



novo group
Planning. Traffic. Development.

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

**TWO CHAIN ROAD
LIMITED**

7-183 Two Chain Road, Rolleston

February 2022

Request for Change to the Selwyn District Plan
prepared for

TWO CHAIN ROAD LIMITED

7-183 Two Chain Road, Rolleston

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

Document Date:	11 February 2022
Document Version/Status:	Final revised for RFI
Project Reference:	021037
Project Manager:	Jeremy Phillips
Prepared by:	Kim Seaton, Senior Planner
Reviewed by	Jeremy Phillips, Senior Planner

The information contained in this document prepared by Novo Group Limited is for the use of the stated applicant only and for the purpose for which it has been prepared. No liability is accepted by Novo Group Ltd, any of its employees or sub-consultants with respect to its use by any other person.

All rights are reserved. Except where referenced fully and in conjunction with the stated purpose of this document, no section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Novo Group Limited.



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

Two Chain Road Ltd requests changes to the Selwyn District Plan as described below.

1. The location to which this request relates is:
 - 7-183 Two Chain Road, on the south side of Two Chain Road between Walkers Road and Jones Road, and Main South Road. A location plan/outline development plan is attached in **Attachment 2**.
 - Total Area: 98.3281ha
 - Legal Description: Lot 1 DP 33398 BLKS II III LEESTON SD, Lot 1 DP 310517 Lots 1-3 DP 33996 Lot 2 DP 33398, Lot 2 DP 305466 BLK III LEESTON SD, Lot 1 DP 305466 BLK III LEESTON SD, Lot 5 DP 33996 BLK III LEESTON SD, Lot 6 DP 33996, Lot 1 DP 27804 BLK III LEESTON SD, Lot 2 DP 27804 BLK III LEESTON SD, Lot 3 DP 59950 BLK III LEESTON SD, unformed legal road (extension of Runners Road). 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 Two Chain Road identified within the Outline Development Plan at Appendix 43B.
 2. To amend Township Volume, Chapter C17 BZone Rooding, 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) Two Chain Road or Runners Road, Rolleston from that part of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43B.

...

17.2.2 Any activity which does not comply with Rule 17.2.1.2(ii) or Rule 17.2.1.2(iii) shall be a restricted discretionary activity.

...

17.2.3.4 In relation to the Business 2A Zone in Appendix 43B the effects of the accessway on the safe and efficient operation of Two Chain Road and the shared pedestrian/cycle path on these roads.

17.2.3.5 In relation to any vehicle accessway to Runners Road within the Business 2A Zone in Appendix 43B, the necessity, extent and cost of upgrades to Runners Road, the safe and efficient operation of the Runners Road/Walkers Road intersection, and effects on the safe and efficient operation of the Walkers Road level rail crossing.

3. 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 Two Chain Road or Runners Road, Rolleston from that part of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43B.

...

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.

...

17.3.9.4 In relation to the Business 2A Zone in Appendix 43B the effects of the access on the safe and efficient operation of Two Chain Road and the shared pedestrian/cycle path on these roads.

17.3.9.5 In relation to any access to Runners Road within the Business 2A Zone in Appendix 43B, the necessity, extent and cost of upgrades to Runners Road, the safe and efficient operation of the Runners Road/Walkers Road intersection, and effects on the safe and efficient operation of the Walkers Road level rail crossing.

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



Permitted Activities

17.6.x The establishment of up to three road crossings from Two Chain Road into the area identified on the Outline Development Plan at Appendix 43B is a permitted activity.

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 more than three road crossings requiring a break in the existing primary shelter belt or future secondary planting strip required by Landscape Treatment 3 as depicted on the Outline Development Plan in Appendix 43B, or the establishment of a road crossing from Runners Road into the area identified on the Outline Development Plan at Appendix 43B, shall be a restricted discretionary activity.

...

17.6.3.7 In relation to the Business 2A Zone in Appendix 43B the effects of the accessway on the safe and efficient operation of Two Chain Road and the shared pedestrian/cycle path on that road.

17.6.3.8 In relation to any road crossings from Runners Road into the Business 2A Zone in Appendix 43B, the necessity, extent and cost of upgrades to Runners Road, the safe and efficient operation of the Runners Road/Walkers Road intersection, and effects on the safe and efficient operation of the Walkers Road level rail crossing.

5. 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 43B, 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 43B, 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.

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

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 43B, 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 43B, 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 43AB. The roads shall be constructed in general accordance with the road reserve widths specified in Appendix 43.

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

Non-complying Activities – Development within the Business 2A Zone, Rolleston

22.9.x Within the Appendix E43B Rolleston Business 2A Zone Two Chain Road ODP area, no building shall be occupied until such time as:

a. the State Highway 1/Walkers Road/Dunns Crossing Road intersection is upgraded; and

b. the frontages of Walkers Road and Two Chain Road are upgraded, inclusive of a flush median on Walkers Road; and

c. the Walkers Road intersection with Runners Road and rail crossing is upgraded; and

d. Two Chain Road is widened and Jones Road/Wards Road realigned (other than the road site frontage upgrades specified in (b) above; and

e. a primary road link is operational within the E43B ODP area, linking Two Chain Road and Walkers Road.

