

## PC80 Summary of submissions and further submissions

Submitter ID	Submitter Name	Point #	SDP Topic	Position	Summary	Decision Requested	Recommendation
PC80-0001	Jason Lemmon	001	Quality of the Environment	Support In Part	The noise assessment included in the application is not comprehensive enough assessment to determine the potential noise effects on the environment as part of the proposed plan change. The noise limits referenced in the document appear to be based on the Operative District Plan, not those in the Proposed Selwyn District Plan.	Apply the proposed district plan requirements for noise.	Accept in part. PDP rules have been assessed through the hearing process and are likely to apply at the time of development.
PC80-0002	Ara Poutama Aotearoa the Department of Corrections	001	Quality of the Environment	Oppose In Part	Opposes the plan change in its current form due to impacts on amenity, health and wellbeing. Is concerned that the development enabled would be of a character, scale, and intensity that has the potential to compromise the effective operation of the prison and the level of amenity, safety and wellbeing of its residents, particularly in terms of the development of heavy industrial activity and the generation of significant levels of traffic, noise, air emissions and adverse nuisance effects.	Not stated	Accept in part. Changes have been made to address concerns expressed by the submitter and submitter confirmed they are sufficient to address its concerns.
PC80-0002	Ara Poutama Aotearoa the Department of Corrections	002	Quality of the Environment	Oppose In Part	The environmental effects and the sensitivity of the prison to them have not been properly considered in the preparation of the plan change, including within the associated rules and the layout of the Outline Development Plan (ODP).	Not stated	Accept in part. Changes have been made to address concerns expressed by the submitter and submitter confirmed they are sufficient to address its concerns.

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PC80-0002	Ara Poutama Aotearoa the Department of Corrections	003	Transport Networks	Oppose In Part	Considers there is currently no certainty that the upgrades to the local road network upon which the proposed industrial area and wider industrial area relies upon to ensure traffic can be safely and efficiently accommodated will be implemented.	Not stated	Accept in part. Changes have been made to address concerns expressed by the submitter and submitter confirmed they are sufficient to address its concerns.
PC80-0003	Sadie Scott	001	Residential and Business Development	Oppose	There is already lzone, of which a significant portion of the land has not been developed to provide a Business zone for the Selwyn area. In addition there is currently development of significant Business zones in Hornby and Sockburn. There is no need for this area to be developed as well.	Decline the application to rezone this land Business 2A.	Reject. Expert evidence establishes undersupply of industrial land sometime in the long term (10-30 years) excluding PC80.
PC80-0003	Sadie Scott	002	Quality of the Environment	Oppose	The local surrounding area is primarily lifestyle properties. The creation of a Business Zone on this land will significantly negatively impact a large number of families living adjacent to or within a 2km radius of the proposed Business zone.	Decline the application to rezone this land Business 2A	Reject. Accept the expert evidence that the impacts on residents have been appropriately considered and addressed. Significant changes to the Two Chain Road frontage particularly address impacts the most directly affected residents. No evidence that those within a 2km radius will be significantly negatively impacted.
PC80-0004	Fire and Emergency New Zealand	001	Water	Neither Support Nor Oppose	Provision of adequate water supply is critical to provide for the health, safety and wellbeing of people and the wider community, and therefore contributes to achieving the purpose of the RMA.	Require upgrade of the water supply network and the extension or instillation of a new 300mm main throughout the proposed subdivision in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of Practice).	Neither accept or reject. Applicant's proposal to upgrade water supply network supported by the submitter. Can be managed through subdivision and/or building consent process.

