

Before the Selwyn District Council

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*under:* the Resource Management Act 1991

*in the matter of:* Proposed Private Plan Change 80 to the Operative District Plan

*and:* **Two Chain Road Limited**  
*Applicant*

Evidence of Tim Carter (company)

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Dated: 5 October 2022

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## **EVIDENCE OF TIM CARTER**

### **INTRODUCTION**

- 1 My full name is Timothy Maurice Philip Carter.
- 2 I am a director and owner of Two Chain Road Limited, a subsidiary of Carter Group Limited (*Carter Group*).
- 3 I hold an honours degree in civil engineering and master in engineering management both from the University of Canterbury. I have been in public office and have been, and still am, director of a number of significant public and private companies.
- 4 I have been involved in investment and development projects for the last 20 years. Carter Group is a third generation family company which is involved in significant property investment throughout Greater Christchurch.

### **SCOPE OF EVIDENCE**

- 5 My evidence relates to:
  - 5.1 Carter Group interests in the Selwyn District;
  - 5.2 Industrial land availability; and
  - 5.3 The Two Chain Road site.

### **SUMMARY**

- 6 Carter Group has a range of significant investments in the Selwyn District. The most significant being the IPort Business Park in Rolleston. The rezoning of the Two Chain Road site to Business 2A zone would provide for much needed additional industrial land in Selwyn.
- 7 The Two Chain Road site is a logical extension of the industrial land within Rolleston and provides a rare opportunity for potential rail sidings into the land directly from the Main South Line along the site's southern boundary. This will provide for significant efficiencies particularly with respect to freight and which is highly sought after by a wide range of industrial developers, and in particular large logistics operators.

### **CARTER GROUP INTERESTS IN THE SELWYN DISTRICT**

- 8 Carter Group has a range of significant investments in the Selwyn District. Of relevance to the Two Chain Road private plan change rezoning request is the IPort Business Park:

- 8.1 A \$500 million business park on 122 hectares of land located between Lyttelton Port Company's (*LPC*) Midland Port and the IZone industrial park, Rolleston.
  - 8.2 IPort commenced with the sale of 27 hectares to Lyttelton Port of Christchurch to build its inland port – Midland Port – which also links directly to rail, the Main South Line.
  - 8.3 IPort provides a diversity of land offerings including small to large unencumbered land parcels for sale, through to large design, build, and lease options with a range of sites sharing an open boundary with the rail siding and Midland Port.
  - 8.4 It is strategically positioned at the intersection of the South Island's major freight arteries – the South Island Main Trunk Railway Line, the Midland Railway Line, State Highway 1, and Christchurch's new Southern Motorway which opened in 2020. These arteries provide easy access to Lyttelton Port and Christchurch Airport – the major freight links into and out of the region.
  - 8.5 Efficiencies at Midland Port include direct access to international markets through the 14 shipping lines and nine shipping services that call at Lyttelton Port.
- 9 I note that private plan change 66 (*PC66*) recently rezoned approximately 27 hectares of land adjacent to and expanding the IPort Business Park to provide additional industrial land. *PC66* is now operative in the Operative Selwyn District Plan.
  - 10 The industrial land available at IPort is split into two different types. One-third of the land is actively being sold to allow businesses who wish to be owner-occupiers to establish. The remaining two-thirds are design, build, and leases for businesses who do not wish to have their capital tied up in bricks and mortar. Carter Group is a long-term investor committing significant amounts of capital and commitment to the long-term prosperity of the Rolleston industrial area.
  - 11 Carter Group, through Two Chain Road Limited, seek rezoning of the Two Chain Road site in order to provide more industrial land in Rolleston, and Selwyn more generally.

#### **INDUSTRIAL LAND AVAILABILITY**

- 12 Rolleston is a natural aggregation point of freight and is a logical place for logistic warehouses and storage of primary products. We think this is a fundamental reason why the uptake in land in Rolleston has been a lot higher than any other part of Greater Christchurch in the last 10 years.