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 43B:



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

22.10.3 Any activity which does not comply with Rule 22.10.1.2 or 22.10.1.3 shall be a noncomplying activity.

22.10.4 In the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 43A and Appendix 43B, any commercial activity, or any retail activity that is not otherwise specified in Rule 22.10.1.3, shall be a noncomplying activity.

10. 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 43B. 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 43B, and the principal building shall be landscaped to the following standards:

...

Landscape Treatment Three

(a) The existing primary shelter belt along Railway Road shall be retained along the full extent of the Business 2A Zone boundary in this location.

(aa) The existing primary shelter belt along Two Chain Road shall be retained along the full extent of the Business 2A Zone boundary depicted in Appendix 43B, except that the shelter belt may have up to three breaks to allow up to three road connections into the Business 2A Zone.

(b) The existing primary shelterbelt shall be maintained, and if dead, diseased or damaged, shall be removed and replaced.

(c) A secondary planting strip consisting of the species Leyland cypress shall be located to the west of the existing primary shelterbelt on the opposite side of Railway Road in generally that location as identified in the Outline Development Plan at Appendix 22.



(cc) A secondary planting strip consisting of one or more of the species Macrocarpa, Totara, Leyland cypress, Kahikatea or Pittosporum, shall be located to the south of the existing primary shelterbelt on Two Chain Road in generally that location as identified in the Outline Development Plan at Appendix 43B.

(d) The secondary planting strip shall achieve, once matured, a minimum width of 2.5 metres and a minimum height of 8 metres.

(e) The secondary planting strip shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.

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 43B except across vehicle, rail, or pedestrian crossings. Refer to Rule 17.6.1 and 17.6.X in respect of road or rail crossings that require breaks in the existing primary shelterbelt or future secondary planting strip along Railway Road and Two Chain Road, and breaks in the proposed screening treatment along the Hoskyns Road frontage identified as Precinct 4, 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.

11. To amend Township Volume, by inserting Appendix E43B Rolleston Business 2A Zone Two Chain Road ODP attached in **Attachment 2**.
 12. To amend the Planning Maps, to reflect the Business 2A zoning of the site.
 13. 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: 11 February 2022

(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

Address for Council fees:

Two Chain Road Ltd
C/- PO Box 2726
Christchurch 8011

Attention: Tim Carter



E: kim@novogroup.co.nz

T: 03 353 0181

E: tim@cartergroup.co.nz

Attachment 1: Certificates of Title



Attachment 2: Proposed Outline Development Plan



Attachment 3: Section 32 Evaluation



Table of Contents

Introduction	1
The Site and Surrounding Environment	1
The Plan Change	2
Description of the Proposal	2
Proposed Amendments to the District Plan	2
Servicing	2
Consultation	3
Assessment of Environmental Effects of the Proposed Plan Change	3
Statutory Requirements of Section 32 of the Act	11
The Extent to which the Objectives of the Proposal are the Most Appropriate Way to Achieve the Purpose of the Act	12
Whether, the Provisions in the Proposal are the Most Appropriate way to Achieve the Objectives	13
Statutory Framework	23
Sections 74 & 75 of the RMA	23
Section 31 – Functions of Council	24
Section 75 – Contents of District Plans	24
National Policy Statements (NPS) and New Zealand Coastal Policy Statement	24
Canterbury Regional Policy Statement	26
Land and Water Regional Plan, Canterbury Air Regional Plan	32
Canterbury Regional Land Transport Strategy 2012-2042 (RLTS)	33
Mahaanui – Iwi Management Plan 2013	33
Part II of the Resource Management Act 1991	35

List of Figures and Tables

Figure 1: Aerial photograph of site (Source: Canterbury Maps)	2
Table 1: Assessment of efficiency and effectiveness	15
Table 2: Assessment of relevant plan change provisions against the objectives of the District Plan	17
Table 3: Assessment of the plan change provisions against the objectives of the Regional Policy Statement	26

Appendices

Appendix A Infrastructure Report



- Appendix B Integrated Traffic Assessment
- Appendix C Landscape and Visual Impact Assessment
- Appendix D Economic Assessment
- Appendix E Versatile Soils Assessment
- Appendix F Preliminary Site Investigation
- Appendix G Ecological Assessment
- Appendix H Geotechnical Assessment
- Appendix I Noise Assessment
- Appendix J MKT Consultation



Introduction

1. Two Chain Road Limited requests a change to the Selwyn District Plan to rezone approximately 98.3281ha of Rural Inner Plains Zone to Business 2A Zone, on Two Chain 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)
 - Versatile Soils Assessment (Appendix E)
 - Preliminary Site Investigation (Appendix F)
 - Ecological Assessment (Appendix G)
 - Geotechnical Assessment (Appendix H)
 - Noise Assessment (Appendix I)
 - MKT Consultation (Appendix J).
3. The site, which is currently predominantly rural pasture with some rural dwellings, is zoned Rural Inner Plains.

