plan to the extent that it has a bearing on the resource management issues of the district. The IMP is primarily a tool for the Rūnanga in the area it covers; the plan also provides guidance to territorial authorities and others. The IMP sets out the broad issues as well as the specifics for particular areas. These matters are considered below, as they are relevant to this proposed Plan Change. It is noted that the IMP does not identify any specific cultural values associated with the subject land that might be adversely impacted by its development.

### *Ranginui*

90. The relevant matters identified in IMP are discharges to air and the protection of night time darkness. The proposed Plan Change does not contain new controls on discharges to air, however existing rules controlling light spill in the Business 2A Zone are proposed to apply to the site. Air discharges may occur when the site is operational, as well as discharges of dust to air during the development of the site. Such discharges are controlled by Environment Canterbury through the Regional Air Plan.

### *Wai Māori*



91. Freshwater is of considerable cultural significance to Rūnanga. The main matters of concern relate to water quality and quantity and mixing waters from different waterbodies. The Plan Change site does not contain any waterways. Future discharges of effluent will either be to a reticulated system or otherwise resource consent will be sought to put the discharges to ground. In either case, the potential for adverse impacts on groundwater quality can be limited. Depending on water supply requirements and availability, the site will either connect to a Council water supply, or be serviced through groundwater wells. Stormwater generated by new buildings and hardstand areas is anticipated to be treated where necessary and disposed of on site, and again will be subject to the Land and Water Regional Plan discharge standards. It is therefore anticipated that no untreated stormwater will reach groundwater. The proposed Plan Change can be therefore be developed to ensure that there will be minimum adverse impact on the freshwater quality or quantity within this locality.

#### *Papatūānuku*

92. The use of land and how it is developed is of importance to Rūnanga. This section identifies issues such as the rural and urban land uses, the subdivision and development of land, stormwater, earthworks, waste management, and discharges to land. The potential effects of the proposal on the environment have been discussed in the assessment above. That assessment concludes that potential adverse effects on water quality and the quality of the natural environment generally can be managed and minimised. Some impact on soil health will be inevitable due to the requirement for buildings and hard surfaces on the site, however it will be offset as much as possible by the retention of rural buffers on the periphery of the site and requirements for new planting.

#### *Tāne Mahuta*

93. This section addresses the significance of indigenous biodiversity and mahinga kai to Rūnanga. The Plan Change site is not located in a known mahinga kai area. The subject land has been used for farming purposes for many years. There are no notable indigenous plantings within the site. The proposed Plan Change has specific planting requirements identified on the ODP.

#### *Ngā tūtohu whenua*

94. There are no known wāhi tapu, wāhi taonga or mahinga kai sites within the application site or close by.

#### *Te Waihora*

95. The application site sits with the catchment of Te Waihora. The main matters of concern within this area relate to the management of water and waterways within the Te Waihora catchment, and the subsequent impact that can have on the water quality of Te Waihora and its environment. The proposal does not involve an activity that could adversely impact on the lake and its environmental and cultural values.

#### *Summary*





96. It is considered that overall the proposal will not have an adverse impact on the cultural values of iwi as set out within IMP.

## **Land Use Recovery Plan (LURP)**

97. The LURP was prepared under the Canterbury Earthquake Recovery Act 2011 to provide for the recovery process in the Greater Christchurch sub- region. The LURP provides the framework to rebuild existing communities, develop new communities, meet land use needs for commercial and industrial developments, and to take into account natural hazards and environmental constraints that may affect the rebuild and recovery.
98. The LURP is focused on metropolitan urban Christchurch and includes the areas surrounding Rolleston. All decisions under the RMA must not be inconsistent with the LURP.
99. The LURP anticipates the provision of additional industrial business land to accommodate industrial sector growth. This is to be achieved via rezoning of greenfield priority areas for business. The proposal is inconsistent with the greenfield priority area provisions, though consistent with the general thrust of providing for additional industrial land for business growth. As with the Regional Policy Statement, Policy 8 of the NPS-UD provides for inconsistency with the LURP where significant development capacity is provided and a well-functioning urban environment is ensured.

## **Part II of the Resource Management Act 1991**

100. The purpose of the Resource Management Act is set out in Section 5 of the Act, being the sustainable management of natural and physical resources. This purpose is subject to Sections 6, 7 and 8 of the Act which set out that matters that are to be taken into consideration in achieving the purpose.
101. Section 6 identifies the matters of national importance that must be recognised and provided for when exercising a function under the Act. None of the listed matters in section 6 are relevant to this site. As discussed above, in relation to section 6 and section 8 matters there are no known wāhi tapu, wāhi taonga or mahinga kai sites within the application site or close by.
102. In terms of section 7, the matters of most relevance to the proposed Plan Change are the maintenance and enhancement of the quality of the environment, and maintenance and enhancement of amenity values. As discussed in the assessment above, although there will be some impact on rural character and therefore amenity values from the establishment of the extended Business 2A Zone, those effects are considered to be minor and mitigated to a large degree by the location adjacent the developing Business 2A Zone. The proposed ODP and associated Business 2A Zone rules will also ensure that any adverse effects are appropriately managed and the quality of the environment is generally maintained. In regard section 7(b) and the efficient use of natural and physical resources, the site's location in close proximity to State Highway 1 and the main north south rail corridor make the site highly accessible and as such the proposed development will be an efficient use of the existing physical resources of the area.



103. With regard to section 8, consultation has also been undertaken with Runanga in respect of this Plan Change application.
104. Overall, the proposal to provide for a Business 2A Zone extension on the site is considered to achieve the purpose of the Resource Management Act. The proposal provides for the economic and social well-being of residents of Selwyn District and the Greater Christchurch area by providing for employment opportunities and growth, while avoiding or mitigating adverse effects associated with the proposal.





## **Appendix A**

### **Infrastructure Report**



## **Appendix B**

### **Integrated Traffic Assessment**



## **Appendix C**

### **Landscape and Visual Impact Assessment**



## **Appendix D**

### **Economic Assessment**



## **Appendix E**

### **Runanga Consultation**