

OFFICER'S REPORT FOR:

Hearing Panel

SUBJECT:

**Proposed Waimakariri District Plan:
Commercial and Industrial Rezonings**

PREPARED BY:

Andrew Willis

REPORT DATED:

3 May 2024

DATE OF HEARING:

Hearing Stream 12A: 04 June 2024

Executive Summary

1. This report considers commercial (CMUZ) and industrial (INZ) zoning submissions received on the Proposed Plan. The report outlines recommendations in response to the matters that have emerged from these submissions.
2. For clarity, rezoning submissions that seek commercial zonings as part of a large-scale residential development are covered in the s42A reports for those residential developments.
3. There were 65 submissions and 3 further submissions received on CMUZ or INZ zonings that have been allocated to Hearing Stream 12A. The submissions received ranged from:
 - Supporting the Proposed Plan's zoning;
 - Rezoning to recognise existing activities;
 - Rezoning to recognise resource consented activities;
 - Rezoning to support proposed activities; and
 - Rezoning to carry over and accommodate the agreed Plan Change 30 (PC30) provisions for North Woodend (Ravenswood).
4. This report addresses each of the rezoning requests in turn.
5. Only four submitters provided additional evidence for Hearing Stream 12A in support of their submissions. Whether evidence has or has not been provided is identified in the submission assessment.
6. I have recommended some changes to the Proposed Plan provisions to address matters raised in submissions as summarised below:
 - Amendments to the planning maps to rezone various properties;
 - The addition of an ODP and associated rule for a site near Kaiapoi; and
 - The addition of objectives, policies and rules, together with two ODPs for a site at North Woodend.
7. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that the Proposed Plan should be amended as set out in **Appendix A** of this report.
8. For the reasons set out in the section 32AA evaluation and included throughout this report, I consider that the proposed recommended amendments to the Proposed Plan will be the most appropriate means to:
 - Achieve the purpose of the RMA where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
 - Achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

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Interpretation

9. Parts A and B of this report utilise a number of abbreviations for brevity as set out in Table 1 and Table 2 below:

Table 1: Abbreviations

Abbreviation	Means
CMUZ	Commercial and mixed-use zones
CRPS	Operative Canterbury Regional Policy Statement
ECan	Environment Canterbury/Canterbury Regional Council
DDS	District Development Strategy – 'Our District, Our Future – Waimakariri 2048'
District	The Waimakariri District
FUDAs	Future Urban Development Areas
GCSP	Greater Christchurch Spatial Plan
GIZ	General Industrial Zone
GRZ	General Residential Zone
GRUZ	General Rural Zone
INZ	Industrial Zones
JWS	Joint witness statement
KAC	Key Activity Centre
LCZ	Local Centre Zone
LFRZ	Large Format Retail Zone
LIZ	Light Industrial Zone
LUC	Land Use Classification
MRZ	Medium Density Residential Zone
MRZ Var1	Medium Density Residential Zone proposed under Variation 1
MUZ	Mixed Use Zone
NCZ	Neighbourhood Centre Zone
NOSZ	Natural Open Space Zone
NPS	National Planning Standards
NPS-HPL	National Policy Statement on Highly Productive Land
NPS-UD	National Policy Statement on Urban Development 2020
Operative Plan	Operative Waimakariri District Plan
ODP	Outline Development Plan
Proposed Plan	Proposed Waimakariri District Plan
RLZ	Rural Lifestyle Zone
RMA	Resource Management Act 1991
SETZ	Settlement Zone
The Council	Waimakariri District Council
TCZ	Town Centre Zone
WRRZRP	Waimakariri Residential Red Zone Recovery Plan

Table 2: Abbreviations of Submitters' Names

Abbreviation	Means
RDL	Ravenswood Developments Limited
RIDL	Rolleston Industrial Developments Limited

1 Introduction

1.1 Purpose

10. The purpose of this report is to provide the Hearing Panel with a summary and analysis of the submissions received seeking commercial or mixed-use (CMUZ) rezoning or industrial (INC) rezoning, and to recommend possible amendments to the Proposed Plan in response to those submissions.
11. This report is prepared under section 42A of the RMA. It considers submissions received by the Council seeking rezoning, as well as proposed changes to the relevant objectives, policies, rules, appendices and planning map as they apply to North Woodend (Ravenswood).
12. This report discusses general issues or matters arising, makes recommendations as to whether submissions should be accepted or rejected, and concludes with a recommendation for changes to the Proposed Plan provisions or maps based on assessment.
13. The recommendations are informed by the technical evidence set out in section 1.3 of this report and the evaluation undertaken by the author. In preparing this report the author has had regard to recommendations made in other related s42A reports.¹
14. This report is provided to assist the Hearings Panel in their role as Independent Commissioners. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.
15. This report is intended to be read in conjunction with Officers' Report: Part A – Overview which contains factual background information, statutory context and administrative matters pertaining to the District Plan review and Proposed Plan.

1.2 Author

16. My name is Andrew Willis. My qualifications and experience are set out in of this report. In summary, I have an accredited planning degree, am a full member of the New Zealand Planning Institute and have over 28 years' work experience in planning. My role in preparing this report is that of an expert planner.
18. I was involved in the preparation of the Proposed Plan's CMUZ and INZ provisions and authored the associated section 32 Evaluation Report.
19. Although this is a Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the 2023 Practice Note issued by the Environment Court. I have complied with that Code when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.

¹ S42A re-zoning report for Oxford and the Settlement Zone and the S42A report for residential rezonings.

20. The scope of my evidence relates to submissions seeking rezoning to CMUZ and INZ across the District. I confirm that the issues addressed in this statement of evidence are within my area of expertise as an expert policy planner.
21. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of this evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.
22. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

1.3 Supporting Evidence

23. The expert evidence, literature, legal cases or other material which I have used or relied upon in support of the opinions expressed in this report includes the following:
 - The evidence of Mr Foy (Formative). For clarity, I have not sought Mr Foy's advice for all the proposed rezonings. Rather, I have sought his advice when proposals could have significant implications for commercial distribution matters (for example due to a large site size) or require justification under the NPS-UD for capacity reasons;
 - The Council's engineers on transport, servicing, geotech and hazards. For clarity, due to the Council engineers' workloads I have limited their input to larger scale rural to urban rezonings;
 - Technical evidence provided by submitters;
 - The Joint Witness Statement titled "Urban Environment (Planning) Day 1" dated 26 March 2024; and
 - The Joint Witness Statement titled "Urban Growth and Development (Planning) Day 2" dated 26 March 2024.

1.4 Key Issues in Contention

24. The submissions received covered the following matters requiring consideration:
 - Rezoning to recognise existing activities;
 - Rezoning to recognise resource consented activities;
 - Rezoning to enable proposed activities; and
 - Rezoning to carry over and accommodate the Environment Court mediated Plan Change 30 (PC30) provisions for North Woodend (Ravenswood).
25. I consider the following to be the key issues arising:
 - Some proposed activities could have commercial distribution impacts on existing centres;

- Some sites are outside of existing urban areas, greenfield priority areas or FUDAs identified in the CRPS Map A and therefore the proposed rezoning may not give effect to the directive provisions of Chapter 6 of the CRPS;
 - The pros and cons of spot zoning;
 - A lack of technical information provided in support of some rezoning submissions;
 - The merits of individual rezoning proposals;
 - Whether the site is within the 'urban environment' and contributes significantly to development capacity and achieving a well-functioning environment (under the NPS-UD); and
 - The adequate supply of industrial land.
26. I respond to these key issues in this report where relevant, as well as any other issues raised by submissions.

1.5 Procedural Matters

27. At the time of writing this report there has been planner conferencing on the definition of 'urban environment' under the NPS-UD and to respond to Hearing Panel questions on various urban growth and development matters. This conferencing resulted in two JWS's as set out earlier in s1.3.
28. A meeting and various correspondence has also occurred with Ravenswood Developments Limited (RDL) regarding their rezoning submission that seeks to carry over and accommodate the agreed PC30 provisions for North Woodend (Ravenswood). RDL made a number of submissions on the CMUZ provisions which the CMUZ s42A report recommended be considered as part of the rezoning hearings. This approach was supported by RDL.
29. I note that Variation 1 has proposed changes in residential zones for some areas of the District since the Proposed Plan was notified. Where the zoning of a residential site is subject to a submission and proposed to be changed through Variation 1, for clarity I have included both the original residential zone identified in the submission (e.g. GRZ) and the proposed Variation 1 Zone (e.g. MRZ Var1).

2 Statutory Considerations

2.1 Resource Management Act 1991

30. The Proposed Plan has been prepared in accordance with the RMA and in particular, the requirements of:

- section 74 Matters to be considered by territorial authority, and
- section 75 Contents of district plans,

31. There are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of the Proposed Plan. These documents are discussed in detail within the section 32 Evaluation Report for the CMUZ and INZ chapters, and assessment against the relevant provisions is included in the below assessment where relevant.

2.2 Section 32AA

32. I have undertaken an evaluation of the recommended amendments to provisions since the initial section 32 evaluation was undertaken in accordance with s32AA. Section 32AA states:

32AA Requirements for undertaking and publishing further evaluations

(1) A further evaluation required under this Act—

(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and

(b) must be undertaken in accordance with section 32(1) to (4); and

(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and

(d) must—

(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or

(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.

(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).

33. The required section 32AA evaluation (under s32AA(1)(d)(ii)) for changes proposed as a result of consideration of submissions with respect to rezoning requests is included in each section after each rezoning assessment.

2.3 Trade Competition

34. There are no known trade competition issues raised within the submissions.

3 Consideration of Submissions and Further Submissions

3.1 Overview

35. There were 65 primary submission points and three further submissions on CMUZ or INZ zoning in the District addressed in this report. The majority of these submissions are seeking to re-zone sites. Each of the rezoning requests is relatively discrete. However, for ease I have grouped the rezoning submissions geographically where possible (i.e. Rangiora, Kaiapoi, Woodend, other).
36. The following evaluation should be read in conjunction with the summaries of submissions and the submissions themselves. Where I agree with the relief sought and the rationale for that relief, I have noted my agreement, and my recommendation is provided in the summary of submissions table in **Appendix B**. Where I have undertaken further evaluation of the relief sought in a submission, the evaluation and recommendations are set out in the body of this report. I have provided a marked-up version of the Proposed Plan with recommended amendments in response to submissions as **Appendix A**.
37. Further submissions are not separately assessed in the body of this report but are captured in **Appendix B**. I have also not separately considered submissions in support the Proposed Plan's zoning where these are not in contention, but these are captured in **Appendix B**.

3.2 Format for Consideration of Submissions

38. For each rezoning request, I have considered the submissions in the following format:
- Matters raised by submitters;
 - Assessment;
 - Summary of recommendations; and
 - S32AA evaluation
39. The recommended amendments to the relevant Proposed Plan provisions are set out in **Appendix A** of this report where all text changes are shown in a consolidated manner.

3.3 General context - Application of the National Policy Statement for Highly Productive Land ('NPS-HPL')

40. Under clause 3.5(7) the NPS-HPL is a relevant matter for consideration if the site subject to the rezoning request is zoned General Rural (GRUZ) or Rural Production and is classified as LUC 1, 2 or 3 land, and is not identified for future urban development or subject to a Council initiated or adopted notified plan change to rezone it from GRUZ or Rural Production Zone to urban or Rural Lifestyle Zone (RLZ). The Proposed Plan is required to give effect to the NPS-HPL.
41. If the NPS-HPL is a relevant matter for consideration, Tier 1 territorial authorities such as the Council may allow urban rezoning of highly productive land only if the matters specified in clause 3.6 are met. In essence, evidence is required that shows the rezoning is needed to provide sufficient development capacity to meet demand for housing or business land to give effect to the NPS-UD and a range of reasonably practicable alternative options for providing the development capacity have also been considered.

3.4 General context - Application of the National Policy Statement for Urban Development ('NPS-UD')

42. The NPS-UD applies to an 'urban environment' in the District. What constitutes an 'urban environment' under the NPS-UD was the subject of a JWS dated 26 March 2024 as indicated in section 1.3 above. As set out in the JWS, there were competing interpretations of where the 'urban environment' is in the District amongst the attendant planners, thereby suggesting the interpretation and application of the NPS-UD is not clear.

43. I consider that urban environments are those environments that meet the tests of the NPS-UD definition of 'urban environment' (clause 1.4), which is:

any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:

a) is, or is intended to be, predominantly urban in character; and

b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

44. In my opinion urban environments may be located within or outside of the Greater Christchurch geographical area depending on whether they meet the NPS-UD 'urban environment' definition. In my opinion not all of the Greater Christchurch area currently meets the NPS-UD urban environment definition as I do not consider that all of Greater Christchurch currently is, or is intended to be predominantly urban in character. Specifically:

- It is clearly not all 'intended to be' predominantly urban in character in the CRPS which requires urban activities to be located within the existing urban areas, greenfield Priority Areas and FUDAS shown on CRPS Map A (see for example Objective 6.2.1(3) and Policy 6.3.1). Likewise, the Greater Christchurch Spatial Plan (GCSP) states that highly productive land is to be protected for food and fibre production (for example 3.4 pages 24 & 58; and 5.4 page 25). In my opinion these rural areas are therefore not intended to be predominantly urban in character by these documents.
- In terms of whether Greater Christchurch is currently predominantly urban in character, in my opinion this character assessment is informed by the scale at which the assessment is undertaken and interpretation of the word 'predominantly'. I consider that evidence would be required to determine which areas of the District are predominantly urban in character. I have not been able to locate any rural / landscape character evidence presented as part of the CRPS Change 1 hearings to support the argument that all of Greater Christchurch meets the NPS-UD 'urban environment' definition.² In contrast, the 2018 Boffa Miskell Rural Character Assessment (which informed the Proposed Plan) did assess rural character within the entire Waimakariri District, including the area of the District within Greater Christchurch. It did not conclude that the whole of the area within Greater Christchurch is predominantly urban in character. Rather it identified areas of urban character and areas of rural character and indicated that the rural areas were not uniform, with different areas

² For example, there is no character evidence provided or referred to in the Report to the Minister for the Environment on Proposed Change 1 to Chapter 6 of the CRPS (March 2021) that demonstrates all of Greater Christchurch is predominantly urban in character.

identified such as Coastal Plains, Lower Plains and Waimakariri River Plans (see Figure 1 below). I note that the majority of the District that is within Greater Christchurch is not 'greyed out' as existing 'urban' although large areas are.