The Site and Surrounding Environment

4. The site is located at Two Chain Road, between Walkers and Wards Road to the west and east respectively, and the Main South Rail corridor and State Highway 1 to the south. The site is legally described as Lot 1 DP 33398 BLKS II III LEESTON SD, Lot 1 DP 310517 Lots 1-3 DP 33996, Lot 2 DP 33398, Lot 2 DP 305466 BLK III LEESTON SD, Lot 1 DP 305466 BLK III LEESTON SD, Lot 5 DP 33996 BLK III LEESTON SD, Lot 6 DP 33996, Lots 1 and 2 DP 27804 BLK III LEESTON SD and Lot 3 DP 59950 BLK III LEESTON SD. The site also includes an unformed extension of Runners Road. 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 multiple crossings off Two Chain Road and by what looks to be an extension of Runners Road in the southwest corner of the site. To the west of the site across Walkers Road is the Rolleston Prison. To the north of the site is land zoned Rural Inner Plains. To the south across the rail corridor and State Highway 1 is

Rolleston's residential zoned area. To the east/northeast is Rolleston's existing business/industrial area zoned Business 2 and Business 2A.



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

The Plan Change

Description of the Proposal

6. It is proposed to rezone the subject land to Business 2A Zone. 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. The proposed Outline Development Plan is in Attachment 2 of this application.

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.



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 not discussed the application with Selwyn Council staff due to the short timeframe of assembling this proposal. The consultants have used previously gained knowledge from discussions with Selwyn Council staff on other recent plan changes within the Rolleston area.
10. Consultation with local Rūnanga has been undertaken via Mahaanui Kurataiao Limited. A copy of the consultation response is attached as Appendix J .
11. The applicant has consulted informally about the development of the site for industrial purposes with KiwiRail.

Assessment of Environmental Effects of the Proposed Plan Change

12. 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.

13. 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

14. An Urban Design, Landscape and Visual Impact Assessment of the proposed Plan Change has been undertaken by DCM Urban Design Limited, 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.
15. Section 4 of the Urban Design, Landscape and Visual Impact assessment discusses mitigation measures, being:
 - i. Retention of the existing shelter belt on the Two Chain Road frontage and supplementing of this shelter belt with a secondary planting strip;
 - ii. Limitation of three public roads links to Two Chain Road; and



- iii. Construction of a shared pedestrian/cycle path on the Two Chain Road and Walkers Road frontages.
16. Those recommendations have been adopted and included as a requirement of the proposed ODP.
17. With the implementation of the recommended mitigation measures, the Urban Design, Landscape and Visual Impact Assessment concludes in respect of landscape character and values that the proposal:

‘...will result in a Low-Moderate magnitude of change on the existing rural landscape character and associated values. The existing character of the plan change area is modified and contains no natural features of note. The partially open character of the site will change to a character which is more industrial and compartmentalised, which will be partially screened through the existing vegetation, but will be viewed as an extension to the existing industrial area.’
18. In terms of visual amenity, the Assessment concludes that:

‘...the adjacent rural properties will experience a change in surroundings from semi-open views across the rural land to views that are more restricted and screened by vegetation. Adjacent residential properties overlooking the plan change area will have a mix of partial and screened views of the development. Changes experienced by these residents is considered Low given boundary treatment, existing width of Two Chain Road and the level of surrounding development which already exists.’
19. 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

20. 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.
21. 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.
22. The assessment sets out five roading related upgrades that are required to occur in advance of the plan change site being occupied, as follows:
 - Upgrade of the State Highway 1 / Walkers Road / Dunns Crossing Road intersection. This upgrade is currently programmed for construction by Waka Kotahi in 2024; and
 - Walkers Road and Two Chain Road frontage upgrades; and
 - Upgrade of the Walkers Road intersection with Runners Road and the rail crossing; and



- Additional widening of Two Chain Road and realignment of Jones Road and Wards Road; and
 - Construction of an internal roading link within the plan change site that links Two Chain Road to Walkers Road.
23. The assessment concludes that subject to the above roading upgrades being completed, the traffic effects of the proposed plan change are considered acceptable. A new rule 22.9.X is proposed to reflect the upgrade requirements specified above.
24. 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

25. The potential impacts of industrial development on infrastructure, with specific regard to the capacity of existing reticulated sewer and water systems to service the proposed zone and stormwater management, is assessed in the Infrastructure Report attached in Appendix A, prepared by Inovo Projects with input from WSP.
26. In summary, the Inovo report concludes:

'Primary stormwater runoff from rooves and hardstand areas will be discharged directly to ground via soakpits or drainage trenches. The development will be designed to ensure that secondary flow will safely drain from buildings via the internal roads.

Wastewater from the site can be connected to the existing SDC gravity sewer by extending the network in Jones Road under the Midland railway line and southwest along Two Chain Road. At least two thirds of the site will require either low pressure sewer or a lift station to discharge into the gravity network. Gravity discharge to Jones Road will pass through to the George Holmes pump station which then pumps directly to The Pines Wastewater Treatment Plant.