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PC80-0005	New Zealand Defence Force	001	Transport Networks	Neither Support Nor Oppose	<p>Concerned that if the roading network is not upgraded, or managed appropriately, the safe and efficient access to Burnham Military Camp could be affected.</p> <p>Notes that the transport assessment relies on road network upgrades which have not yet been confirmed.</p>	That the effects on the transport network, including in the vicinity of the Burnham Military Camp, are considered.	Accept in part. Effects on the transport network, including in the vicinity of the Burnham Military Camp, have been considered and addressed in the Recommendation. Accept expert evidence that transportation effects not anticipated to impact on Burnham Military Camp.
PC80-0005	New Zealand Defence Force	002	Quality of the Environment	Neither Support Nor Oppose	<p>Burnham Military Camp is defined as strategic infrastructure and regionally significant infrastructure in the Canterbury Regional Policy Statement. This includes policy direction requiring that new development does not affect the efficient operation, use, and development of strategic/regionally significant infrastructure, including management of reverse sensitivity effects. Seeks to ensure that the operation of Burnham Military Camp is not affected by this Plan Change, particularly in terms of reverse sensitivity effects from locating activities that might be sensitive to effects generated by the Military Camp.</p>	If the plan change is accepted and development proceeds, apply a no-complaints covenant to all new titles created.	Reject. Clear evidence from technical noise experts and planning experts that reverse sensitivity effects are not likely. No-complaints covenants neither necessary or appropriate.
PC80-0006	Oranga Tamariki (Ministry for Children)	001	Residential and Business Development	Neither Support Nor Oppose	<p>The potential industrial uses enabled as a result of the rezoning may give rise to adverse effects, including in relation to noise, dust and odour, on the occupants of Te Puna Wai o Tuhinapo, an existing youth justice facility located on Runners Road.</p> <p>Heavy industrial uses may result in loss of on-site amenity on the rangatahi and staff.</p>	That the plan change only proceed if heavy industrial uses are restricted to the east of the plan change area.	Reject. Te Puna Wai o Tuhinapo is situated some distance from the Walkers Road boundary. Amendments to rules which have been agreed to address the concerns of Ara Poutama may also be of benefit to Oranga Tamariki given it is located further away from the plan change site than the Rolleston Prison.

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PC80-0007	Waka Kotahi NZ Transport Agency	001	Transport Networks	Oppose In Part	The applicant's PC80 modelling is showing more 2033 base traffic than in the Waka Kotahi NZUP 2038 modelling. There needs to be an assurance that the traffic effects of this proposal can be managed by the proposed NZUP intersection proposals and are consistent with Waka Kotahi modelling that underpins the intersection upgrades.	Decline the Plan Change, or if approved, ensure that the applicant confirm the basis of its 2033 modelling and whether it includes all Plan Changes that affect the Dunns Crossing and Two Chain/ Walkers Intersection.	Reject in part. 2033 modelling appropriately addressed. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.
PC80-0007	Waka Kotahi NZ Transport Agency	002	Transport Networks	Oppose In Part	Supportive of a rule to manage the potential traffic generation from the site prior to the intersection upgrades occurring, but retains some concern over the capacity of the intersection to accommodate the additional vehicle movements resulting from the development of this site, in addition to the vehicle movements from other proposed plan change sites in the wider area.	Decline the Plan Change, or if approved, give consideration to the potential cumulative impact of plan change applications outside the Projected Infrastructure Boundary, on the capacity and efficiency of the Dunns Crossing Road/Walkers Road/ State Highway 1 intersection.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.
PC80-0007	Waka Kotahi NZ Transport Agency	003	Transport Networks	Oppose In Part	Is concerned that the proposed rule restricting development in the site in relation to the timing of the intersection upgrade only applies to the occupation of buildings and does not take into account vehicle movements at the building stage.	Decline the Plan Change, or if approved, ensure that no activity beyond site development, or preparing the site for building development, should be allowed prior to the upgrade of the State Highway 1/Walkers Road/Dunns Crossing Road intersection.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.
PC80-0007	Waka Kotahi NZ Transport Agency	004	Transport Networks	Oppose In Part	Is concerned with the lack of specificity of proposed rule 22.9x, as it provides no basis for what will constitute an acceptable or necessary upgrade.	Decline the Plan Change, or if approved, amend proposed Rule 22.9x to read: 22.9x Within the Appendix E43B Rolleston Business 2A Zone Two Chain Road ODP area, no building shall be occupied or erected until such	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.

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						time as: a. the State Highway 1/ Walkers Road/Dunns Crossing Road intersection is upgraded <u>as provided for in the New Zealand Upgrade Programme</u> ;	
PC80-0007	Waka Kotahi NZ Transport Agency	005	Transport Networks	Oppose In Part	Need to consider any potential adverse effect on the timing of the State Highway intersection upgrade, and to manage any risk of development on the site getting ahead of all the identified upgrades.	Decline the Plan Change, or if approved, amend Rule 22.9x as follows: 22.9.x Within the Appendix E43B Rolleston Business 2A Zone Two Chain Road ODP area, no building shall be <del>erected occupied</del> until such time as: b. the frontages of Walkers Road and Two Chain Road are upgraded <u>as provided in the Council LTP 2021-2031</u> , inclusive of a flush median on Walkers Road; and c. the Walkers Road intersection with Runners Road and rail crossing is upgraded <u>as provided in the Council LTP 2021-2031</u> ; and d. Two Chain Road is widened and Jones Road/Wards Road realigned <u>as provided in the Council LTP 2021-2031</u> , (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.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.