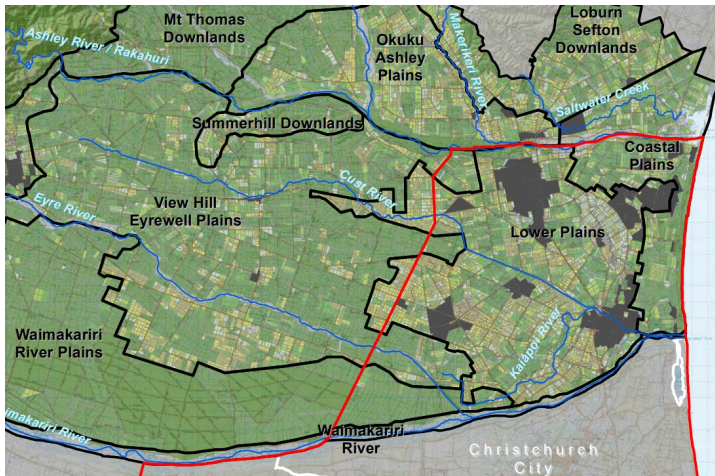


Figure 1: Rural Character Areas (2018 Boffa Miskell Rural Character Assessment)

45. Adding to the interpretation question, CRPS Objective 6.2.1a states the following in its principal reasons and explanation:

“The National Policy Statement on Urban Development 2020 (NPS-UD) requires Tier 1 local authorities to set Housing Bottom Lines for the short-medium (next 10 years) and long term (10 to 30 years). The Greater Christchurch Tier 1 urban environment is the area shown on Map A.”

46. I consider the statement on the Greater Christchurch Tier 1 ‘urban environment’ is open to interpretation. Under a wider interpretation it could mean that all of the Greater Christchurch area shown on Map A is the ‘urban environment’. However, under a narrower interpretation it could mean that all of the existing urban areas, greenfield priority areas and FUDAs shown on Map A are the ‘urban environment’. I favour the narrower interpretation as this is consistent with the CRPS’s approach of avoiding urban activities outside of the existing urban areas, greenfield priority areas and FUDAs. It also means that the ‘urban environment’ is not static – it can evolve over time in response to changes in housing and labour markets and character. I consider this flexible approach is more consistent with the NPS-UD definition approach. In my opinion a wider interpretation would make the CRPS approach inconsistent with the NPS-UD ‘urban environment’ definition and therefore require recourse to the higher order document.
47. I do however consider that all of Greater Christchurch is part of a housing and labour market of at least 10,000 people. I also consider that all of Greater Christchurch meets the superseded definition of ‘urban environment’ under the NPS-UDC.
48. Where the NPS-UD applies (i.e. within an urban environment), this higher order document carries significant weight (the Proposed Plan must give effect to it), especially the responsive planning provisions (e.g. Policy 8), which enable consideration of unanticipated or out of sequence development proposals. These responsive provisions enable consideration of urban development outside of the areas identified in the CRPS Map A for urban growth (existing urban areas, greenfield priority areas and FUDAs), subject to meeting the tests set out in the

NPS-UD and with further assessment against the remaining provisions of Chapter 6 of the CRPS as required.

49. Where relevant I have assessed the NPS-UD as part of my assessment of rezoning submissions.

3.5 General context - Application of the Canterbury Regional Policy Statement ('CRPS')

50. A number of rezoning requests are located within the Greater Christchurch Area (for example in Rangiora and Kaiapoi) while others are located outside this area, for example in Oxford. For sites located within the Greater Christchurch Area, Chapter 6 of the CRPS is specifically relevant to their assessment. For rezoning requests outside of the Greater Christchurch area (for example in Oxford), Chapter 5 of the CRPS contains relevant urban growth matters to assess.

51. Within Greater Christchurch, the CRPS's Chapter 6 provisions are directive around where urban growth and urban activities are to be located, generally limiting these to existing urban areas, greenfield priority areas and FUDAs. Urban growth outside of these areas is to be avoided (see for example 6.2.1(3)). The Proposed Plan must give effect to the CRPS, however as set out earlier, the NPS-UD (and NPS-HPL) are relevant when assessing urban growth, including growth that is not expressly provided for in the CRPS.

52. Where relevant I have assessed the CRPS as part of my assessment of rezoning submissions.

3.6 General Context - District Development Strategy 2018 ('DDS')

53. In my opinion another relevant matter to have regard to when assessing rezoning proposals is the District Development Strategy (DDS). The DDS was adopted in July 2018 and is intended to guide anticipated residential and business growth in the District. The DDS forms part of the ongoing process to ensure that growth management, within the Waimakariri and Greater Christchurch context, is current and forward looking.

54. Growth centres around seven key strategic themes being the environment, growing communities, rural areas and small settlements, connections, economy, centres and community spaces and places. The DDS is designed to act as a broad statement of direction to inform more detailed decision-making.

55. The DDS had significant community input, and directions signalled in the DDS were underpinned by environmental and cultural constraints and opportunities, expert advice, and background reports.

56. Where relevant I have assessed the DDS as part of my assessment of rezoning submissions.

3.7 General Context – Greater Christchurch Spatial Plan ('GCSP')

57. In my opinion another relevant matter to have regard to when assessing rezoning proposals is the GCSP. In 2022, the Greater Christchurch Partnership and the Crown established an Urban Growth Partnership for Greater Christchurch – the Whakawhanake Kāinga Komiti. The

partnership is focused on shared objectives related to affordable housing, emissions reduction, and creating liveable and resilient urban areas. The first priority of the partnership is to develop the GCSP.

58. The GCSP is the NPS-UD Future Development Strategy (FDS) for the District. For rezoning requests outside of the Greater Christchurch Urban Area (for example in Oxford), this is not a relevant consideration.
59. The purpose of the GCSP is to:
 - Set a desired urban form for a projected population of 700,000 (to 2051) and beyond that to 1 million people to ensure Greater Christchurch is future-proofed in the context of population growth and climate change.
 - Deliver the top priority of the Urban Growth Partnership for Greater Christchurch to develop a Spatial Plan that coordinates and aligns the aspirations of central government, local government and mana whenua.
 - Satisfy the requirements of the National Policy Statement on Urban Development for the Greater Christchurch Councils to jointly prepare a Future Development Strategy.
60. Where relevant I have assessed the GCSP as part of my assessment of rezoning submissions.

3.8 Rangiora Rezoning Submissions

3.8.1 Matters raised by submitters

61. Seven submissions seek to rezone land in or adjacent to Rangiora as follows:
 - The Christchurch Motor Group Ltd [182.1]: rezone 29 Southbrook Road and 32 and 34 Coronation Street from GRZ / MRZ Var1 to GIZ;
 - Lifestyle Irrigation Ltd [222.1]: rezone the west side of Flaxton Road from GIZ to LFRZ;
 - Daniel Smith [25.1]: rezone: 269, 275, 279, 299, 303, 305, 311, 315, 317, 319, 323, 333, 341, 343, 345, 347 Flaxton Road, and all the west side of Flaxton Road in the submitter's business park from GIZ to LFRZ;
 - McAlpines [226.5]: re-zone part of their Mitre 10 Mega land (Block B) from GIZ to LFRZ;
 - Dougal James Cockburn [51.1]: rezone 2-4 Kingsford Smith Drive, Rangiora from GIZ to LFRZ;
 - Woolworths New Zealand Ltd [282.143]: rezone 40 to 64 Ivory Street from MRZ / MRZ Var1 to MUZ;
 - M & J Kerr [251.1]: rezone 15 Townsend Rd, Fernside from RLZ to GIZ.
62. No further submissions were received on these submissions.
63. I note that all the rezoning submissions in Rangiora are urban to urban rezonings or RLZ to urban and as such the NPS-HPL does not apply. Additionally, all the sites are located within

the exiting urban area identified on CRPS Map A, with the exception of the M & J Kerr [251.1] submission. All the sites are within Greater Christchurch.

64. Christchurch Motor Group Ltd [182.1] seek to rezone 29 Southbrook Road and 32 and 34 Coronation Street (2660m² in area) from GRZ / MRZ Var1 to GIZ as the site and locality has a history of non-residential activities and resource consents for these activities (see Figure 2 below). The submission includes detailed information on activities in the vicinity, including those established through resource consent. Where relevant I have referred to these in my assessment. I note that no additional evidence has been filed for the hearing.



Figure 2 - rezone 29 Southbrook Road and 32 and 34 Coronation Street (site is blue, GIZ to the south is purple and MRZ is yellow)

65. Lifestyle Irrigation Ltd [222.1] state that the land for DM & AD Smith Investments Ltd Flaxton Road (west) has been rezoned from Business 2 Zone to GIZ, but they want retail activity to be able to operate here. The submitter seeks to amend the Flaxton Road LFRZ to include the west side of Flaxton Road. The sites subject to this submission are shown in Figure 3.

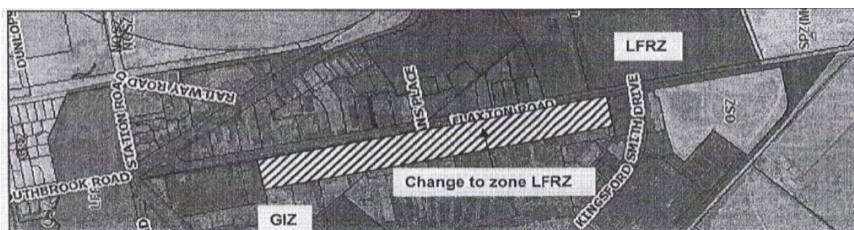
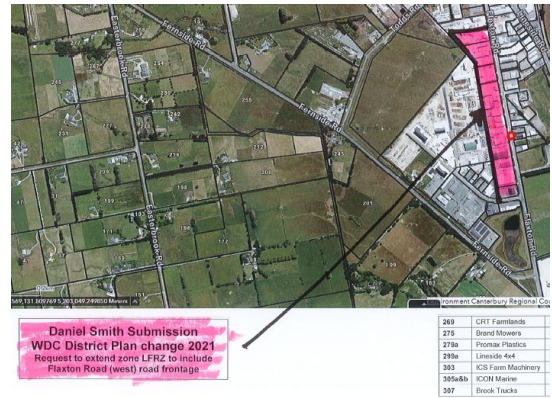
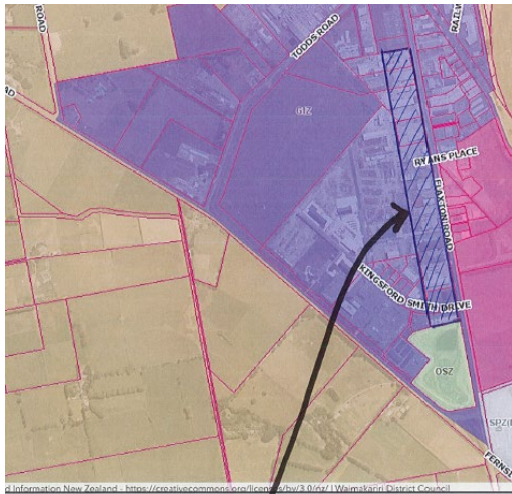


Figure 3 - Flaxton Road (west) (site identified in white hash)

66. Daniel Smith [25.1] seeks to rezone: 269, 275, 279, 299, 303, 305, 311, 315, 317, 319, 323, 333, 341, 343, 345, 347 Flaxton Road, and all the west side of Flaxton Road in the submitter's business park from GIZ to LFRZ to accommodate retail activity. The maps included in the submission are not exactly the same so both are included here as Figures 4a and 4b below. The submitter states that these sites contain retail activity that was permitted in the Operative Plan's Business 2 zoning or has land use consents to operate.



Daniel Smith
WDC District Plan 2021
 Request 2.11.21.6n ref. WDC-DP2021-002 to extend zone LFRZ (large format retail zone) to include the west side of Flaxton Road as above

Figures 4a and 4b - 269, 275, 279, 299, 303, 305, 311, 315, 317, 319, 323, 333, 341, 343, 345, 347 Flaxton Road

- 67. McAlpines [226.5] have sought to re-zone part of their land (Block B) from GIZ to LFRZ (see Figure 5 below). They state that the eastern part (Block A1) is zoned LFRZ, and the western part (Block A2) zoned GIZ which contains McAlpines Engineering. The submitter states that the land in the middle has a split zoning across the area used for the Mitre 10 Mega activity and that it should be re-zoned to remove this split, so that the whole of the existing Mitre 10 Mega operation is contained within a single zone. Additional hearing evidence has been provided by McAlpines explaining the use of this site and the implications of the split zoning.
- 68. I note that the McAlpines evidence has narrowed down their submission scope to just this matter. The remainder of the submission which requested rezoning of RLZ land to GIZ has not been pursued (see paragraph 12 of Ms Dale’s evidence).



Figure 5 – McAlpines Mitre 10 Mega, Rangiora (subject site is Block B)

69. Dougal James Cockburn [51.1] state that 2-4 Kingsford Smith Drive, Rangiora is a substantial retail business and will be classified as a non-complying activity in the GIZ (see Figure 6 below). They state that it was advertised in 2013 as permitting retail activity and this zoning reneges on that. They seek that the site is rezoned to LFRZ.

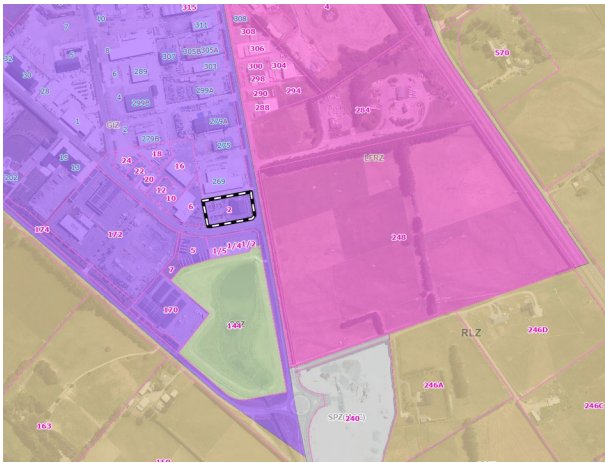


Figure 6 - 2-4 Kingsford Smith Drive, Rangiora (site outlined in black hash)

70. Woolworths New Zealand Ltd [282.143] seek to rezone 40 to 64 Ivory Street from MRZ / MRZ Var1 to MUZ (see Figure 7 below). The submission notes that there is a well-established supermarket on the site, which is located on a key transport route just outside of the town centre and it is unlikely the site would be redeveloped.
71. I note that no further hearing evidence has been provided by the submitter (in addition to the submission).



Figure 7 - 40 – 54 Ivory Street (site outlined in black hash)

72. M & J Kerr [251.1] seek to rezone a 5.49ha site at 15 Townsend Rd, Fernside (see Figure 8 below) from RLZ to GIZ in order to enable business development. They also seek the insertion of the Todds Road Business Zone Outline Development Plan (ODP) as part of this request. The

submission states that the site has been identified for significant road widening and intersection upgrading which once completed will mean it will be less usable for productive rural activities in the future; that surrounding non-rural land uses mean the site is more suitable for business zoning; and that rezoning this site for business would also align with the business land and ODP adjacent to the site, and development could integrate with the services there. No additional technical information was provided in support of the submission.