Potable water reticulation can be provided by extending the existing SDC network in Jones Road under the Midland railway line and southwest along Two Chain Road. Additional upsizing of water mains on Izone Drive to the IZone headworks will be required to ensure adequate supply is available for the proposed development.

Existing electricity and fibre broadband networks neighbouring the site can be extended to service the proposed plan change area. Electricity and telecommunications will be provided to all sites to utility company and industry standards. All cables within the development sites will be installed underground and kiosks will be constructed on separate individual lots.

From an infrastructure perspective, the plan change can be supported by either the extension of existing infrastructure from neighbouring subdivisions or the provision of new/upgraded water supply and wastewater infrastructure to service the development area.'



27. The conclusions in the Infrastructure Report are accepted and adopted, and on that basis it is considered that any adverse effects associated with infrastructure establishment and servicing for the proposal can be adequately avoided or mitigated.

Natural Hazards and Contaminated Land

28. 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.
29. The Plan Change site is identified on Selwyn District Council flooding maps as being potentially subject to flood hazard risks, but that hazard is not identified as significant. This potential natural hazard risk has been accounted for in the assessment by Inovo Projects in Appendix A which states:

'The predicted floodwater depth is generally less than 0.5m except where existing former borrow pits or soak holes excavated to facilitate soakage to ground indicate ponding depths of 1.5m to 3m, or where water ponds up against the Main South Railway embankment. It is noted that SDC flood model does not take into account infiltration or discharge to ground via soakpits. In practice, overland flow across the railway line is unlikely to occur and floodwaters will enter soak pits / former borrow pits and discharge to ground.'

A more detailed flood risk assessment will be carried out at subdivision consent application stage as required by Section 106 of the Resource Management Act. Overland flow from upstream catchments will be considered to ensure that any potential adverse stormwater effects can be appropriately mitigated and minimum floor level rules set at the time of subdivision development. In general, ground levels for lots will be set above internal road levels so the roads act as secondary flow paths to safely convey floodwaters to the downslope side of the site.'

30. Based on this assessment, flood hazard effects associated with the proposal can be adequately avoided or mitigated.
31. Aside from flooding, the Plan Change site is not subject to any other notable natural hazards. A geotechnical assessment of the land by Tetra Tech Coffey is provided in Appendix H and concludes:

'We consider that the site is suitable for development subject to further investigation and design at the subdivision consent stage. Based on the mapped geology and on-site testing carried out to date, the site is considered TC1-like.'

32. A Preliminary Site Investigation (PSI) has also been undertaken by Tetra Tech Coffey (Appendix F). That investigation identifies several actual or potential HAIL (Hazardous Activities and Industries List) activities that are likely to have occurred within the plan change area. The report goes on to conclude:

'The potential of contamination to soil associated with the identified potential sources of contamination are considered low to high (refer to Table 2 above), depending on the activity identified. However, it is considered unlikely that there will be a risk to human health with



the proposed plan change and industrial redevelopment providing that the potential contaminant source areas listed in Table 2 are assessed and remediated if appropriate.

The site is considered to be suitable for plan change and subdivision, with any consent granted for the site, conditional on a detailed site investigation (DSI) being carried out prior to any earthworks and or building consents being granted.'

33. Based on the assessment of flood hazard risk by Inovo Projects (Appendix A), the geotechnical assessment by Tetra Tech Coffey (Appendix H), the absence of any other notable natural hazard risks, and the PSI by Tetra Tech Coffey (Appendix F), it is considered that any potential adverse effects associated with natural hazards and/or contaminated land can be adequately avoided or mitigated.

Lighting

34. 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

35. 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. An assessment of the proposal in respect of noise has been undertaken by Powell Fenwick and is attached in Appendix I. That assessment concludes that the Selwyn District Plan limits for business zoned noise generation at rural zoned properties are sufficiently permissive to allow for a range of business activities at the proposed plan change site. It further concludes that the Selwyn District Plan limits for noise generation from any zone at Living zoned properties are also sufficiently permissive for a range of business activities given the setback of around 70 m, along with the elevated noise levels from SH1 and the Main South Line between the activities. The report notes that this conclusion would be subject to the nature of the specific activities and the operating hours, and appropriate acoustic input at planning and design stages to mitigate any potential noise effects, and this is accepted.
36. Based on the Powell Fenwick assessment, it is considered that it is feasible for future business and industrial activities to operate within the plan change area in accordance with the existing District Plan noise standards, and that potential adverse noise effects on surrounding areas can be appropriately avoided or mitigated by way of existing noise rules.

Amenity Values

37. 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.



38. In regards adjoining 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 and at the boundary of the nearby Residential Zone, for the plan change site. This suite of rules has been determined previously to be appropriate on other Rural Zone and Residential Zone boundaries, and as such it is anticipated that they will similarly be appropriate on the areas bordering the Plan Change area.