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PC80-0007	Waka Kotahi NZ Transport Agency	006	Transport Networks	Oppose In Part	Would like to work with the applicant and Selwyn District Council to determine any potential land requirements for the State Highway 1/ Dunns Crossing/ Walkers Road intersection improvements.	Decline the Plan Change, or if approved, include any potential land requirements for the State Highway 1/Dunns Crossing/ Walkers Road intersection improvements into the ODP for the Two Chain Road ODP.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.  Issue considered and addressed in evidence and Recommendation.
PC80-0007	Waka Kotahi NZ Transport Agency	007	Transport Networks	Oppose In Part	The provision of walking/ cycling links within the plan change site, and along Two Chain Road are unlikely to be practicable for providing movement connections to the wider urban area and are unlikely to offset the demand or need for private vehicle movements to and from the site.	Decline the Plan Change, or if approved, demonstrate that traffic generation from the anticipated work force for the site at full development has been included in trip distribution assumptions and modelled vehicle movements through the intersections.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.
PC80-0007	Waka Kotahi NZ Transport Agency	008	Residential and Business Development	Oppose In Part	The Plan Change site is not a site where urban growth or business development is provided for in the CRPS, nor is it within the Projected Infrastructure Boundary that has been used to delimit the extent of urban and business growth in the CRPS. However, consideration of the weight to be given to the CRPS should be considered in the context of the NPS-UD.	Decline the Plan Change, or if approved, ensure that if the proposed plan change does not align with the intentions of the NPS-UD then further consideration is given to the proposal and its potential approval.	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.
PC80-0007	Waka Kotahi NZ Transport Agency	009	Transport Networks	Oppose In Part	The proposed plan change will likely further contribute to the transport associated carbon emissions as there appears to be a reliance on private vehicle use for travel to work at the plan change site from elsewhere in Rolleston and from adjoining areas, including the City. As the plan change site is located outside of the Projected Infrastructure Boundary, there is limited planning for the provision of	Decline the Plan Change, or if approved, ensure the Plan Change is assessed against the objectives and policies of the NPS-UD and supporting documents, specifically in terms of consistency with the provisions of the NPS-UD and what improvements could be made to reduce the contribution of carbon emissions from the	Reject in part. Note change of position by Waka Kotahi in light of the changes proposed. No longer opposes the plan change and takes a neutral position.  Plan change assessed and considered against the objectives and policies of the NPS-UD and contribution of carbon emissions considered and addressed.

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					improved public transport to support the future workers of the plan change area.	development of the subject site.	
PC80-0008	Donald & Hayley Fraser	001	Quality of the Environment	Oppose In Part	In its present form, PC80 does not meet the relevant statutory assessment criteria for a plan change and therefore should not be approved. Concerned about increased traffic and heavy vehicle movements; undesirable visual impact on rural-zoned sites; and potential increases in noise, glare and odour.	Amend the proposal (refer detail in other submission points) in order to maintain an appropriate level of rural character and amenity.	Accept in part. Considerable changes have been made, particularly to the Two Chain Road frontage, to maintain appropriate level of rural character and amenity. Accept expert evidence changes appropriately address issues raised.
PC80-0008	Donald & Hayley Fraser	002	Quality of the Environment	Oppose In Part	Appropriate to require greater landscaping than what is required under current Rule 16.1.2.1, but PC80 lacks sufficient detail about the planting required and the mechanism to require this additional landscaping. Additional landscaping is important to maintaining the appropriate level of amenity for residents within the Rural Inner Plains zone directly adjoining the PC80 site and such requirements have been included for other plan changes.	Amend Rule 16.1.2.1 in PC80 to exclude Two Chain Road from the requirement to provide a 3m wide landscape strip only on the basis that: a) An additional provision is inserted into Rule 16.1 requiring an increased landscape strip width along the Two Chain Road frontage of the PC80 site; and b) The ODP is updated to specifically refer to this increased landscaping strip width and include additional explanatory text noting landscape standards that apply; including but not limited to the following: species list, height at the time of planting, maintenance requirements and minimum height maintained at maturity. Preferably PC80 would include a landscape plan and cross section of this landscaping area	Accept in part. Amendments made to Two Chain Road frontage treatment.