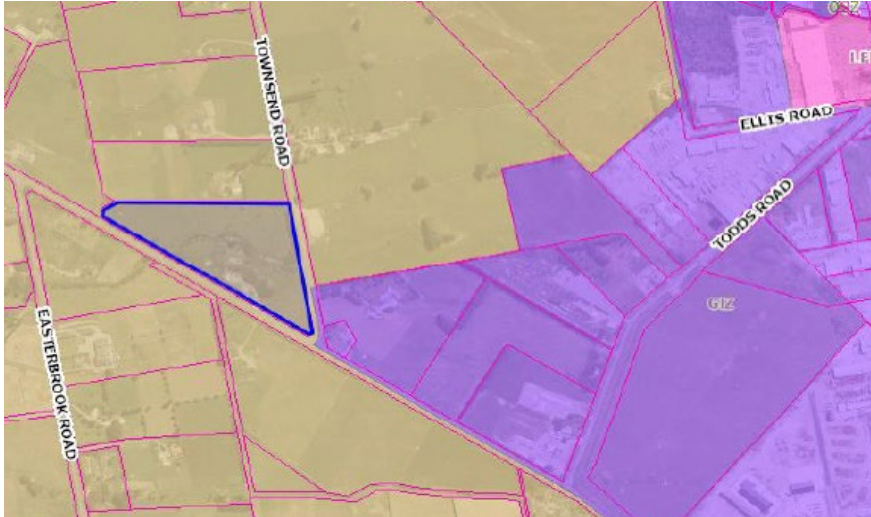


Figure 8 – 15 Townshend Road (site outlined in blue)

3.8.2 Assessment

Christchurch Motor Group Ltd [182.1]: rezone 29 Southbrook Road and 32 and 34 Coronation Street from GRZ / MRZ Var1 to GIZ

73. For this submission, I consider that the NPS-UD is not overly relevant given this is only one site that covers an existing commercial activity within an existing urban area shown on CRPS Map A.
74. While additional hearing evidence has not been provided, this submission helpfully provides significant information on the history of the site and surrounding activities, including resource consents sought and obtained. Of relevance, the submitter notes a commercial activity (NZ Lifestyle Products and Motorcycles) previously operated from 29 Southbrook Road. The submitter also notes that in October 2010 the Environment Court granted (via consent order) Promotive Ltd to establish the car dealer operation on the adjoining site at 27 Southbrook Road (south) for the car sales operation of Rangiora Mazda. The submitter states that this site (27 Southbrook Road) was in part zoned Residential 2 in the Operative District Plan (the same as the submission land) and it is relevant and important to note that the adjoining land has now been re-zoned to GIZ up to the adjoining boundary with the submission site (Figure 9 below shows the Operative Plan's zoning, with 27 Southbrook Road shown as a split zone).

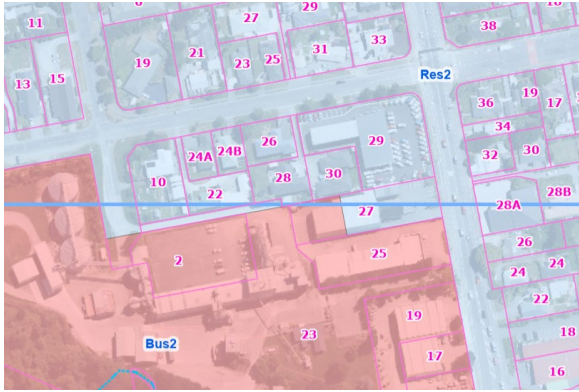


Figure 9 – Operative Plan's Zoning

75. The submitter also notes that In April 2018, consent was granted to use the residential site opposite the application site (RC175291) to establish and operate a Christian resource centre, showroom and offices. That development has now been built. In January 2018 Freelance Canterbury Ltd lodged a resource consent for the construction of a preschool and a retail/café in two separate buildings on the submission site. That application was subsequently granted consent in September 2018 (RC185009/181001113458). In June 2020 the submitter was granted consent to develop and utilise the site for sale and service of motor vehicles (decision RC195114/200617073602). The application was fully notified, with three submissions and no submitter wanting to be heard.
76. The submitter also provided an excerpt from the decision on RC195114 which stated that this portion of the Residential 2 zone is highly influenced by the presence of the adjoining Business 2 zone, and also the high traffic environment of Southbrook Road and the site has a long history of non-residential activities, the most recent of which is characterised by uses similar to that proposed.
77. I accept and agree with the submitter's statements on the use and character of the area. However, when rezoning a site consideration also needs to be given to what activities could now be permitted on the site under the new zone (as opposed to those approved through the consent) as well as the impact this zone change might have on the pattern of development in the area. I note that the activity on the subject site would be permitted under the proposed GIZ provisions and as such any conditions applying to the consented activity, such as to manage amenity impacts on adjoining residential amenity (as indicated in the submission's quoted paragraph 86 from RC195114) would fall away. There are a number of amenity related conditions in RC195114. These include:³
- The vehicle sales yard hours of operation shall be limited to between 7:30am and 5.30pm Monday to Friday and 10am to 4pm on Saturdays;
 - The car service workshop hours of operation shall be limited to between 7.30am and 5.30pm Monday to Friday;

³ I note that some of these conditions are ongoing, while others are initial requirements. I also note that there exists the potential to change these conditions through an RMA s127 application.

- The car service workshop shall accommodate a maximum of six vehicles within the workshop at any one time;
 - The consent holder shall install an acoustic fence for the full length of the south, west, and north boundaries of the site, as per NNC Design Option One plan or NNC Design Option Two plan, stamped RC195114 and held on Council file RC195114;
 - There shall be no car parking or storage of goods along the southernmost boundary of the site for the first 12 metres, covering the entire width of the vehicle access, measured west from the property boundary at the vehicle entrance to Southbrook Road;
 - No deliveries using vehicles with a Gross Vehicle Mass (GVM) greater than 3500kg shall be permitted to enter this site using the Coronation Street access;
 - No vehicle shall be delivered to or from the site using vehicle transporters;
 - Noise generated by the activity shall not exceed the following noise limits within measurement time intervals in the timeframes stated at any point beyond the boundary of Lot 1 DP 76362 and Lot 3 DP 77968:
 - a. Daytime: 7am to 7pm Monday to Saturday, and 9am to 7pm Sundays and Public Holidays: 50dBA L10.
 - b. Other times: 40dBA L10.
 - c. Daily 10pm-7am the following day: 70dBA Lmax.
 - No amplified music including outdoor speakers or acoustic music shall operate;
 - Site signage shall be limited to two pylon signs of 1.75 metres wide and 5 metres high with an area of 8.75m² maximum, and two façade signs on the eastern elevation of the building with maximum areas of 1.6m² and 2m² respectively as shown on the attached approved application plans, stamped RC195114;
 - Any illumination of signage shall not occur outside of the hours of operation as outlined; and
 - Artificial lighting produced on the site shall not emit light exceeding 20 lux (horizontal and vertical) measured at or within the boundary of any other site zoned Residential.
78. When the commercial / residential boundary in this location was considered at the time of drafting the Proposed Plan, determining the zone boundary line was complicated and very much an 'on-balance' decision. 27 Southbrook Road was included within the GIZ given the consented activity on the site, that the site had a split zoning, because this change would provide a clearer and less complicated edge to the GIZ area and because the neighbouring properties were already in commercial use (with the exception of the half of 30 Coronation Street that was not already bordered by the GIZ as a result of the split zoning on 27 Southbrook Road).
79. While the subject site is clearly in commercial use and has a history of commercial use, the submitter's proposed rezoning would have the effect of partially surrounding the residential property at 30 Coronation Street with GIZ boundaries on three sides and leave a small area

consisting of approximately 6 properties as a residential-zoned 'enclave' within a GIZ area (see Figure 10 below).



Figure 10 – Remaining Residential Properties on Coronation Street (outlined in red)

80. Despite the submitter's reasonable arguments, I remain concerned about the consent conditions associated with the current activity ceasing to apply, the fact that a new general industrial activity could establish on this site potentially as a permitted activity and the partial encircling of the remaining residential properties on Coronation Street with a GIZ zoning and industrial activities. While the Proposed Plan contains rules that seek to manage amenity impacts from GIZ activities on adjacent residential zones (e.g. noise (NOISE-R19) and building setbacks (GIZ-BFS3)), consistent with GIZ-O1 and GIZ-P2, the activities themselves may still create adverse effects, albeit of a lesser nuisance. This is why the District Plan adopts a zone approach to manage activity compatibility. On balance, I therefore recommend that this submission is rejected.

Lifestyle Irrigation Ltd [222.1]: rezone Flaxton Road (west) from GIZ to LFRZ and Daniel Smith [25.1]: rezone 269, 275, 279, 299, 303, 305, 311, 315, 317, 319, 323, 333, 341, 343, 345, 347 Flaxton Road, and all the west side of Flaxton Road from GIZ to LFRZ and Dougal James Cockburn [51.1]: rezone that 2-4 Kingsford Smith Drive from GIZ to LFRZ

81. Regarding this submission, I note that these sites were also the subject of a submission from Daniel Smith [also numbered 25.1] seeking to enable retail activity on these sites. The matter of retail activities within a GIZ zoning was considered as part of the INZ s42A report.⁴ With regard to this submission seeking rezoning, the key issues arising are set out in Mr Foy's evidence (section 4 and section 13) and include the loss of industrial zoned land, and that enabling large format retail activities may give rise to retail distribution effects on Waimakariri's centres.
82. Mr Foy considers that there may be some pressure on industrial land supply emerging toward the end of the medium term and that the removal of a 6.5ha submission area of industrial land from the modelled supply would likely result in a shortfall of industrial land supply by the end of the medium term. Unless corresponding, or larger, areas of industrial land are added

⁴ See section 3.12 of the Industrial S42A Report where I recommended rejecting the submitter's request to permit general retail on the submitter's properties in the GIZ.

to the proposed industrial land supply as part of this rezoning review process to counter the requested removal of GIZ zoning from the sites, in his opinion the potential shortfall of industrial land means that the request should not be approved. However Mr Foy notes that if submissions requesting rezoning of other sites to industrial zones (such as the M and J Kerr and Domett submissions reviewed later) are approved, and new areas of industrial zone are zoned that are greater than or equal to the 6.5ha of the Flaxton Road west sites, then loss of the sites as industrial zone would be countered, and this issue would be of less concern.

83. However, Mr Foy notes that there remains the issue that the NPS-UD does not direct a minimum target of sufficiency, but rather requires at least sufficient supply. As such, zoning more rather than less industrial land would improve the operation of the industrial land market in the NPS-UD medium term, and so it may be appropriate to both retain the Flaxton Road west sites as industrial, and create new areas of industrial zone in response to submissions as well.
84. Mr Foy considers that the 6.5ha of land in the sites could accommodate in the order 23,000-26,000m² of large format retail GFA if rezoned to LFRZ, and redeveloped for large format retail activities. He considers that is a substantial area of retail floorspace, and would have the potential to generate retail distribution effects on existing centres (which is contrary to the centres based approach the Proposed Plan applies as set out in CMUZ-P1 and CMUZ-P2). Mr Foy notes the additional LFRZ proposed in the Proposed Plan and that no evidence is provided as to why more LFRZ, in addition to that already enabled, and proposed in the Proposed Plan should be contemplated, or why such zoning should apply to the Flaxton Road west sites specifically. In the absence of such evidence, and from his involvement with the Ravenswood Plan Change and review of Waimak Junction development, Mr Foy considers that there is no need for the sites to be changed to LFRZ.
85. Mr Foy (section 4) considers that if the Flaxton Road west sites were to be rezoned LFRZ, it is likely that the existing consented and rezoned development opportunities (Waimak Junction and Ravenswood Key Activity Centre (KAC)) would take longer to develop than might otherwise be expected, retail activity would be more widely dispersed around the District, and it would take longer for aggregations of retail activity to develop to their potential, which would be inefficient in economics terms. In his opinion the LFRZ rezoning requested would not be an efficient or appropriate outcome in economic terms.
86. I note that a key reason provided in the submissions is to enable retail activity, including those already existing on the subject site. I agree with Mr Foy when he notes that many of the existing activities would likely be permitted as trade supplier and yard-based activities are proposed to be permitted activities in the GIZ. As such, an LFRZ zoning is not actually required to enable these activities. Mr Foy expressly considers the Rangiora Hyundai and Isuzu car dealership (subject to the Dougal James Cockburn [51.1] submission for 2-4 Kingsford Smith Drive) noting that as a yard-based activity a car dealer would be a permitted activity in the GIZ, whereas the submission implies a concern that the existing (car dealer) activity on the site would be non-complying (which is incorrect).
87. Noting the absence of evidence to support the submission and Mr Foy's capacity and distribution advice I recommend that these submissions are rejected.

McAlpines [226.5]: rezone from GIZ to LFRZ

88. For this submission, I consider that the NPS-UD is also not overly relevant given this is only one site that covers an existing commercial activity and the rezoning is from one business activity to another (I note Ms Dale draws a similar conclusion in paragraph 37 of her evidence).
89. Mitre 10 Mega has provided evidence to support the proposed rezoning. In his evidence (paragraphs 13 and 14) Mr Wake states that the eastern part of the site is rezoned LFRZ and contains a Mitre 10 Mega Store and associated car parking area (Block A1) which McAlpines supports, while the western part is zoned GIZ and contains buildings related to McAlpines Engineering operations, undeveloped bare land, and an area with various activities that support the Mitre 10 Mega Store operations (Block A2). In his evidence Mr Wake sets out the history of the site (paragraphs 16 to 19), notes the 2019 resource consent (RC185275) for extension of the Mega Store, and states that it appears that the zoning of Block A1 to LFRZ is designed to recognise that this land is used for large format retail activities due to the establishment of the Mitre 10 Mega Store on this land.
90. Mr Wake is correct. When the zoning of this site was considered as part of the Proposed Plan's drafting, it was considered that the LFRZ more closely aligned with the existing Mitre 10 Mega activity and the GIZ more closely aligned with the balance of the site. The zone boundary was determined on the basis of the apparent use of the area and the current resource consents applying to the site. It is apparent from Mr Wake's evidence (paragraphs 27 to 28.8) that Block B is now more closely associated with the LFRZ activities than the GIZ activities.
91. In her evidence (paragraphs 21 and 22) Ms Dale clarifies that the 2019 resource consent included the Trade Yard exit driveway and Inwards Goods entrance/exit driveway immediately to the west of the Mitre 10 Mega Store building but that over time 'Block B' has also become incorporated into the Mitre 10 Mega Store activities, being outdoor and indoor (in existing sheds) storage of additional stock (not public retail space). In paragraph 23 of her evidence Ms Dale notes that the proposed zone boundary between LFRZ and GIZ reflects the resource consents granted for the Mitre 10 Mega Store, rather than the current physical use of the land.
92. Ms Dale also points out (paragraph 28) that the Mitre 10 Mega Store activity and the outdoor storage area associated with it, are considered a "Trade Supplier" activity under the Proposed Plan and that 'Trade Suppliers' are provided for as a permitted activity in both the LFRZ (LFRZ-R3) and the GIZ (GIZ-R3), concluding that whether Block B is zoned GIZ or LFRZ makes little difference in terms of the effects generated, as the Mitre 10 Mega Store activity is permitted or anticipated in both. Ms Dale also notes that the strip of land in question is not suitable for another large format retail activity to establish as it is not large enough, further it would not be suitable for other activities permitted in the LFRZ (e.g. food and beverage) as it is behind the Mitre 10 Mega Store access and yard with low amenity and is not visible from other parts of the retail area. I agree with Ms Dale's arguments.
93. Mr Foy has assessed the merits of the proposed rezoning in section 5 of his evidence. He considers that neither a loss of industrial land, nor distribution effects will occur because the site is effectively already used for large format retail activity, and so applying a LFRZ to the site would not increase the amount of large format retail activity in Waimakariri or decrease the amount of industrial activity.