Urban Design and Urban Form

39. A consideration of the National Policy Statement – Urban Development (addressed below) is whether the Plan Change will contribute to well-functioning urban environments. This includes consideration of the urban form and in particular whether the direction of growth provided for by this Plan Change application will create an appropriate urban form for the Rolleston township. The urban design assessment by DCM Urban Design in Appendix C addresses this, stating that the site will naturally extend the existing industrial development at Rolleston and will be viewed as an extension of the existing business zones and physically separated from residential and rural areas. The report states that the proposal will not be an isolated or separate element.
40. In terms of the criteria in Policy 1 of the NPS-UD for ‘well-functioning urban environments’, and accounting for the assessment by DCM Urban Design, the proposed Plan Change will:
- b. Enable a variety of sites that are suitable for different business sectors in terms of location and site size, through the Business 2A zoning that provides for diversity in the type, price, and location of industrial land and activity;
 - c. provide good accessibility for all people between housing and jobs, community services, natural spaces, and open spaces, including by way of public or active transport, noting the proximity of the site to the existing Rolleston township and provision for shared pedestrian/cycle paths on the proposed ODP;
 - d. support the competitive operation of land and development markets through increasing supply of industrial land in Selwyn;
 - e. support reductions in greenhouse gas emissions, with strong transport connectivity for freight in particular, noting the proximity of the site to the state highway network and the main rail corridor; and,
 - f. be resilient to the likely current and future effects of climate change, noting the site is not proximate to the coastal environment and is not subject to any significant flood hazard risk.
41. Accounting for the assessment above, the proposed plan change is considered to provide an appropriate standard of urban design and urban form and contribute to well-functioning urban environments as sought by the National Policy Statement on Urban Development (NPS-UD).



Cultural and Heritage Values

42. Based on feedback from Rūnanga on this and other similar rezoning proposals (including in respect of Plan Change 66), the on-site land-based stormwater management proposed and adoption of Accidental Discovery Protocol at the time of site development will assist in mitigating against the potential adverse effects of land use, development and earthworks on cultural values generally. Further, the provision of locally sourced indigenous vegetation within the plan change site as it develops is a matter that will be addressed at the time of subdivision and development and support cultural values associated with the site. It is expected that any subdivision consent for development of the zone can and will incorporate conditions of consent addressing these requirements.
43. The site contains no natural surface waterbodies or springs or identified/listed Wāhi Tapu, Tāonga or other sites of significance to Iwi. Two wet areas towards the eastern end of the site have been identified in the ecological assessment, that will require further detailed assessment at the time of subdivision. Those areas are identified on the ODP. Buildings are to be setback 10m from the artificial water race located towards the western end of the site, with any requirements for further enhancement works to be determined at the time of subdivision. A copy of the consultation report from Mahaanui Kurataiao Ltd is attached as Appendix J..

Versatile Soil Impacts

44. An assessment of the impact of the proposal on versatile soils has been undertaken by Reefside Environmental and Projects (Appendix E). That report confirms that, utilising the Canterbury Regional Policy Statement definition of versatile soils which includes Land Use Capability Class I and II soils, the site contains no versatile soils. The site contains 80.2ha of Class IV soils, and 18.1ha of Class III soils, and notes that the draft National Policy Statement on Highly Productive Land defines versatile soils as including Class III. Nevertheless, the report concludes that the Class III soils are unlikely to be highly productive due to a number of listed constraints, including irrigation and nutrient limits. The report concludes that *'...it is unlikely that changing the land use from Rural to Business 2A will reduce the quantities of the highly productive land in the district and in the Canterbury region.'*
45. On the basis of that assessment, potential adverse effects on the versatile soil resource are able to be avoided.

Ecological Impacts

46. The plan change site contains an existing artificial water race, towards the western extent of the site. An assessment of the ecological values of that water race has been undertaken by Aquatic Ecology (Appendix G). That assessment concludes that the water race within the plan change area is likely to have low ecological value. Nevertheless, the report recommends not piping the water race unless upon survey it can be demonstrated that the race within the plan change area does not hold significant ecological value, nor the naturalised downstream section in Rolleston. The assessment indicates that no information has been obtained to suggest the waterway health would be harmed, per se, by a land zoning change. The assessment concludes that from a plan change/rezoning perspective, the likelihood of negative ecological impacts on the water race and confirmed



waterbody areas is low if the development adheres to the current rules requiring development to be setback 10m from waterbodies.

47. In response to the ecological assessment, the proposed Outline Development Plan specifies the location of the water race and states that it is to be retained. Works in the vicinity of the water race will be subject to Selwyn District Plan waterway setback rules, designed to ensure the health and values of waterways are maintained.
48. Aquatic Ecology have also provided further post-lodgement advice, indicating that there are two wet areas towards the eastern end of the site, one of which would be regarded as a wetland under the RMA, the other is not a natural wetland. The advice notes both areas are of low ecological value and redirection may be appropriate. The advice recommends the areas are investigated further at subdivision stage, and they have been notated on the proposed ODP to make that further investigation requirement clear.
49. On the basis of the Aquatic Ecology advice, potential adverse effects on aquatic ecology within the site are able to be avoided or mitigated.
50. In respect of broader terrestrial ecology values, the plan change site is not identified in the District or Regional plans as containing any indigenous vegetation or habitat of significance.