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PC80-0008	Donald & Hayley Fraser	003	Transport Networks	Oppose In Part	Concerned about the increase in heavy and passenger vehicle traffic along Two Chain Road. For safety and to maintain amenity values enjoyed at the submitter's property, they consider that only one road crossing/intersection from the PC80 site onto Two Chain Road is appropriate, located at the eastern end closest to Izone/ railway line. Concerned that the rule amendments and ODP are also inconsistent with each other in respect to road crossings.	Amend PC80 so that the proposed text and what is shown on the ODP are consistent, and otherwise that a maximum of one road crossing/ intersection is provided onto Two Chain Road from the PC80 site; with a maximum of two other breaks in the existing shelter/ proposed Landscape Treatment Area 3 to provide for additional pedestrian/cycle linkages only.	Reject. A maximum of two permitted road crossings/intersection onto Two Chain Road appropriate to address issues raised and provide resilience.
PC80-0008	Donald & Hayley Fraser	004	Quality of the Environment	Oppose In Part	Support application of noise limits at rural zone boundary. However, in order to ensure compliance and to maintain an appropriate level of rural amenity for their on-going enjoyment of their property; the submitter requests that additional noise mitigation measures are included within the proposed ODP.	Amend the ODP to include an earth bund and acoustic fence along the Two Chain Road boundary of the site within Landscape Treatment Area 3	Accept in part. Amendments made to Two Chain Road frontage treatment.
PC80-0008	Donald & Hayley Fraser	005	Quality of the Environment	Oppose In Part	Notes that properties on north side of Two Chain Road are most affected by the proposal and consider there are no aspects of PC80 that will result in an improved amenity for the sites on the north side of Two Chain Road. Considers that PC80 will modify the landscape from one that is semi-open and rural in character to one that is characterised by large scale industrial warehouse buildings, large areas of hardstand and increased heavy vehicle movements. The submitter considers that the best way to mitigate such impacts is to provide	In addition to other submission points, insert a new rule increasing the road boundary setback applying to buildings from the Two Chain Road frontage within PC80. This could be achieved by either amendment to Rule 16.7.2.7, or if that is considered beyond the scope of the plan change, including a building line restriction on the ODP for PC80 so that no buildings are located within 75m of the Two Chain Road boundary.	Reject. The applicable Business 2A rules, together with amendments and additions proposed, appropriately address issues raised. Further setback not appropriate, not efficient, and not effective.



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					for additional landscape planting, a bund, acoustic fence and an increased building setback from Two Chain Road applying within the PC80 area.		
PC80-0009	Canterbury Regional Council (Environment Canterbury)	001	Residential and Business Development	Oppose	PC80 is considered to be inconsistent with various provisions in the CRPS and the strategic sub-regional land use and infrastructure planning framework for Greater Christchurch. While planning decisions must now also give effect to the National Policy Statement on Urban Development, the submitter does not consider it has been sufficiently demonstrated that the proposed plan change will add significantly to development capacity or contribute to a well-functioning urban environment. Considers the suitability of the subject land for urban development would be more appropriately addressed through the comprehensive spatial planning exercise which has recently been initiated by the Greater Christchurch Partnership as part of an Urban Growth Partnership with the Crown.	Decline the Plan Change. Without prejudice to the relief sought that the plan change be declined in its entirety, if the plan change is not declined, seeks changes to the plan change to address issues raised in this submission.	Reject. Plan change will add significantly to development capacity and contribute to a well-functioning environment.
PC80-0010	David J Middleton (group submission)	001	Quality of the Environment	Oppose	Concerned that infrastructure such as transportation, water supply, emergency services and other necessities for increasing activities has not been evaluated sufficiently.	Oppose the rezoning.	Reject. Infrastructural issues appropriately evaluated, considered and addressed.
PC80-0010	David J Middleton (group submission)	002	Residential and Business Development	Oppose	Considers that the zoning change is not compatible with the Land Use Recovery Plan and Projected Infrastructure Boundary and is out of sequence with wider planning processes, and out of context with boundaries limiting the spread of	Oppose the rezoning	Reject. Private plan change process is appropriate. Issues raised in relation to sequencing have been appropriately considered and addressed.