94. I note the small scale of the requested zone boundary movement, that no new zone interfaces are created as a result, and that 'Trade Supplier' activities are permitted in both the LFRZ and GIZ. Given this, Mr Foy's advice and the evidence around the use of 'Block B' I recommend that this submission is accepted and 'Block B' is rezoned from GIZ to LFRZ as set out in **Appendix A**.
95. With regard to a s32AA assessment, this recommended rezoning is small and simply matches the actual use of the site, which is for an activity that is permitted in both the Proposed Plan's zone (GIZ) and the recommended new zone (LFRZ). I consider that the change and its potential effects are therefore less than minor. I do not consider there will be any meaningful change in efficiency or effectiveness from the proposed change in zoning. The recommendation is informed by expert advice and I therefore consider there is sufficient information on which to base the recommendation on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.
- Woolworths New Zealand Ltd [282.143]: rezone 40 – 54 Ivory Street from MRZ / MRZ Var1 to MUZ*
96. Regarding this submission, I note that no further evidence has been provided by the submitter (in addition to the submission). I consider that the NPS-UD is not overly relevant to this submission given this is only one site that covers an existing commercial activity. For the same reasons I consider the CRPS is not overly relevant and note this site is within an existing urban area identified on CRPS Map A.
97. The MUZ was specifically developed to apply to the former red zone areas of Kaiapoi that were badly affected by the 2010 and 2011 Canterbury earthquakes and are covered by the Waimakariri Residential Red Zone Recovery Plan (WRRZRP) developed by the Crown and the Council. The MUZ was purposefully crafted with reference to the WRRZRP and development proposals that had been raised with the Council. It was not developed as a zone to be applied to other areas or for other purposes. I note that neither of the MUZ objectives, which relate to earthquake recovery matters, would be relevant to this site. I also note that retail activity within the zone was carefully considered, with retail caps included in MUZ-R12 to avoid distribution impacts on the Kaiapoi Town Centre. There are no retail caps included for Rangiora as the zone was not intended to apply elsewhere in the District.
98. In his evidence (section 9) Mr Foy states that his main concern with the requested MUZ is that should the existing supermarket leave the site, a MUZ zoning would enable a relatively large amount of other retail activity to establish on the site and that other retail activity is not necessary or desirable on the site, primarily due to the close proximity (250m) of the site to the Rangiora TCZ. Mr Foy considers that there are other locations in Waimakariri where retail activities would be more appropriately located, and the establishment of a large (non-supermarket) retail node on the site would potentially give rise to retail distribution effects, including on the Rangiora town centre.
99. From that perspective, Mr Foy considers that the MUZ would offer significantly less certainty as to future outcomes for future use of the site than would a residential zoning, and is the reason why in his opinion the proposed MRZ is more appropriate for the site than the requested MUZ.

100. When the Proposed Plan was drafted the zoning of the Woolworth's site on Ivory Street was carefully considered. The Council chose to retain a residential zoning for the site for the reasons Mr Foy raises, noting that the site is large and could be re-developed, that the site has resource consent to operate and that RESZ-P7 was expressly included to provide for upgrades to lawfully established commercial activities in residential zones, such as the Ivory Street Countdown. I also note that the existing resource consents to operate the supermarket contain various conditions to manage amenity effects on neighbouring residential properties⁵ and that these would likely cease to apply if the site was re-zoned MUZ as large format retail activities are permitted in the MUZ under MUZ-R2. I remain of the view that the site should remain residential zoned and therefore recommend that this request is rejected.
101. As the submission contains three rezoning requests under one submission point, I have recommended the submission is accepted in part, due to my conclusions on the Hilton Street Kaiapoi component of the submission assessed later in this report.

M & J Kerr [251.1]: rezone 15 Townsend Rd, Fernside from RLZ to GIZ

102. This site is proposed to be zoned RLZ in the Proposed Plan and as such the NPS-HPL does not apply. The site appears to be outside of the existing urban area, greenfield priority areas and FUDAs identified in CRPS Map A. As such, rezoning the site would require an assessment under the NPS-UD and the CRPS.
103. I note that the site is surrounded by rural lifestyle properties to the north, east, south and west, with only the south eastern corner adjoining the GIZ.⁶ In my opinion the site is located within an area that could be argued is predominantly urban in character when assessed at a broad scale due to its close proximity to Rangiora and therefore the NPS-UD could apply. Certainly the submitter intends it to be urban in character. Given the CRPS restrictions, in my opinion evidence would need to be provided to support a Policy 8 pathway under the NPS-UD, e.g. that the rezoning is required to provide additional business land capacity and contributes to a well-functioning environment. Alternatively, it would need to be demonstrated that rezoning the site would be inconsequential and therefore not undermine the directive urban growth provisions in the CRPS. I note that no evidence is provided in support of the proposed rezoning.
104. In the absence of submitter evidence, I asked Mr Foy to consider the proposal. In his evidence (section 7), Mr Foy notes that there is modelled to be only just enough industrial land supply in Waimakariri by the end of the NPS-UD medium term (10 years) and that zoning an additional 5.49ha as industrial would assist this sufficiency, and from a quantum of industrial land supply perspective he supports this request.
105. However, Mr Foy identifies some location concerns, principally around extending the boundary between the GIZ and the RLZ by around 1km (which is the perimeter of the Kerr site not adjacent to the Proposed Plan's GIZ boundary), which would have the potential to increase reverse sensitivity effects on the GIZ, and potentially to adversely affect the efficiency with

⁵ For example, RC095429-01 includes requirements for acoustic fencing while RC 105288 includes forklift restrictions (covering the number in operation, noise and hours of operation).

⁶ Although zoned GIZ, the properties across the road are currently used for rural lifestyle purposes.

which activities in the GIZ might operate, as well as serve to increase pressure on converting other RLZ land to industrial zoning, further increasing potential for reverse sensitivity issues. Mr Foy concludes that, taking all these matters into account, the Kerr site could be suited to an industrial zoning, but that there are some factors which need to be taken into account that may counter that appropriateness.

106. I note that there is no submitter evidence that indicates the amount of the site that will be used for road upgrades, or the degree to which that will make the site unusable or less usable for productive rural activities in the future. In the absence of any such evidence, it is not possible to assess the degree to which this might support a conversion from rural zoning to an urban (industrial) zoning.
107. Noting Mr Foy's comments, the absence of evidence⁷ and potential impacts on RLZ land, I recommend that this submission is rejected. However, I consider that this area could be considered in the future for possible rezoning if there is sufficient merit, including a requirement for additional industrial land under the NPS-UD and consideration of impacts on adjacent sites. In support of this, I note that the Southbrook industrial area is identified in the GCSP as a new / expanded industrial area (Map 2, page 23) included as Figure 11 below.

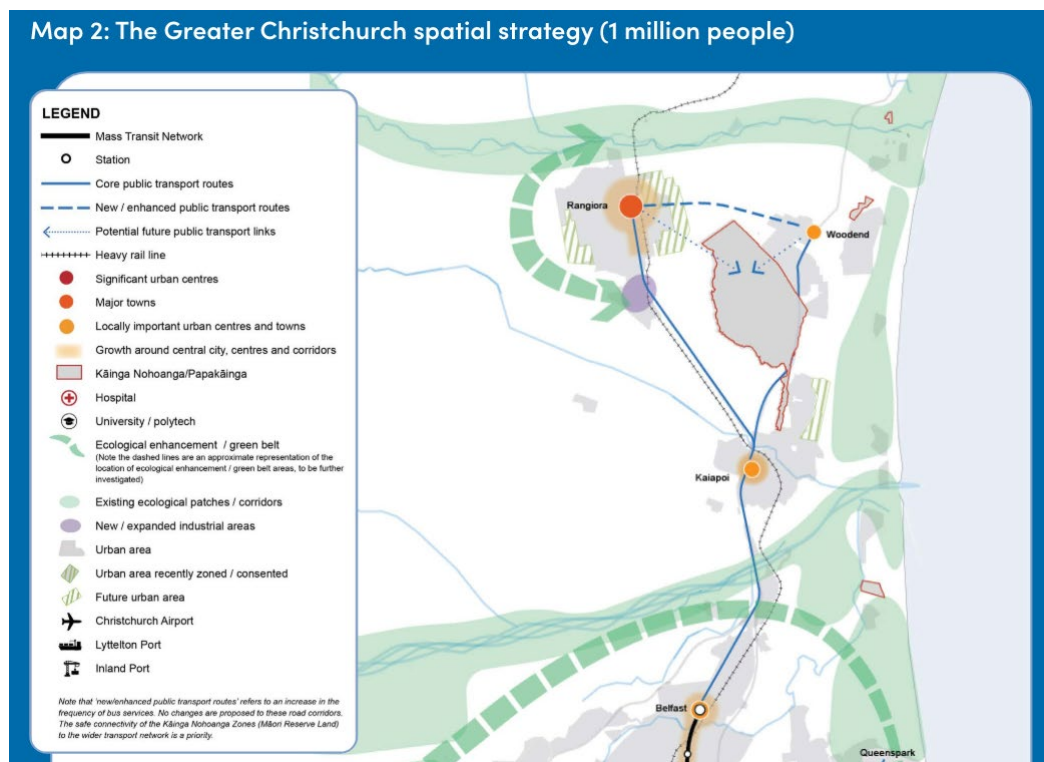


Figure 11: Map 2: The Greater Christchurch Spatial Strategy

⁷ For example: traffic; servicing; natural hazards; rural character; reverse sensitivity; and planning evidence on the NPS-UD and CRPS.

3.8.3 Summary of recommendations

108. I recommend the submission from McAlpines [226.5] is **accepted**.
109. I recommend that the submission from Woolworths New Zealand Ltd [282.143] is **accepted in part**.⁸
110. I recommend the submissions from the Christchurch Motor Group [182.1], Lifestyle Irrigation Ltd [222.1], Daniel Smith [25.1] Dougal James Cockburn [51.1] and M & J Kerr [251.1] are **rejected**.

3.8.4 Recommended changes to the Proposed Plan

111. I recommend changes are made to the Proposed Plan Maps as set out in **Appendix A**.

3.9 Kaiapoi Rezoning Submissions

3.9.1 Matters raised by submitters

112. Eight submissions seek to rezone land in or near Kaiapoi. They are:
- Southern Capital Ltd [131.1]: rezone 726, 732, 734 Main North Road, Kaiapoi from RLZ to LIZ;
 - Beach Road Estates Limited [167.7]: rezone 25,27,29,31 and 35 Tuhoe Avenue from MRZ / MRZ Var1 to NCZ;
 - CSI Property [212.4]: rezone 175 and 183 Main North Road, and 12 and 20 Neeves Road from RLZ to GIZ;
 - Domett Properties Ltd [311.1]: rezone Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992 (Neeves Road) from RLZ to GIZ;
 - Stuart and Clair Morris [220.1]: rezone 116-124 Williams Street, Kaiapoi from MRZ / MRZ Var1 to LCZ;
 - Woolworths NS Ltd [282.143]: rezone 87 Hilton St, Kaiapoi from GIZ to LFRZ;
 - John Adair [395.1]: rezone a site bordered by Bowler Street, Raven Quay and Courtenay Drive in Kaiapoi from NOSZ to MUZ.
 - Ross, Anna, Jared and Kate Williams [110.1]: rezone 274 Giles Road, 75 Ohoka Road and 91 Ohoka Road from RLZ to LIZ.
113. The requested rezonings involve a mixture of urban to urban and RLZ to urban rezonings and as such the NPS-HPL does not apply. Some sites are within the existing urban area, greenfield priority areas or FUDAs shown on CRPS Map A, while three sites are outside these areas.

⁸ As the submission contains three rezoning requests under one submission point I have recommended the submission is accepted in part overall due to my conclusions on the Hilton Street Kaiapoi component assessed later in this report.

114. No further submissions were received on these submissions.
115. Southern Capital Ltd [131.1] seek to rezone 726, 732, 734 Main North Road, Kaiapoi from RLZ to LIZ. The area is comprised of three titles, is 9,950m² in area and is shown in Figure 12 below.

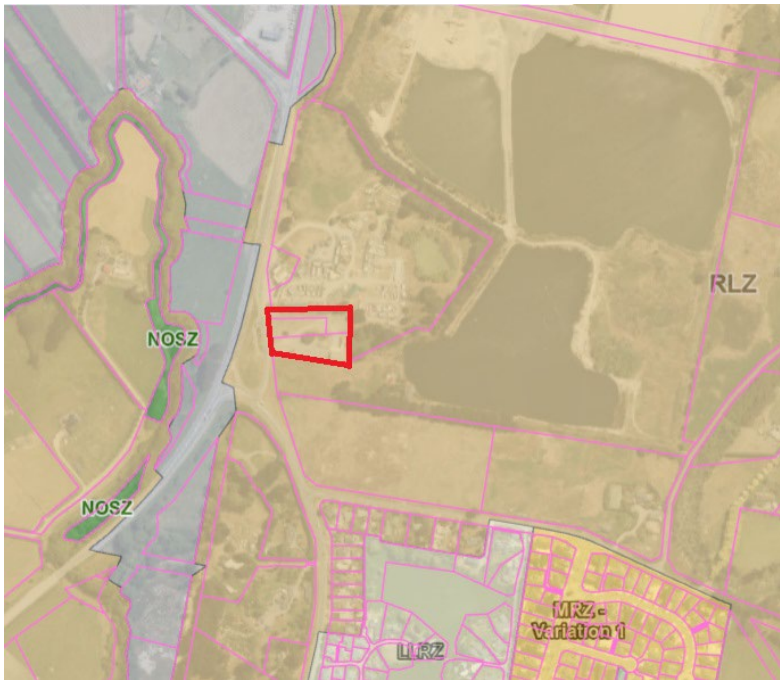


Figure 12 – 726, 732, 734 Main North Road, Kaiapoi (site outlined in blue)

116. The property is currently zoned Rural in the Operative Plan, and the Proposed Plan proposes a RLZ zoning. The submitter states that the site is currently operating under a resource consent for a trade supplier and yard-based activity, and LIZ would better reflect and enable these activities. The submitter considers that this is the most effective and efficient costs and benefits option in comparison to RLZ zoning. The submission is supported by a comprehensive technical report (no additional evidence has been provided for the hearing).
117. Beach Road Estates Ltd (BREL) [167.7] seeks to amend the planning map to rezone 25,27,29,31 and 35 Tuho Avenue from MRZ / MRZ Var1 to NCZ (see Figure 13 below). The submitter states that Lots 87 – 90 were approved as “multi-use” lots under resource consents RC145503/RC145504, comprising two-storey attached dwellings with ground floor space for home occupations. RC145504 also approved construction and operation of a commercial building on Lot 86. While the sites are currently vacant and the consents have lapsed, the submitter still wishes to undertake a commercial development on these lots to serve the Beachgrove neighbourhood. The submission is not supported by any technical evidence.