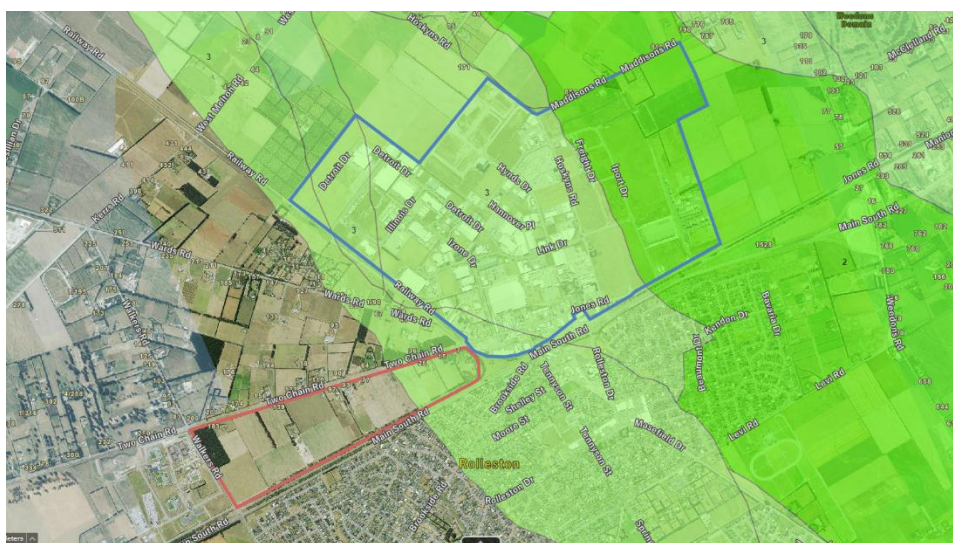
- 13 The significant role that freight hubs such as this one have, need to be taken into account when considering the growth potential, availability, and desirability of industrial land in Rolleston, Selwyn, and Greater Christchurch as a whole.
- 14 Rolleston's position as the major hub servicing not just the Christchurch Metropolitan area, but also the whole of the South Island, has been further solidified and strengthened by the significant roading projects under construction and planned for the area. The Southern Arterial Motorway has reduced the travel time from Rolleston to Christchurch CBD from 30 minutes to 15. This motorway project was funded by the Waka Kotahi – New Zealand Transport Agency as it was identified as a roading project of national significance.
- 15 I am of the view that there remains a significant demand for industrially zoned land in Rolleston for the above reasons, that is not being entirely met by the existing industrial zoned land.

#### **THE TWO CHAIN ROAD SITE**

- 16 The Two Chain Road site is a logical extension of the industrial zoned land in Rolleston and provides a unique opportunity for extensive rail sidings along the Main South railway line unlike any other in the South Island. The opportunity for railway sidings will be a big pull factor for industrial and logistics activities looking to locate in Rolleston.
- 17 MOVE Logistics have a specifically designed warehouse in IPort with direct open boundary access to the Midland Line rail siding and Midland Port. This was a critical factor in their move to IPort and has allowed them to make significant savings on costs, particularly in relation to freight and transportation.
- 18 The Two Chain Road site would similarly be very attractive to this kind of business as providing logistical, environmental and costs efficiencies.
- 19 This is a rare opportunity that I do not believe could be replicated elsewhere.
- 20 In response to some of the issues raised in submissions and by the Officer's Report, I make the following comments:
  - 20.1 I do not consider a single road access onto Two Chain Road is feasible or appropriate. Multiple accesses, from my experience, provide the most efficient use of the site (as is demonstrated by the IPort Business Park that has multiple access points to arterial road). Further, limiting access to the

site could also impact which businesses might ultimately consider locating at the site.

- 20.2 It is not intended that the potential rail sidings extend any further than the primary road. This has now been clarified in the ODP.
- 20.3 The only way the Rolleston Industrial Zone could expand that avoids locating on highly productive land (in light of the NPS-HPL) is to the west. See figure below showing location of existing industrial zone, PC80 site, overlaid with the LUC classes 1-3:



Dated: 5 October 2022

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Tim Carter