Economic Impacts

51. 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, efficiency and demand, and potential economic costs of the proposal.
52. The report concludes that the proposed rezoning will provide for the efficient development of industrial activities on the site. The report further concludes:

'If the rezoning attracts industrial activities which would not otherwise be located within the Selwyn District, the Plan Change will contribute to the economic well-being of the Selwyn District by:

- (i) Providing employment and incomes for local residents and businesses; and*
- (ii) Providing the local economy with greater diversity and resilience.*
- (i) It will also maintain and improve resource use efficiency by:*
 - (ii) Increasing economic activity and population in the Selwyn District, enabling increased economies of scale in the local provision of goods and services;*
 - (iii) Increased competition and choice in the industrial land market;*
 - (iv) Reducing commuting costs for local residents; and*
 - (v) Providing the potential for agglomeration economies to occur.*



The Plan Change will not give rise to economic externality costs.'

53. 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 preclude the rezoning.

Summary of Effects

54. The above assessment has considered the effects of the proposal to establish a new Business 2A Zone at Rolleston, adjoining the existing Rolleston industrial area.
55. 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. For the reasons set out above, it is concluded that the potential adverse effects of the proposed plan change can be adequately avoided or mitigated.

Statutory Requirements of Section 32 of the Act

56. 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.

57. 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.
58. Section 32(6) clarifies that where no actual objectives are stated in the proposal, the objective is the purpose of the proposal.
59. A Ministry for the Environment guide to Section 32¹ 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

60. 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.
61. 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.
62. 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.
63. The purpose of the Act is to promote sustainable management of natural and physical resources.
64. 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.

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



65. 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 site is located in close proximity to key transport links, including State Highway 1 and the main north-south rail corridor.
- The location of the Plan Change site immediately adjacent the rail corridor will allow for rail sidings into the site if desired, potentially enabling further freight efficiencies.
- The concentration of buildings and activities adjacent the State Highway/rail corridor and existing Rolleston urban boundary to the south, and the existing business zone to the east, 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.
- The proposal enables the community to provide for its economic wellbeing, 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))

66. 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.

67. 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
- Pursue the plan change through the Selwyn District Plan Review via submission; or
- Await further strategic review of business capacity by the Greater Christchurch Partnership, and the review of the Canterbury Regional Policy Statement (CRPS).



68. 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 sites develop and mature, 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).
69. In regard the District Plan review process, the site is the subject of a submission seeking rezoning through that process. Consistent with many other Proposed District Plan rezoning requests, a private plan change application to the Operative District Plan concurrent with the District Plan review, is a preferred option, primarily for reasons of expedience relative to the longer and less certain timeframes for completion of the District Plan review process.
70. In regard future strategic review and review of the CRPS, there is considerable uncertainty as to whether the site would be included in any future changes to Map A of the CRPS. Further, it is understood that the CRPS will not be reviewed until 2024. Even if the site were included in Map A as part of that review, there is a considerable time delay in waiting for the review process to conclude, and further delay would then be incurred in waiting for the District Plan to be changed to rezone the land for business use (whether by Council or by way of private plan change), and for any subsequent resource consents (e.g. for subdivision and site development) and building consents to be issued.
71. In conclusion, this request for a 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 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 and appropriate option.

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

72. 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)).
73. 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.



Table 1: Assessment of efficiency and effectiveness

Objective: To provide for additional industrial development on the site			
Proposed provisions – rezone site to B2A with minimal changes to the existing policies and rules, insert a new ODP.	Costs	Benefits	Risk of Acting/Not Acting
	<p>Environmental Effects</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 maintaining existing, and introducing 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>Environmental Effects</p> <p>Traffic benefits of location adjacent the state highway and the main rail corridor.</p> <p>Economic Effects</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>Social Effects</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 future activity and development on the site.</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>Economic Effects</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>Social Effects</p> <p>Increased traffic through Business 2A Zone roads and the road network that feeds into that zone.</p> <p>Cultural Effects</p> <p>Uncertainty as to method and extent of discharges to air, stormwater and treated wastewater, prior to detailed development design and regional</p>	<p>New direct or indirect employment opportunities give rise to potential benefits in social wellbeing.</p> <p>Cultural Effects</p> <p>Site is not located within any sites or areas of known significance to Iwi, nor does it contain or closely adjoin any natural waterways. Works near bodies can be controlled through adherence to existing District Plan and regional plan rules. The site does not contain any heritage buildings.</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>
--	--	---	---



	council resource consent applications occurring.		
Effectiveness and efficiency	Effectiveness The proposed Plan Change to establish a 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.	Efficiency 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.	
	Costs	Benefits	Risk of Acting/Not Acting