Figure 13 – 25,27,29,31 and 35 Tuhoi Avenue, Kaiapoi (site outlined in red)

118. CSI Property Ltd [212.4] opposes the RLZ zoning of 175 and 183 Main North Road, and 12 and 20 Neeves Road (see Figure 14 below) and seeks to rezone these properties from RLZ to GIZ, with an appropriate amount of commercial zoning as required to service the area. 12 and 20 Neeves Road are also the subject of the submission by Domett Properties Ltd [311.1]. Most of the site is covered by Heritage listing H034 in the Operative District Plan (183 Main North Road, Kaiapoi, The Cream House, HPT Register and Category 3741 Cat II, Criteria for listing A, C), but the Proposed Plan only applies HH046 to the building and immediate area at the top eastern corner. The submission is not supported by technical evidence.



Figure 14 – 175 and 183 Main North Road, and 12 and 20 Neeves Road, Kaiapoi (site outlined in red)

119. Domett Properties Ltd [311.1] opposes RLZ for Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992 located at 12 and 20 Neeves Road (see Figure 15 below), and seeks GIZ. 12 and 20 Neeves Road are also the subject of the submission by CSI Property [212.4].

120. Domett Properties states that resource consent has been lodged and is currently being processed for the above site for development for industrial purposes (ref: RC215602).⁹ The submitter states that land to the south of the site (legally described as Pt Lot 2 DP 16617) is zoned GIZ and is used for industrial purposes including the Hellers Meats factory, Clemence Drilling at 65 Main North Road and the site at 7 Main North Road (which includes Steve Murphy Limited, Hynds Waimak and Challenge service station). Further, the Hellers Meats factory is owned by the submitter.
121. Domett Properties opposes the RLZ zoning for these sites, noting that they are well connected to the GIZ zone and the surrounding road network and provide a logical extension to the GIZ. Accounting for relative costs and benefits, the submitter considers that a GIZ zoning is more efficient, effective and appropriate.
122. The submission is supported by additional technical evidence (Planning and Transport) before the Hearing Panel. This includes a proposed ODP to be inserted into the Proposed Plan.



Figure 15 - Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992 (12 & 20 Neeves Road) (site highlighted in red)

123. Stuart and Clair Morris [220.1] seek to rezone 116-124 Williams Street (see Figure 16), Kaiapoi from MRZ / MRZ Var1 to LCZ, as it is across the road from an LCZ area. The submitter states that the properties have a long history of commercial/business use, are specifically built for the purpose, and are unlikely to change and it makes sense that they are zoned LCZ. The submission is not supported by technical evidence.

⁹ RC215602 was approved in October 2022.



Figure 16 - 116-124 Williams Street, Kaiapoi (site outlined in red)

124. Woolworths NZ Ltd [282.143] seeks to rezone 87 Hilton St, Kaiapoi from GIZ to LFRZ as shown on Figure 17 below.¹⁰ Woolworths notes the existing supermarket is a well-established commercial activity in its own right, in close proximity to both Town Centre and Mixed Use zones and that the likelihood of the site being redeveloped in the near future (or indeed any timeframe) for industrial use is unrealistic, given the investment made by Woolworths into the site. Woolworths therefore consider an alternative, and appropriate zone for the site would be LFRZ. The submitter does not consider this would adversely affect the District's ability to provide for industrial land supply relative to demand, noting the existing non industrial use of the site. Rather, the proposed LFRZ facilitates efficient resource management of the existing and established supermarket on the site. The submitter states that the corollary of retaining the GIZ as notified is that any minor additions and alterations to the existing, established supermarket would necessitate non-complying activity consents, which is not commensurate as an activity status with the scale of the effects arising from any such proposal in this circumstance, nor is it efficient and nor does it provide any certainty.
125. The submission is not supported by additional technical evidence.

¹⁰ It appears that 87 Hilton Street is 91 Hilton Street on the Council's planning map.



Figure 17 – 87 (91) Hilton Street, Kaiapoi (site outlined in red)

- 126. John Adair [395.1] seeks to rezone a site bordered by Bowler Street, Raven Quay and Courtenay Drive from NOSZ to MUZ by extending the mixed use zone past Bowler Street to the 2nd Dwelling on Courtney Drive (see Figure 18 below). The submitter states that this land was residential and should remain so and that “mixed use will help Kaiapoi return to a peoples place.” The submission is not supported by technical evidence.



Figure 18 – Kaiapoi (site highlighted in grey)

127. Ross, Anna, Jared and Kate Williams [110.1] seek to rezone 274 Giles Road, 75 Ohoka Road and 91 Ohoka Road from RLZ to LIZ (see Figure 19 below). A number of arguments are provided in support of the proposed rezoning, however no technical evidence is provided.

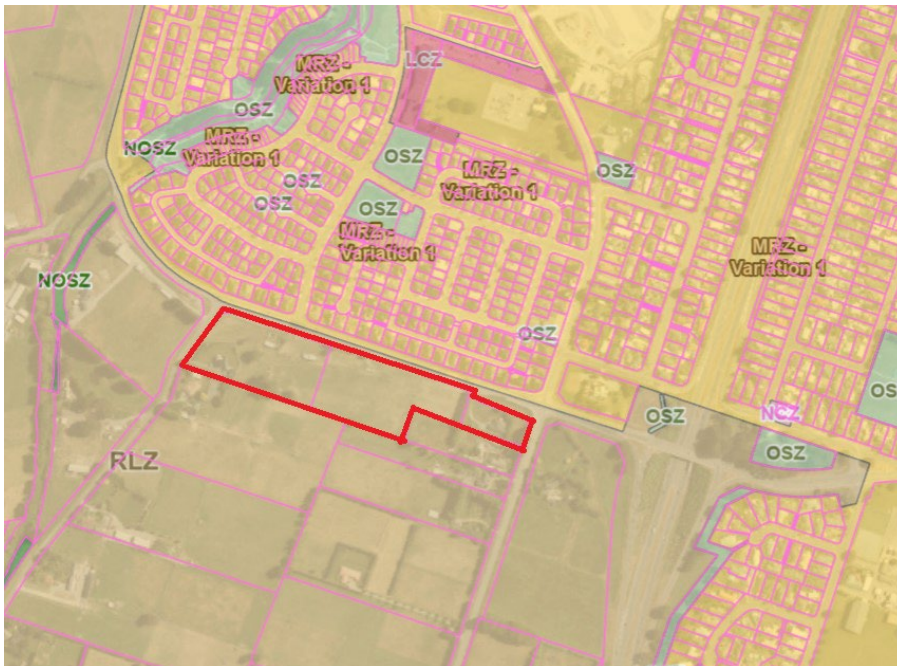


Figure 19 - 274 Giles Road, 75 Ohoka Road and 91 Ohoka Road (site outlined in red)

3.9.2 Assessment

Southern Capital Ltd [131.1]: rezone 726, 732, 734 Main North Road, Kaiapoi from RLZ to LIZ

128. This site is proposed to be zoned RLZ in the Proposed Plan and as such the NPS-HPL does not apply. The site is outside of the existing urban area, greenfield priority areas and FUDAs identified in CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73). As such, an argument would need to be made under the NPS-UD that the site is an 'urban environment' and the rezoning is required to provide business land capacity, or that rezoning the site would be 'de minimus' or inconsequential and therefore not undermine the directive provisions in the CRPS.
129. Technical evidence was provided in support of the submission. This evidence considers the history of the site, the consented proposal and the surrounding land uses. It states that the surrounding land uses are not consistent nor anticipated by the rural zone with a holiday park, quarry, retail and hospitality activities in close proximity to the site (paragraph 39). As set out in the supporting information (paragraph 29), the site is currently operating under RC075651 for retail activities for a hire equipment business for small machinery and plant (Q.Power) with a show and service room, workshop and servicing area as well as a retail area for landscaping and aggregate supplies business and is consented for up to 250 vehicle movements to and from the site per day, and with hours of operation to be 7am – 5pm Monday to Friday, 8am – 4pm Saturday, and 8am – 1pm Sunday and Public Holidays.
130. The supporting evidence assesses the NPS-UD (paragraphs 56 to 66). I agree that the site is located within an 'urban environment' under the NPS-UD, being in close proximity to Kaiapoi, already used for urban activities and located near other urban activities such as the holiday

park. Certainly the submitter intends the site activities to be urban in character. I agree that the rezoning might contribute to a well-functioning environment given its location near Kaiapoi and being served by public transport and is otherwise relatively well connected to infrastructure. However, I consider that the requirements of Policy 8 which provides a pathway for rezoning are not fully satisfied as the small rezoning does not add significantly to development capacity due to its size and because the site is already in industrial use (I note the supporting evidence conceded this in paragraph 64).

131. The supporting evidence assesses the CRPS (paragraphs 72 to 83). I note it states that *“the site is not defined as an area of urban growth or Priority Area as defined in Map A of the CRPS, however it is considered that this submission is not for a new urban area, as the site and surrounding sites are already urban, commercial and industrial in nature.”* In paragraph 83 the evidence states *“the submission is therefore not proposing a new area of commercial land as the site is already operational, has existing services and access, and will not adversely affect the existing or planned infrastructure and transport upgrades and states the rezoning will enable the ongoing use and development of the site which will sustainably provide for peoples economic and social wellbeing.”* I consider this argument has some merit – the site is already in industrial use via resource consent and as such a rezoning outside of the anticipated urban areas in the CRPS Map A would be less significant than rezoning an entirely new greenfield area to an urban use.
132. The supporting evidence has assessed the Commercial and Industrial S42A report commentary on the LIZ (paragraph 33) and the criteria utilised to assess whether to rezone sites (in paragraphs 34 and 35) as part of the District Plan Review. In my opinion these criteria are useful when considering the merits of rezoning a site and I note that an overall judgement that considers all the relevant criteria is anticipated as part of this assessment. I have repeated these criteria below.
1. *The existing zone clearly does not provide for / match the existing activity;*
 2. *The new zone better recognises existing activities and provides for future growth, whilst maintaining acceptable amenity at site boundaries;*
 3. *There is adequate separation between land uses (especially for residential / rural interfacing with heavy industrial);*
 4. *The zone change is consistent with the objective and policies of the proposed zone. This applies to the zone, and zone boundary (interface effects and controls);*
 5. *The existing activities are significant in scale (considering the physical extent of the activity and number of separate activities);*
 6. *The existing activities are well established and are unlikely to change in the medium term;*
 7. *The new zone is consistent with the centres-based hierarchy approach;*
 8. *The new zone provides significant development opportunities (e.g. it is greenfield land with good transport links and visibility) for large format retail activities that are in demand, but currently have limited ability to establish;*
 9. *The zone boundaries are defensible (e.g. they follow geographic features such as roads, or align with existing zone boundaries);*

10. *Zoning is not determined by existing resource consents and existing use rights, but these should be taken into account;*
11. *Spot zoning is to be avoided unless it is clearly the best option given the above criteria; and*
12. *Stakeholder requests.*
133. While the submitters technical evidence highlights criterion 1, 2 and 6, I consider that others also apply to the proposed rezoning. In my opinion at 9,950m² the site is not overly significant in scale (criterion 5) and the site is somewhat isolated from other urban zones, being surrounded by RLZ, and as such the rezoning would create a spot zone (criterion 11) with some less defensible boundaries (criterion 9). I note that zoning is not to be determined by existing resource consents and existing use rights, but these should be taken into account (criterion 10).
134. Should the site be rezoned LIZ, I am mindful that the conditions on consent RC075651 would cease to exist if the consented activities become permitted in the LIZ and as such additional adverse effects could occur on neighbouring sites, including from other permitted industrial activities that might establish in the future. While the adverse effects from LIZ activities are expected to be less than for GIZ activities consistent with LIZ-P1, in effect there is little difference between the LIZ and GIZ in terms of the suite of adverse effects that could be anticipated. This was examined in the INZ s42A report (paragraphs 92 to 97).
135. I prefer to not create a small spot zone for these relatively isolated and already consented activities. I consider that if spot zones were applied to every industrial or commercial activity operating in rural areas of the District there would be a patchwork of spot zones, and I consider that the resource consent pathway is an appropriate pathway for such activities to establish and evolve. On balance I therefore recommend that this submission is rejected, however I note that the Hearing Panel may well come to a different decision on this matter in light of the evidence presented.
- Beach Road Estates Limited [167.7]: rezone 25, 27, 29, 31 and 35 Tuhoe Avenue (Lots 86 – 90 DP 485790) from MRZ to NCZ*
136. This site involves an urban to urban rezoning and as such the NPS-HPL does not apply. I note that site is within a greenfield priority area in CRPS Map A and as such urban activity is anticipated for this site. I consider that the NPS-UD is not overly relevant given the small scale of the proposal and because it has a previous consent for a type of commercial activity.
137. No additional evidence was provided by the submitter to support the request. In the absence of this, I have sought advice from Mr Foy to consider whether a rezoning would create distribution impacts on nearby centres.
138. In his evidence (section 3) Mr Foy considers the potential retail distribution effects that might arise from enabling commercial/retail activities on the submitter's sites. He considers the capacity of the sites to accommodate a range of commercial activities, and places that in the context of nearby centres and the anticipated residential development in the vicinity. Mr Foy considers that the site is sufficiently removed from the Kaiapoi town centre to warrant some small-scale local provision of convenience retail for local households. He notes that because the sites are located within the subdivision, that will limit their visibility and appeal to passing trade, and therefore limit the scale of any trade redistribution from existing centres to the

subject sites. He considers that even if some redistribution were to occur, the scale of any retail distribution effects on other centres would be small.