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					industrial zones as outlined in the district plan. The plan change would determine where the majority of future capacity for growth would be in the entire district without wider community consultation and circumvents an objective planning process for the district.		
PC80-0010	David J Middleton (group submission)	003	Quality of the Environment	Oppose	Neighbouring properties would be subject to negative effects that would result in a decrease in living standards, deterioration of health and dropping property values. Industrial zone is not compatible with residential or rural living.	Oppose the rezoning	Reject. While accept some effects likely on neighbouring properties, changes made, particularly to the frontage treatment, appropriately address those issues. Property values not relevant and Recommendation focuses on effects.
PC80-0010	David J Middleton (group submission)	004	Quality of the Environment	Oppose	Concerned about impact on health, including in relation to noise light spill, increased traffic including rail movements, odour, air pollution. Concerned about environmental effects including visual impacts of buildings and traffic, noise, vibrations, increased traffic, change to rural outlook and environment and insufficient buffer provisions. Concerned about impact of these reducing property values and making them difficult to sell.	Oppose the rezoning	Reject. Issues raised all considered and addressed. Matters of odour and air pollution primarily controlled by regional planning documents.
PC80-0010	David J Middleton (group submission)	005	Residential and Business Development	Oppose	Concerned about lack of sufficient notification to wider property owners, lessening their ability of other affected people to understand the ramifications of the change and make a submissions. Considers that the entire population of Rolleston and those travelling to or through Rolleston will be negatively impacted.	Oppose the rezoning.	Reject, for the reasons addressed in the Recommendation and noting that plan change was publicly notified and opportunity for participation for the wider population.

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PC80-0010	David J Middleton (group submission)	006	Quality of the Environment	Oppose	If the Plan Change is accepted, the existing industrial rules should not apply.	Oppose the rezoning.	Reject. A number of rules have been amended to better meet the particular environment, and additional rules included. The remaining Business 2A rules are appropriate.
PC80-0010	David J Middleton (group submission)	007	Residential and Business Development	Oppose	Before accepting the PC80 application, consideration should be given to the surplus of unused industrial land in Rolleston, and to providing industrial areas in other places such as Prebbleton, rather than concentrating it in Rolleston.	Oppose the rezoning.	Reject. Consideration has been given to current existing industrial capacity and accept the expert evidence in that regard. Concentration of industrial activity in Rolleston is, based on the expert evidence, appropriate.
PC80-0010	David J Middleton (group submission)	008	Non-District Plan	Oppose	Concerned that valuation of application site has changed to a vacant industrial rating when the plan change has not been approved.	Oppose the rezoning	Reject. The valuation of the application site is not a relevant matter.
PC80-0011	Jason Horne	001	Transport Networks	Oppose	Concerned about the increase of traffic in and around West Rolleston School and surrounding areas and on the roading system	Decline the Plan Change.	Reject. Expert traffic evidence accepted.
PC80-0011	Jason Horne	002	Residential and Business Development	Oppose	Considers that as PC73 was declined, PC80 should be as well.	Decline the Plan Change.	Reject. PC73 a separate plan change raising different issues.
PC80-0011	Jason Horne	003	Water	Oppose	Concerned about increased pressure on water supply.	Decline the Plan Change.	Reject. Water supply issues can be addressed at subdivision/development stage.
PC80-0011	Jason Horne	004	Land and Soil	Oppose	Concerned about prime growing and producing land being removed.	Decline the Plan Change.	Reject. Matter has been fully addressed in the Recommendation and the relevant expert evidence has been considered and accepted.
PC80-0011	Jason Horne	005	Quality of the Environment	Oppose	Concerned about additional noise and light pollution on the local community.	Decline the Plan Change.	Reject. Noise has been the subject of considerable expert evidence which is accepted. Noise and light spill adequately

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							controlled by the Business 2A rules.
PC80-0012	KiwiRail Holdings Limited	001	Residential and Business Development	Support	Supports the Plan Change due to the frontage providing the opportunity for new long rail sidings to be established adjacent the Rolleston Township and the existing industrial area, and for more co-location of warehousing and distribution facilities for freight forwarders, which in turn will improve efficiency of freight movement and a consequential reduction in carbon emissions.	Approve PC80 as notified.	Accept. Opportunity provided for new rail sidings in this location and potential for improved efficiency and reduction in carbon emissions accepted.