<p>Alternative – resource consents (status quo)</p>	<p>Environmental Effects</p> <p><i>As above for the proposal.</i></p> <p>Economic Effects</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 might be required would be funded by the developer.</p>	<p>Environmental Effects</p> <p><i>As above for the proposal.</i></p> <p>Economic Effects</p> <p>Access to new employment opportunities.</p> <p>Significant investment for the physical establishment of the site.</p> <p>Social Effects</p> <p>New direct or indirect employment opportunities give rise to potential benefits in social wellbeing.</p> <p>Cultural Effects</p> <p>Site is not located within any sites or areas of known significance to Iwi, nor does it contain or closely adjoin any natural waterways. Works near bodies can be controlled through adherence to existing District Plan and regional plan rules. The site does not contain any heritage buildings.</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>
--	--	---	---



	<p><i>Social Effects</i></p> <p>Increased traffic through Business 2A Zone roads and the road network that feeds into that zone.</p>		
<p><i>Effectiveness and efficiency</i></p>	<p><i>Effectiveness</i></p> <p>Resource consent processes are considered to be a less effective means of achieving the objective of establishing a Business 2A Zone, due to the ad hoc nature of the process and reduced strategic overview.</p>	<p><i>Efficiency</i></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 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))

74. 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 2: Assessment of relevant plan change provisions against the objectives of the District Plan

District Plan provisions	Comment / Assessment
Township Volume – B1 Natural Resources	
LAND AND SOIL	
Objective B1.1.2 <i>New residential or business activities do not create shortages of land or soil resources for other activities in the future.</i>	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 loss of otherwise versatile soils.
Objective B1.1.2 <i>New residential or business activities do not create shortages of land or soil resources for other activities in the future.</i>	The proposed rezoning does not involve land that is 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.
Policy B1.1.3 <i>Avoid adverse effects on people's health or well-being from exposure to contaminated soil.</i>	In respect of contaminated land, while some areas of potential or actual contamination have been identified, the PSI (Appendix F) has confirmed that the site is suitable for the proposed plan change and future subdivision. Potential effects on people's health or well being can be managed through future resource consent applications under the National Environmental Standard for contaminated soils, as is commonly the case for greenfield subdivision.
Policy B1.1.8 <i>Avoid rezoning land which contains versatile soils for new residential or business development if:</i> <ul style="list-style-type: none"> <i>the land is appropriate for other activities; and</i> <i>there are other areas adjoining the township which are appropriate for new residential or business development which do not contain versatile soils.</i> 	Some loss of soil resource will inevitably occur through the physical establishment of industrial development (buildings and hard surfaces). Adopting the CRPS definition of versatile soils, being LUC classes I and II, there will be no versatile soil loss from the rezoning and site development.
WATER	
Objective B1.2.1 <i>Expansion of townships in Selwyn District maintains or enhances the quality of ground or surface water resources.</i>	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. The existing artificial water race is to be retained and development will be subject to existing District Plan and regional plan rules specifying setbacks of works from the race.
Objective B1.2.2 <i>Activities on land and the surface of water in Selwyn District:</i> <ul style="list-style-type: none"> <i>Do not adversely affect ground or surface water resources;</i> <i>Do not adversely affect waahi tapu or waahi taonga;</i> <i>Maintain or enhance the ecological and habitat values of waterbodies and their margins;</i> 	



- *Maintain or enhance the water quality and ecological values of sites of mahinga kai (food gathering); and*
- *Promote public access along rivers and streams, where appropriate.*

Policy B1.2.1

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.

Policy B1.2.2

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.

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:

Primary road access to the proposed zone will be via Walkers and Two Chain Roads. 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. It will have access to two Arterial Roads and individual property access to Two Chain Road has been restricted in recognition of its Arterial function. Walkers Road will be required to be upgraded inclusive of a flush medium, to ensure maintenance of that road's arterial functions. The proposal's effect on the Arterial Roads has otherwise been assessed as acceptable. Sites within the plan change area will be 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 rail corridor to directly serve the new zone, if desired. Development of the site will be subject to District Plan standards pertaining to car parking and access layout and design. Any access or vehicle crossing to Two Chain or Runners Roads 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.



- 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:

- 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.

The site is not subject to any notable flood hazard, or any other known hazards. Potential flood hazard effects in so far as they exist, can be appropriately managed at the time of subdivision and development design.



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 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 B3.4.14 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 Two Chain Road frontage. Frontage to internal zone roads and Walkers Road 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 2 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

The Plan Change site is not located within an identified Greenfield Priority Area. An ODP is proposed, 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.



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

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

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.

The Plan Change site adjoins an existing Business 2 Zone and is itself for a Business 2A Zone. Also, it is located to the west of SH1.