139. Mr Foy considers that a slightly smaller centre might be preferable to the 1,339m² proposed, although no evidence has been provided that enables an understanding of the need for that size of centre, or how many households it would service. For that reason, from the information provided Mr Foy considers it is not possible at this point to specify an optimal land area or related floorspace yield for the potential NCZ. Mr Foy considers that the requested neighbourhood centre might be slightly too large to play the necessary local convenience role for the immediate residential subdivision it would serve, however the centre would generate less than minor retail distribution effects, and there are no economics reasons why the requested rezoning should not be approved.
140. I accept Mr Foy's advice and consider that there are unlikely to be distribution effects from the proposed NCZ on nearby centres and that the Beachgrove subdivision is sufficiently removed from other centres to warrant an additional centre. I consider that the location of the proposed NCZ is generally consistent with NCZ-O1 and NCZ-P1 as recommended to be amended in the CMUZ S42A report, however the proposed size is closer to that of an LCZ. While the size is larger than anticipated for an NCZ in the policy framework, I consider it likely that not all the area will be developed for commercial purposes given a likely lack of demand¹¹ and NCZ-R4 which applies a 200m² retail GFA limit. Despite its size, I prefer to not apply an LCZ zoning (LCZs are larger than NCZs) due to the larger 300m² retail GFA limit provided for under LCZ-R4 and because this was not the zone sought through the submission. I therefore recommend that this submission is accepted.
141. With regard to a s32AA assessment, this recommended rezoning involves a small urban to urban rezoning for a site that previously had consents for some commercial activities. The effects have been identified as being minor. I do not consider there will be any meaningful change in efficiency or effectiveness from the proposed change in zoning. The recommendation is informed by expert advice and I therefore consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

CSI Property [212.4: rezone 175 and 183 Main North Road, and 12 and 20 Neeves Road from RLZ to GIZ

142. This site is proposed to be zoned RLZ in the Proposed Plan and as such the NPS-HPL does not apply. While it does not apply, I note the soil on the entire site is classified as LUC 1 and it is currently in productive use. Given the significant extent of the site area and that it is outside of the District's identified greenfield priority or FUDAs on CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73), I consider that the NPS-UD responsive provisions would need to be satisfied in order to support this rezoning. If the rezoning is not needed for capacity purposes under the NPS-UD and it does not contribute to a well-functioning urban environment then the rezoning would not be supported by the NPS-UD. 12 and 20 Neeves Road are considered separately under the Domett Properties submission later in this section.

¹¹ The consented commercial activities have not been established to date.

143. I note that no evidence assessing the NPS-UD and CRPS was provided by CSI Property in support of the rezoning submission. I also note there is no evidence provided that would indicate whether this area meets the definition of 'urban environment' under the NPS-UD and that therefore the NPS-UD applies. Finally, I note the submission sought both GIZ and an appropriate amount of commercial zoning as required to service that area and it is not clear what this commercial zoning would be, the quantum or where it would occur. There is no ODP clarifying this.
144. Despite the absence of information, given the size of the site, its location in close proximity to Kaiapoi and that it was identified for possible future business land growth in the DDS (see Figure 20 below) I have sought advice from the Council's experts.

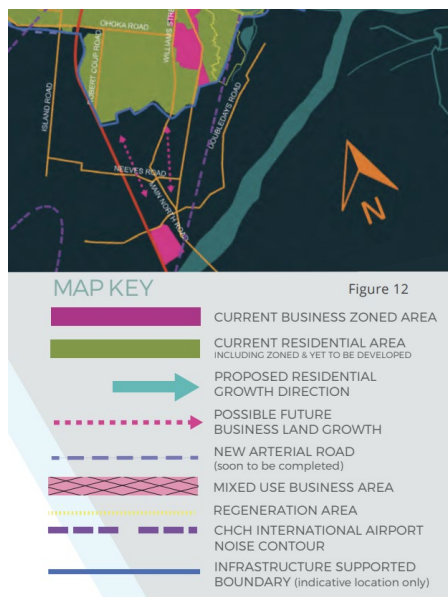


Figure 20 – DDS Growth Map for Kaiapoi

145. In his evidence (section 11), Mr Foy states that a key issue to be considered is the modelled bare sufficiency of industrial zoned land in Waimakariri by the end of the medium term. The likelihood of a shortfall of industrial zoned land in the long term means that it would be appropriate, and is likely to be necessary, to zone more industrial land sometime in the next ten years, so that there is not a shortfall in the long term. In Mr Foy's opinion the CSI site would be an appropriate location for such an industrial zone, and its 36ha would provide a valuable addition to the District's industrial land supply.
146. Mr Foy states that in the absence of any technical evidence supporting the application, it may be appropriate for the CSI site to be considered for live zoning at some point in the future, and to have a deferred zoning applied as part of this Proposed Plan hearing, until such time as there has been a more detailed technical assessment of the requested zoning.
147. Given the potential of this site I sought high level advice from the Council's engineers on the merits of a GIZ rezoning. Their collective advice is contained in **Appendix E**. In summary:

Transport

- There is limited information provided on future land use so additional traffic generation is not possible to estimate;

- The traffic signal at Main North / Tram intersection should have plenty of capacity;
- Tram Road interchange will become a capacity constraint at some point in the future depending on the level of development to the west;
- The site is generally well located with cycleway and bus service along Main North Road;
- Neeves Road will require urbanisation;
- An ODP is required for this site, and to coordinate with any development, should it be approved, to the west or south.

Servicing

- There are no existing **wastewater** connections available at the boundary, and the existing treatment plant does not have sufficient capacity to accept all likely discharges from the proposed GIZ land use. The 50yr growth model indicates network upgrades were planned around 2050 to allow for this. Therefore to allow GIZ earlier, the developers would need to either deal with wastewater onsite, or they would need to construct a rising main with pump station to connect to the existing network and contribute to upgrades to connect to the Kaiapoi wastewater system.
- For **potable water** – the 50yr growth model indicates network upgrades were planned around 2050, therefore to allow GIZ earlier, the developers either need to provide onsite supply, or connect to the Kaiapoi main (along with contributing to network upgrades that would be triggered by the GIZ land use).
- Onsite **stormwater** management will be required to avoid adverse effects to surrounding properties.

Geotech

- Liquefaction hazard is confirmed for the site requiring specialised foundation options.

Hazards

- There is low to medium flood hazard on the eastern side of site, but a Kaikanui Stream breakout risk exists. This risk can be managed via development plans and building in the flowpath would require the usual assessments of displacement of flows. The developer should expect to have to allow for the flow path and manage stormwater onsite, but there is the potential to investigate if upgrades downstream of the Kaikanui Stream could help.

148. Based on the engineering advice it appears that there are no fatal servicing flaws with developing this area for GIZ activities, although there are many issues to resolve.
149. I concur with Mr Foy in terms of the site's potential. I note that the CSI site is well contained by the GIZ to the south, residential zone to the north, State Highway 1 to the west, and Main North Road to the east. As such it has well defined edges and would be a logical southwards extension of Kaiapoi (hence why this was suggested as a possible growth area in the DDS). In addition, there are no fatal servicing / hazard / transport constraints identified in the high level assessment undertaken by the Council's engineers. The historic heritage listing would however need to be assessed.

150. I understand that Mike Greer [332] has submitted to rezone a large 186 lot residential site nearby on the other side of Main North Road. If this was recommended for approval by the Hearings Panel I consider this could influence the commercial make-up of the CSI block as well as the infrastructure availability.
151. Noting my recommendation to accept the Domett Properties submission (12 and 20 Neeves Road), if the certification pathway is retained in the Proposed Plan then this balance land (175 and 183 Main North Road) could possibly be included as a future industrial area to be confirmed via certification. However, my preference is that, given the absence of information required to support a rezoning (for example a comprehensive assessment against the responsive planning provisions in the NPS-UD and the CRPS, understanding what and where supporting commercial land would go and the absence of an ODP), and noting that the optimal zoning and servicing requirements may be influenced by the nearby Mike Greer [332] rezoning submission (should that proceed), I recommend that this rezoning is re-assessed in the future as to its suitability for industrial or commercial zoning. As the submission covers 175 and 183 Main North Road (which I do not support rezoning at this time) as well as 12 and 20 Neeves Road (which I support being rezoned under the Domett Properties submission), I recommend that this CSI submission is accepted in part.

Domett Properties Ltd [311.1]: rezone Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992 (12 and 20 Neeves Road) from RLZ to GIZ

152. This site is proposed to be zoned RLZ in the Proposed Plan and as such the NPS-HPL does not apply. While it does not apply, I note the soil on the entire site is classified as LUC 1. As the site is outside of the existing urban area, greenfield priority areas and FUDAs in the CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73), the development either needs to be justified under NPS-UD Policy 8 or is of such a scale or effect that it does not 'offend' the CRPS directive growth provisions. Given its location immediately adjacent to an industrial urban area and the resource consent to operate urban activities (industrial) on the site I consider it meets both limbs of the NPS-UD's 'urban environment' definition and therefore the NPS-UD applies.¹² It is clear that the submitter intends the site activities to be urban in character.
153. In his evidence (paragraph 7) Mr Fuller states that the transport effects from the rezoning are considered to be similar or less than the effects associated with the granted resource consent and notes that the Proposed Plan will require an assessment of transport effects of activities that generate even modest traffic volumes (250 vehicle movements per day) which provides additional certainty that transport effects can be appropriately managed.¹³
154. Ms Pickles states in her evidence (paragraph 41.3 under paragraph 46) that the GCSP predicts that the surplus industrial land in Waimakariri for the medium term (i.e. 1-10 years) is 1 ha of land. The subject site of 4.98 ha will provide additional industrial land and given the consented

¹² Based on a site visit it appears that the resource consent has not yet been given effect to however.

¹³ I note Mr Fuller's advice that there is benefit in including an assessment matter within the Subdivision Chapter that requires an assessment of the need for road network upgrades at the time of subdivision (paragraph 15). I have raised this matter with the subdivision and transport chapter authors.

activity, its development for industrial purposes is realizable within the 1-10 year timeframe outlined in the GCSP.

155. Ms Pickles's evidence includes an infrastructure assessment (Attachment 5) which is referenced in paragraphs 53 to 55 of Ms Pickles's evidence. Ms Pickles quotes from the infrastructure assessment stating that: *"the plan change can be supported by either the extension of existing infrastructure from neighbouring subdivisions or the provision of new water supply and wastewater infrastructure to service the development area. The infrastructure has also been approved already as part of the consent."*
156. Ms Pickles's evidence also includes reference to geotechnical information that informed the resource consent application (paragraphs 56 and 57). That expert evidence, which was accepted by the Council, considers that the rezoning is appropriate from a geotechnical perspective and any potential effects can be appropriately mitigated and managed such that they are acceptable.
157. Ms Pickles's evidence also includes a proposed ODP (Attachment 2 to her evidence, page 184) which she proposes to include as set out in her evidence (paragraphs 49 to 51). Ms Pickles recommends that this is inserted into the INZ chapter and includes a new rule GIZ-R2 to require development in accordance with it. Non-compliance would be an RDIS activity according to Ms Pickles's proposal.
158. In his evidence (section 10) Mr Foy states that that there is projected to be barely sufficient industrial land in Waimakariri in ten years' time, with supply modelled to be very similar to demand by the end of the NPS-UD medium term. As such, some additional supply of industrial land would be beneficial to ensure that there is sufficient supply for the duration of the long-term (30 years), as long as that additional land is well located. In Mr Foy's opinion, the Domett site is well located, and a GIZ would be appropriate for the site, because the site is:
- Adjacent to the proposed GIZ which extends to the Hellers site;
 - Bordered by the motorway to the west, which limits the directions in which further expansion of the industrial zone might occur; and is
 - Already consented for industrial activity.
159. The servicing and geotech conclusions for the site from the Council's engineers are the same as for the CSI Properties Ltd submission, i.e. there are no fatal flaws with developing this area for GIZ activities, although there are issues to resolve. The flood risk profile for the site appears to be less than for 175 and 183 Main North Road which are included in the CSI submission. Transport comments that are applicable to just 12 and 20 Neeves Road have been provided by Mr Binder in response to the submitter's provided transport evidence (see **Appendix E**). In summary:
- The transport evidence for 12 and 20 Neeves Road is informed by the information supporting the approved resource consent RC215602 for industrial activities on those sites;
 - That consent is at the low end for potential GIZ uses on the site (at 7.5 daily trips/100m³ GFA) with the industry standard NZTA RR 453 providing trip generation for manufacturing sites of up to 30 daily trips/100m³ GFA (or an increase of 4x). This

combined with potential traffic from the northern CSI balance land could result in substantially more traffic generated than was included in the RC215602 application;

- It is likely that the existing traffic signal at Main North / Tram intersection should have adequate spare capacity while the Tram Rd / SH1 motorway interchange will become a capacity constraint at some point in the future depending on the level of development to the west;
- The site is generally well-located with cycleway and bus service along Main North Road;
- It is likely that Neeves Road will require urbanisation;
- It is recommended that an ODP is required for the entire site from Neeves Road to Kaikainui Stream, and to coordinate with any development, should it be approved, to the west or south.

160. While the site is outside of the existing urban areas, greenfield priority areas and FUDAs identified in Map A and the growth areas identified in the GCSP (Map 14, page 73), I am conscious that it is adjacent to an existing industrial activity area which is zoned GIZ in the Proposed Plan. Furthermore, the site is well contained on three sides by Neeves Road, the Main North Road and the Christchurch Northern Motorway. As such, zoning the site GIZ would not create an isolated and ill-defined spot zone. Based on Mr Foy's advice it appears that there is a capacity argument that could be applied for this site and although not overly large (at about 5ha), the additional capacity is not insignificant relative to the potential shortfall that could arise in the medium to long term. Additionally, I note that this site already has resource consent to operate an industrial activity (which is not yet established) and therefore a rezoning to match this consented activity could be argued to not 'offend' the CRPS's directive growth requirements – it is more a District Plan rezoning matter as the proposed urban activities on the site are already consented despite CRPS Map A and its supporting objectives and policies.

161. On balance I support the requested rezoning because:

- Being zoned RLZ, the NPS-HPL does not apply, and while the site has LUC 1 soils, the site may be too constrained (due to its overall size, being already split into two parcels and presence of existing buildings) to be economically viable for primary production;¹⁴
- With reference to the NPS-UD:
 - Additional industrial land would be beneficial from a capacity perspective, noting the anticipated capacity in the medium term;
 - The site is well located with good transport links and adjacent to an existing industrially zoned area and therefore will likely contribute to a well-functioning urban environment; and
- Although outside of the growth areas identified in CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73), the site is not overly large and already has

¹⁴ I note however that there is no submitter evidence provided on this.

resource consent to operate industrial activities from it, so the urban activity will occur on the site, irrespective of zone changes.

- There is no particular reason why the Proposed Plan's GIZ provisions would be unsuitable for the site and intended activities.

162. While I support rezoning the site GIZ, I do not agree with Ms Pickles to include the proposed ODP in the GIZ chapter. All the other development area ODPs are included within the Proposed Plan's development area chapter and I recommend this proposed ODP is similarly located and formatted in the same way, including with non-compliance defaulting to a discretionary activity.
163. I therefore recommend that this submission is accepted and the site is rezoned GIZ, with the ODP included in Ms Pickles's evidence as Attachment 2 (page 184) included in the Proposed Plan as set out in **Appendix A**.
164. With regard to a s32AA assessment, this recommended rezoning is relatively small and matches the consented use of the site. I consider that the zone change and its potential effects are therefore less than minor. I do not consider there will be any significant change in efficiency or effectiveness from the proposed change in zoning. The recommendation is informed by expert advice and I therefore consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

Stuart and Clair Morris [220.1]: rezone 116-124 Williams Street, Kaiapoi from MRZ / MRZ Var1 to LCZ

165. This site involves an urban to urban rezoning and as such the NPS-HPL does not apply. I consider that the NPS-UD is also not overly relevant given the scale of the rezoning proposed and that the sites already contain commercial activity. The site is across the road from an LCZ and abuts the GIZ to the south and MRZ to the east and north.
166. When the Proposed Plan was drafted, this area was considered for inclusion in the LCZ, which is a new zone under the NPS. Without direct consultation with the affected parties it was decided to carry over the ODP's residential zoning, noting that rezoning might be sought through submissions. In my opinion these sites could be zoned LCZ as this recognises the existing activities. Given the relatively small size and existing activities, rezoning will not create commercial distribution effects on the Kaiapoi TCZ or other Kaiapoi LCZ areas. In addition, unlike industrial activities, LCZ activities are generally more acceptable adjacent to residential activities and residential zone boundaries and as such, a boundary extension from the nearby LCZ will be acceptable when considering amenity impacts. I consider that the location and size of the proposed LCZ is generally consistent with LCZ-O1 and LCZ-P1 as recommended to be amended in the CMUZ S42A report. I therefore recommend that this submission is accepted and the sites are re-zoned to LCZ.
167. With regard to a s32AA assessment, this recommended rezoning is relatively small and matches the existing use of the site. I consider that the zone change and its potential effects are less than minor. I do not consider there will be any significant change in efficiency or effectiveness from the proposed change in zoning, although I note that the recommended

zoning better aligns with the existing activities. I consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

Woolworths NZ Ltd [282.143]: rezone 87 Hilton St, Kaiapoi from GIZ to LFRZ

168. This site involves an urban to urban rezoning and as such the NPS-HPL does not apply. I consider that the NPS-UD is also not overly relevant given the scale of the rezoning proposed and that the site already contains commercial activity. The site is within the existing urban area shown on CRPS Map A.
169. The Proposed Plan's GIZ zoning for this site reflects the ODP Business 2 zoning for the site. This zoning was mapped over to the Proposed Plan into the nearest equivalent zoning. I accept that the requested LFRZ better matches the existing large format retail activities on the site and works well adjacent to the TCZ and across the road from the MUZ. In my opinion the proposed re-zoning is consistent with the Proposed Plan's LFRZ-O1 and LFRZ-P1 as proposed to be amended in the CMUZ s42A report. I do not consider there will be significant issues arising from leaving a narrower strip of GIZ land north of the railway line.
170. In his evidence (section 9) Mr Foy considers that a commercial zoning would be more appropriate to apply to the Woolworths Kaiapoi site. He considers a TCZ or LFRZ zoning would both be acceptable due to proximity to the Kaiapoi TCZ and because a supermarket would be permitted in both zones, but he prefers a TCZ zone.
171. Noting the existing activity on the site and Mr Foy's advice, I recommend that the submission is accepted in part and the Hilton Street site is rezoned to LFRZ.
172. With regard to a s32AA assessment, this recommended rezoning is relatively small and matches the consented use of the site. I consider that the zone change and its potential effects are therefore less than minor. I do not consider there will be any significant change in efficiency or effectiveness from the proposed change in zoning, although I note that the recommended zoning better aligns with the existing activities. The recommendation is informed by expert advice and I therefore consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

John Adair [395.1]: rezone a site bounded by Bowler Street, Raven Quay and Courtenay Drive in Kaiapoi from NOSZ to MUZ.

173. John Adair seeks to rezone an area bounded by Bowler Street, Raven Quay and Courtenay Drive in Kaiapoi from NOSZ to MUZ. This area is located within the former 'Residential Red Zone' and is covered by the WRRZRP. This plan was developed by the Council and Crown in response to the devastating 2010 and 2011 Canterbury earthquakes with significant consultation with the local community. Due to geotechnical and flooding issues and in response to submissions, the plan identified the site as a heritage and mahinga kai area. I note that some in the community preferred this area be returned to residential use.

174. Cognisant of the WRRZRP, the Proposed Plan zoned this area NOSZ to enable WRRZRP anticipated activities to occur in this area. Other areas identified in the WRRZRP for rural activities in the short term and other activities in the longer term were zoned in the Proposed Plan either MUZ or Special Purpose Zone (Kaiapoi Regeneration).
175. While I agree that this area was in residential use prior to the Canterbury earthquakes, whether it should remain so was determined through the WRRZRP. Whilst a MUZ will help 'Kaiapoi return to a peoples place' a NOSZ can also achieve this by providing opportunities for community activities. I understand that the Council has already undertaken some planting on the submission site and has signed a lease with Te Kōhaka o Tuhaitara Trust to manage the area. As such, the submission area is already in the process of being developed in accordance with the WRRZRP.
176. In the absence of further evidence supporting the proposed submission and noting the WRRZRP intentions for this area and the Council's activities, I recommend that this submission is rejected.

Ross, Anna, Jared and Kate Williams [110.1] seek to rezone 274 Giles Road, 75 Ohoka Road and 91 Ohoka Road from RLZ to LIZ

177. This is an RLZ to urban rezoning and as such the NPS-HPL does not apply, although I note that the site contains both LUC 1 and LUC 3 soils. The sites are outside of the existing urban area, greenfield priority areas or FUDAs on CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73), and as such evidence would be required under the NPS-UD to support this rezoning or it would need to be demonstrated that the rezoning is inconsequential such that it would not 'offend' the CRPS Chapter 6 directive provisions around the location of future urban activities.
178. In support of the submission the submitters have stated that:
- The site has good visibility for any vehicles pulling into, or out of, any future business along the road;
 - This land is excellently located very near to the Northern Motorway with both on and off ramps for north and south bound traffic;
 - Since its construction, this new road has become a much busier carriageway than the old Island Road and the rebuilding of Skewbridge over the Cust Main Drain will bring added safety benefits that will also likely see more traffic using this route;
 - The traffic speed in this area has recently been reduced to 60kmh which would be much more suitable to LIZ than the previous speed limit;
 - This area is ideally suited to LIZ, possibly with mixed use including single storied business premises along with two storied buildings with owners occupying a residence above.
 - There is interest in the site from a fuel company and St John's had expressed an interest in the Council owned land at 91 Ohoka Road;
 - The services required to support the LIZ should be available from Silverstream or nearby Kaiapoi itself; and

- Waimakariri has one of the fastest growing populations in the country so it only follows that the area of land set aside for light industrial activities to support that growth will also need to increase.
179. I note that no natural hazards information is provided by the submitter. According to the Council's natural hazards viewer parts of the site are subject to low and medium flood hazard while some parts are high flood hazard.
180. I accept that there is some justification for the rezoning based on the information presented by the submitter. I also note the site is immediately across the road from an urban area. However, I consider that, at approximately 4.3 ha in area, the site could not be considered 'small' and the current activities on them are not light industrial. I am also not aware that a resource consent exists for light industrial activities on the sites. As such, the proposal constitutes a greenfield-type rezoning that, in my opinion does not give effect to the CRPS Chapter 6 provisions (e.g. Policy 6.3.1 and Map A), and without an NPS-UD Policy 8 argument to rely on, this rezoning submission cannot be supported. Also of note, residential activity as part of a mixed use development, would be non-complying in the LIZ.
181. In his evidence (section 12) Mr Foy states that while additional industrial land could be beneficial to support the potential shortfall of industrial land that is modelled to eventuate near the end of the medium term/start of the long term, an important consideration in considering whether any particular piece of land is appropriate for industrial activity is the location. Mr Foy notes that no expert evidence has been provided to support the submission, and that there has been no assessment of the appropriateness of the Williams site for LIZ given the large new residential area on the opposite side of Ōhoka Road, including with respect to reverse sensitivity issues. Mr Foy notes that there is no other industrial zoned land in the vicinity of the Williams site, and therefore the requested rezoning would create a new standalone industrial zone without the benefit of co-locating with existing industrial activities. Overall, Mr Foy does not support establishing a new standalone industrial zone in the absence of any supporting evidence.
182. I accept Mr Foy's evidence. Noting his conclusions and my concerns at a lack of supporting evidence (covering such matters as: traffic; servicing; geotech; natural hazards; highly productive land; character; reverse sensitivity; and a planning assessment under the NPS-UD and CRPS), I recommend that this submission is rejected.

3.9.3 Summary of recommendations

183. I recommend that the submissions from Beach Road Estates Limited [167.7], Stuart and Clair Morris [220.1] and Domett Properties Ltd [311.1] are **accepted**.
184. I recommend that the submissions from CSI Property [212.4] and Woolworths NZ Ltd [282.143] are **accepted in part**.
185. I recommend that the submissions from Southern Capital Ltd [131.1], John Adair [395.1] and Ross, Anna, Jared and Kate Williams [110.1] are **rejected**.

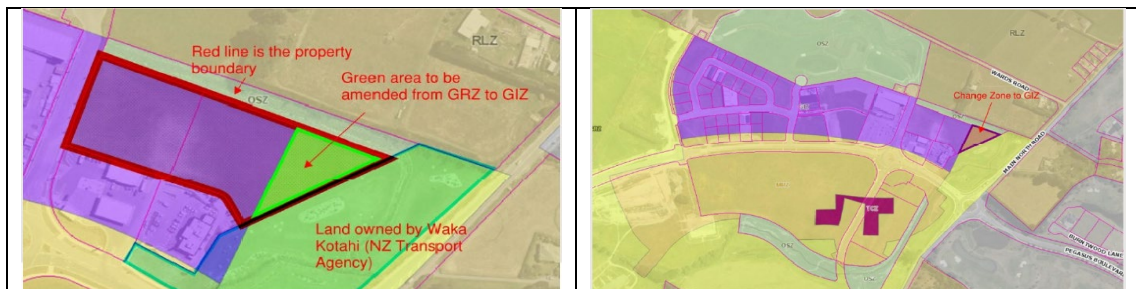
3.9.4 Recommended changes to the Proposed Plan

186. I recommend changes are made to the Proposed Plan Maps as set out in **Appendix A**. In addition I recommend that the ODP and associated rule set out in **Appendix A** for the Domett Properties Ltd site at 12 and 20 Neaves Road is inserted into the Development Areas Chapter.

3.10 Woodend Rezoning Submissions

3.10.1 Matters raised by submitters

187. Three submissions seek to rezone land in or near Woodend. In addition, there are separate submissions from RDL seeking to insert an ODP and cover matters carried over from the CMUZ hearings. They are:
- DHE Holdings [174.1]: rezone Lot 201 OP 521536 from GRZ / MRZ Var1 to GIZ;
 - Woolworths New Zealand Ltd [282.143]: rezone 2 Main North Rd, Woodend from to GRZ / MRZ Var1 to MUZ;
 - RDL [347.1]: various rezonings to give effect to PC30 at North Woodend;
 - RDL [347.94]: insertion of PC30 ODPs;
 - RDL [347.2], [347.3], [347.78], [347.79], [347.80] and [347.85]: submissions carried over from the CMUZ hearing on definitions and TCZ-P2, TCZ-R1 and CMUZ-MD3 and a submission on trade suppliers.
188. DHE Holdings [174.1] seeks to amend the planning maps to show that Lot 201 OP 521536 is re-zoned from GRZ / MRZ Var1 to GIZ for the entire lot as identified on the overall Ravenswood Planning map (see Figures 21a and 21b below). The submitter states that the zone boundary does not correspond to the legal boundaries and that the site appears to be zoned consistent with the land purchased by Waka Kotahi for the future Woodend Bypass (GRZ) rather than the remainder of the property boundary (GIZ). This area is also included in the RDL submissions [347.1] and [347.94].



Figures 21a and 21b – rezone a portion of Ravenswood from GRZ to GIZ (site shown as both green and red outline)

189. Woolworths New Zealand Ltd [282.143] seeks to rezone 2 Main North Rd, Woodend from to GRZ / MRZ Var1 to MUZ (see Figure 22 below). Woolworths considers that the residential zoning proposed is not the most appropriate zone for the site, having regard to its location on a key intersection of strategic routes, at the gateway into Woodend. Woolworths states the adjacent property to the north is a long-established motel and having regard to the site-specific characterises of the area, the size of the site, its accessibility to major routes and gateway status, Woolworths considers a more appropriate zone would be MUZ.