75. Overall, it is considered that the proposed Plan Change is consistent with the objectives and policies of the Selwyn District Plan, particularly Policy B4.3.74 which specifically seeks that any new Business 2A Zone locate west of SH1 and adjacent an existing Business 2 or 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))

76. 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 2 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.
77. 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

78. 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.
79. The District Council must also have regard to an evaluation report prepared in accordance with s32.
80. 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.
81. 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.
82. 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

83. 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.
84. 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

85. Section 75 requires a District Plan to state objectives for the District, policies to implement the objectives and rules to then implement the policies.
86. The proposal does not introduce any new, or alter any existing, objectives or policies.
87. Section 75 requires a District Plan to not be inconsistent with Regional Plans. These are identified and discussed in paragraphs further below.
88. 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

89. 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.
90. The New Zealand Coastal Policy Statement is not relevant to the site, given the large distance between the site and the coastal environment.
91. 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.

92. 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.
93. The relevant 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);
 - seek that local authority decisions on urban development are: integrated with infrastructure planning and funding decisions; and strategic over the medium term and long term; and responsive, particularly in relation to proposals 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);
94. 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 the existing Rolleston industrial zones. 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.
95. 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.*



96. The proposed development is unanticipated by the Selwyn District Plan and CRPS. 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. Proposed Plan Change 66 (PC66) will add a further 27ha of Business 2A zone land if it is successful, providing for a total Business 2A zoning of 369ha. The proposed plan change will provide a further 26.5% increase in Business 2A zone within Selwyn District. The existing combined area of Business 2A and Business 2 zoning in Rolleston, if PC66 is included, is 414ha. The proposed extension is a 23.7% increase to that zoning. The proposal will provide an additional 98ha of industrial zone land at Rolleston, which is experiencing very high levels of demand for industrial land proximate to the main rail corridor and State Highway 1 (in effect, a freight hub). The proposal is also anticipated to include large areas of unencumbered freehold land, of which there is an identified shortage within Greater Christchurch².
 - ii. The zone will allow for rail sidings directly into the site from the main rail corridor, if desired, maximising transport efficiencies.

Canterbury Regional Policy Statement

97. 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.
98. 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 3: Assessment of the plan change provisions against the objectives of the Regional Policy Statement

Regional Policy Statement provisions	Comment / Assessment
Chapter 5 – Land Use and Infrastructure	
<p>Objective 5.2.1 – Location, design and function of development (Entire Region)</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>2) enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</p> <p>a) maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region,</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 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</p>

² Refer evidence of Messrs O'Styke, Staite and Carter for Plan Change 66 to the Selwyn District Plan.



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.

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 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*

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 adjacent 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 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 existing Business 2



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.

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;

Zone. The proposal is well located adjacent to existing traffic infrastructure, notably including access to rail.

In regard Objective 6.2.2, the proposal will provide for development on the periphery of Rolleston where demand exists for industrial land (per Plan Change 66 evidence), and in a location that can be serviced efficiently and is well located in respect of the transport network. The proposal therefore does not necessarily offend this objective, even though it is not currently identified as a greenfield priority area.



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;
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.

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 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;*
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*

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 existing and anticipated demand. No commercial uses are to be provided for within the Zone, other than 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 the site is able to be serviced.



5. Business development adopts appropriate urban design qualities in order to retain business, attract investment and provide for healthy working environments.

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 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.

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. An existing water race within the site is to be retained.

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.*

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 2 and 2A Zones, 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.

Chapter 16 Energy

Objective 16.2.1 – Efficient use of energy

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

The Plan Change site is located in close proximity to State Highway 1 and the main north south rail corridor. This proximity will assist in efficient use of energy in transport of freight.

....

- 2) planning for efficient transport, including freight*
-

99. The proposal has some tension with provisions of the Regional Policy Statement that require new business zones to be located within identified greenfield priority areas, however as discussed above, the proposal will not necessarily offend those provisions. Overall, the proposal is considered to be generally consistent with the remainder of the Regional Policy Statement.

Land and Water Regional Plan, Canterbury Air Regional Plan

100. 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 PM₁₀, manage discharges of odour and dust from solid or liquid waste, and addressing localised effects of discharges including relative to sensitive receptors.
101. 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.



102. 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)

103. 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.
104. 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

105. 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

106. 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

107. 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 natural waterways, but does contain an artificial water race that is to be retained. Any development near the water race will be subject to existing district and regional plan rules pertaining to works near waterways. Further investigation of two wet areas has been specified as a requirement of the ODP, at the time of subdivision. 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. 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

108. 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 landscaping requirements within and on the periphery of the site.

Tāne Mahuta

109. 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 and lifestyle block 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

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

Te Waihora

111. 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

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



Part II of the Resource Management Act 1991

113. 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.
114. 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 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.
115. 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 Business 2A Zone, those effects are considered to be less than minor or minor and mitigated to a large degree by the location adjacent the existing Business 2 Zone and the State Highway/rail corridor. 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 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.
116. With regard to section 8, consultation has been undertaken with Rūnanga in respect of this Plan Change application.
117. Overall, the proposal to provide for a Business 2A Zone 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

Versatile Soils Assessment



Appendix F

Preliminary Site Investigation



Appendix G

Ecological Assessment



Appendix H

Geotechnical Assessment



Appendix I

Noise Assessment



Appendix J

MKT Consultation