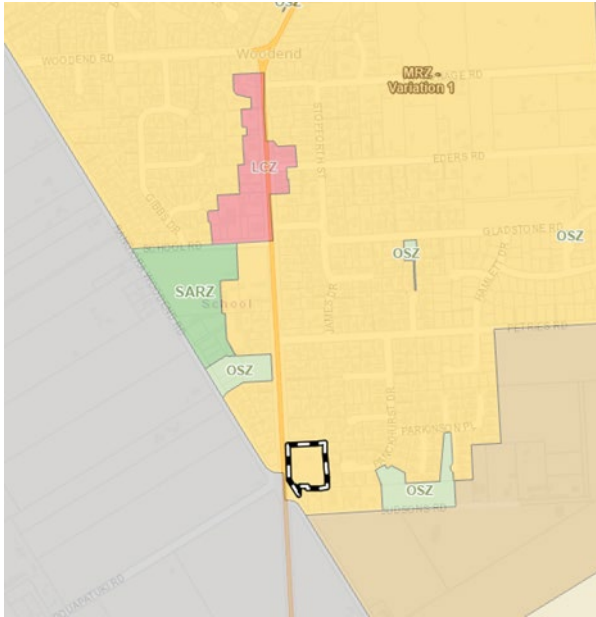
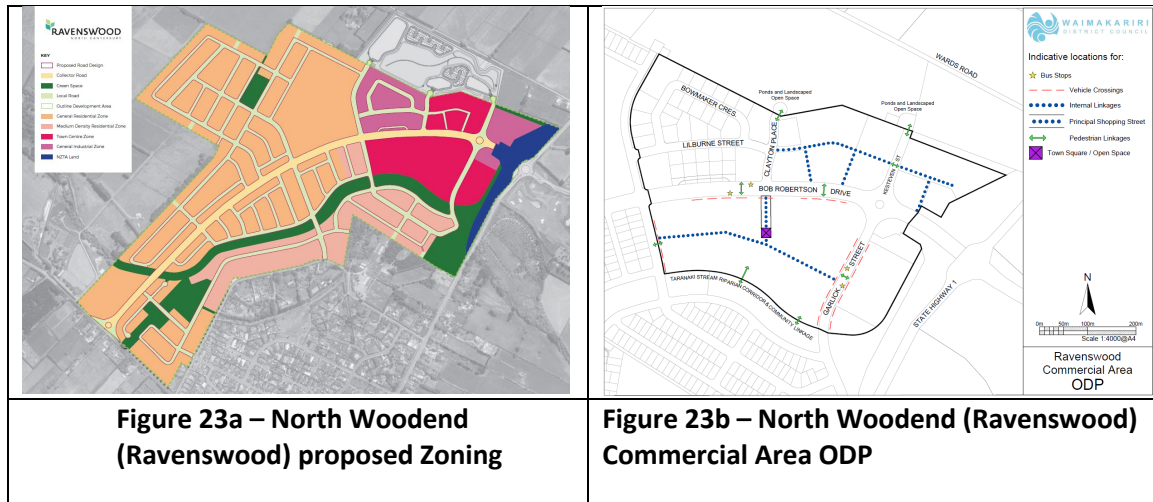


Figure 22 – 2 Main North Road, Woodend (site outlined in black hash)

190. RDL [347.1] seek the following changes for the Ravenswood development at North Woodend:
1. Rezone the established/consented residential areas (Stages 1-5) to GRZ;
 2. Rezone the undeveloped/planned residential areas (Stage 6) to MRZ;
 3. Rezone the following sites to TCZ (DP 521536 unless otherwise specified):
 - Lot 203 – large vacant lot south of Bob Robertson Drive
 - Lot 2 – New World
 - Lot 12 – Childcare centre
 - Lots 13 & 14 – Consented mixed retail
 - Lot 15 – Vacant
 - Lots 11 & 202 DP 545570 – vacant lots east of Garlick Street
 4. Rezone the following sites to GIZ (DP 521536 unless otherwise specified):
 - Lots 100-135 – Industrial subdivision
 - Lots 9 & 10 – BP/McDonalds
 - Lot 201 – vacant lot north of BP/McDonalds
 - Lots 1 & 2 DP 545570 – Gull
 5. Apply an Open Space Zone to the riparian margins of the realigned Taranaki Stream, and the neighbourhood parks within Stage 1a and Stage 4;
 6. Amend the zone boundaries to align with the roading and cadastral boundaries.

191. Of the above rezoning matters, this report deals with the commercial components identified in 3 and 4. The remaining rezoning requests are being considered in s42A report of Mr Wilson for the Council.
192. RDL [347.94] seek to replace with the Proposed Plan's ODP with a large scale ODP for the wider Ravenswood development (residential and commercial areas) (Appendix 1) and a smaller scale ODP inset focusing on the Ravenswood commercial area (Appendix 1a) as set out below in figures 23a and 23b.



193. In addition to the rezoning / ODP submissions, RDL [347.80] sought to permit trade suppliers in the TCZ. This submission was considered in the CMUZ hearing but is necessary to revisit here for the reasons provided later in this assessment. RDL also sought the following amendments which were allocated to the CMUZ hearing but which were recommended in that hearing's s42A report to be considered as part of this rezoning report:

- RDL [347.2] oppose the definition of 'Key Activity Centre' to give effect to the CRPS. They seek that it is amended to add "Ravenswood" after "Kaiapoi";
- RDL [347.3] seek the amendment of the 'Principal Shopping Street' definition to include Ravenswood after Kaiapoi;
- RDL [347.78] supports the intent and drafting of TCZ-P2 and seeks it be applied to the proposed Ravenswood town centre, through the application of Town Centre zoning as identified in submission point #1 of their submission;
- RDL [347.79] supports TCZ-R1 but seeks that implementation is not impeded by the outdated North Woodend ODP and requests that the draft ODP for Ravenswood town centre (see point 94 and Appendix 1 and Appendix 1a in their original submission) is adopted;
- RDL [347.85] generally supports CMUZ-MD3 as it reflects urban design principles but seeks that assessments against these requirements are not impeded by the outdated North Woodend ODP. RDL seek that the ODP for Ravenswood town centre (see point 94 and Appendix 1 and Appendix 1a in their original submission) is adopted to support the implementation of these provisions.

3.10.2 Assessment

DHE Holdings [174.1]: rezone Lot 201 OP 521536, Ravenswood from GRZ / MRZ Var1 to GIZ

194. The site involves an urban to urban rezoning and as such the NPS-HPL does not apply. The site is within an existing urban area on CRPS Map A and is within Greater Christchurch. Given the site size and activities, I do not consider the CRPS or NPS-UD are overly relevant for the rezoning request.
195. As Ravenswood's zoning pattern was being considered as part of PC30, the Operative Plan's existing zoning was carried over into the Proposed Plan. It is clear that the land ownership has evolved over the course of the development and I accept that the zoning should change to match the ownership and the zoning of the balance of the land. I note that this area is identified as GIZ on DEV-NWD-APP1 – North Woodend Outline Development Plan included in Mr Haines evidence for RDL (page 8 of Annexure 2 to Mr Haines evidence). As such a GIZ zoning would be consistent with the ODP proposed by RDL.
196. In my opinion there are no specific reasons why the Proposed Plan zoned this site GRZ, other than as a result of carrying over the outdated development plan zoning. I also consider that there are no obvious issues from rezoning the area in question to match the parcel and ownership boundaries. Accordingly, I recommend that this submission is accepted.
197. With regard to a s32AA assessment, this recommended rezoning is relatively small and helps to match the zoning with the property / ownership boundaries. Based on the information provided with the submission, there may be an improvement in efficiency as the whole site now has the same zoning. The recommendation is informed by submitter advice and appears to be a result of built development changes. I therefore consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

Woolworths New Zealand Ltd [282.143]: rezone 2 Main North Rd, Woodend from GRZ / MRZ Var 1 to MUZ

198. This is an urban to urban rezoning and is not subject to the NPS-HPL. The site is within the existing urban area shown in CRPS Map A and as such a Policy 8 argument under the NPS-UD is not required to support the requested rezoning. I consider that the NPS-UD is not overly relevant given this is only one site. I note that no further evidence has been provided by the submitter (in addition to the submission).
199. As for my response to Woolworths' requested MUZ zoning for Ivory Street, Rangiora, the MUZ was specifically developed to apply to the former red zone areas of Kaiapoi that were badly affected by the 2010 and 2011 Canterbury earthquakes and are covered by the WRRZRP. The MUZ was purposefully crafted with reference to the WRRZRP and development proposals that had been raised with the Council. It was not developed as a zone to be applied to other areas or for other purposes. I note that neither of the MUZ objectives, which relate to earthquake recovery matters, would be relevant to this site. I also note that retail activity within the zone was carefully considered, with retail caps included in MUZ-R12 to avoid distribution impacts on the Kaiapoi Town Centre. There are no retail caps included for Woodend as the zone was not intended to apply elsewhere in the District.

200. In his evidence (section 9) Mr Foy states that because the site is not yet developed, a MUZ would enable a wide range of different types of activity to be developed on the site, including small format retail activities. If that were to eventuate, there would be the potential for significant adverse retail distribution effects on the existing Woodend centre (LCZ, 440m north of the site), and potentially also adverse effects on the Ravenswood KAC (2.3km north). There has been no assessment of those potential effects, and any assessment of those effects would be subject to much uncertainty, given the range of activities that might establish on the site under a MUZ.
201. Mr Foy considers that the MUZ would offer significantly less certainty as to future outcomes for future use of the site than would a residential zoning, and is the reason why in his opinion the proposed MRZ is more appropriate for the site than the requested MUZ.
202. In the absence of submitter evidence as to the likely effects of a MUZ on this site, I accept Mr Foy's advice. Noting this and my concern at applying a zone that was developed for a specific localised earthquake regeneration purpose, I recommend that this aspect of the submission is rejected. As I am recommending accepting the submission point for Hilton Street Kaiapoi I recommend that this submission is accepted in part.

RDL [347.1] & [347.94]: various rezonings and ODPs to implement PC30 and RDL [347.2], [347.3], [347.78], [348.79], [347.80] and [347.85]: submissions carried over from the CMUZ hearing on definitions, TCZ-P2, TCZ-R1, CMUZ-MD3 and trade suppliers

203. RDL seeks to rezone the Ravenswood commercial areas at North Woodend to the zoning pattern agreed as part of the Environment Court mediated PC30 settlement and set out in the evidence of Mr Haines. There are also individual definitions, policy and rule submissions carried over from the CMUZ hearing. As set out in the CMUZ S42A report (paragraphs 26 to 28), as PC30 was not settled until after the Proposed Plan was notified, the Proposed Plan's zoning for the commercial area at Ravenswood carried over the Operative Plan's zoning. In addition, there are no specific Proposed Plan provisions (ODPs, objectives, policies or rules) for the Ravenswood commercial area that arose from PC30. The CMUZ s42A report noted that the changes required to the Proposed Plan to apply the consent order needed to be progressed either via submissions, a variation or a plan change.
204. The statement of Paul Croft provides useful background on the Ravenswood development and the process to agreeing PC30, including the extent of technical evidence utilised to inform the mediated agreement. For completeness, I note that I was not involved in the PC30 hearing and subsequent mediated agreement. As such, I have relied on the agreed wording in PC30, with reference to the supporting evidence where necessary to assess the intent behind the various provisions.
205. In addition to the statement from Mr Croft, technical hearing evidence has been provided by RDL as follows:
- Planning evidence from David Haines;
 - Transport evidence from Andrew Metherall;
 - Economic evidence from Fraser Colgrave; and
 - Urban design evidence from Colin Munro.

206. Helpfully the evidence generally sets out the background to PC30, the Environment Court mediated agreements reached on PC30 (with reference to technical evidence and JWSs) and how the Proposed Plan, as proposed to be amended by the RDL submission, is consistent or otherwise with the PC30 agreement. I note that the technical evidence is based on the RDL version of the provisions as appended to the evidence of Mr Haines.
207. RDL submitted on various rules in the Proposed Plan and sought rezoning to provide for the Ravenswood development. In the CMUZ s42a report, RDL's submission points were assessed on their merits, with five submissions (RDL [347.2], [347.3], [347.78], [348.79] and [347.85]) recommended to be deferred to this rezoning hearing as the relevance and importance of the Proposed Plan provisions to the Ravenswood development is influenced by the location and extent of the rezoning changes. For completeness, in **Appendix B** I have annotated the RDL submission points that were recommended to be carried through into this hearing.
208. The Council and RDL representatives have liaised (via meetings and emails) to determine the best approach to the Proposed Plan provisions given the development parameters and resulting Operative Plan provisions were very recently agreed via PC30. The approach, which I support, is that the PC30 outcome should be transferred into the Proposed Plan with as little amendment as possible (Mr Croft also makes this statement in paragraph 41 of his statement). In my opinion, if the proposed provisions have the same or similar effect to the approved Consent Order provisions, then they can be deemed to still be the most appropriate (given they were only very recently agreed) and no further or only a light assessment as part of this s42A report and in evidence would be required. If however, the proposed provisions provide for outcomes that are materially different than the approved Consent Order provisions, then those differences would require re-assessment. The Council's emphasis through these discussions is to carry over as much as possible to avoid the need for re-litigation.
209. The key challenge to carrying over the PC30 provisions is that the format and style of the Proposed Plan is significantly different from the Operative Plan. As Mr Haines states in this evidence (paragraph 31), the Proposed Plan has been updated in line with current legislative and higher order policy direction and has a new format that follows the requirements of the National Planning Standards 2019. In addition, I note that PC30 relied on a number of the Operative Plan's district wide provisions (such as transport provisions), many of which have not been included in the Proposed Plan.
210. In his evidence (paragraphs 32 to 36) Mr Haines sets out what RDL has done to translate PC30 into the Proposed Plan. The table in paragraph 34 helpfully shows the translation.
211. I agree with Mr Haines recommended changes to incorporate the following in the Development Area chapter:
- Updated text in the NWD - North Woodend Development Area introduction;
 - New policies DEV-NWD-P1 and DEV-NWD-P2;
 - New rules DEV-NWD-R2 (retail activity); DEV-NWD-R3 (trade suppliers), DEV-NWD-R4 (development); and DEV-NWD-R5 (development within Lot 2033 prior to construction of the town square);
 - New matters of discretion DEV-NWD-MD1 to MD3; and
 - New ODP DEV-NWD-APP1 and the ODP narrative in DEV-NWD-APP1.

212. I agree with Mr Haines' changes to CMUZ TCZ-R1 (construction or alteration of or addition to any building or other structure) and TCZ-R24 (trade supplier) to exclude North Woodend. As set out below, I no longer consider changes to TCZ-P1 are necessary to provide policy support for trade supplier activities at North Woodend and as such I have not included this change in my **Appendix A**. I agree with the majority of Mr Haines suggested changes to the CMUZ introduction, but I prefer retaining the notified Proposed Plan's reference to North Woodend centre 'playing a secondary role' to the established centres of Rangiora and Kaiapoi. I consider this is more consistent with the rule framework that includes a retail cap for North Woodend to ensure it does not adversely affect these established centres (which do not themselves contain retail caps). I consider Mr Haines suggested wording has the effect of putting all the centres on the same level, which is not consistent with TCZ-P1 which clearly states that Rangiora and Kaiapoi are the District's principal town centres.
213. Overall, with the exception of where I have set out my disagreements, I consider the proposed package of provisions in Mr Haines evidence is consistent with the PC30 mediated agreement. I consider that the proposed package of provisions can work functionally when integrated into the Proposed Plan. I therefore recommend that the proposed provisions are incorporated into the Proposed Plan as I have set out in my **Appendix A**. Accordingly, I recommend that RDL submissions [347.1] and [347.94] are accepted.
214. For completeness, I note that Mr Haines (paragraph 20) has not accurately referenced the DDS when he states that it concludes that Ravenswood would be the most appropriate location for the establishment of the KAC. The DDS includes a requirement to demonstrate good town centre outcomes in order to support a KAC being located at North Woodend. For clarity, the DDS states:
- "Confirm the Woodend/Pegasus Key Activity Centre at a location within the business area at North Woodend (Ravenswood) through the District Plan Review if good town centre outcomes are able to be achieved." (DDS Page 29)*
- "Based on this analysis and community feedback received the KAC will be located at North Woodend subject to further work being undertaken through the District Plan Review and with the developers to identify the exact location and ensure good town centre outcomes are achieved." (DDS Page 33)*
215. I note that significant work was undertaken through the Environment Court mediated agreement on PC30 to ensure good town centre outcomes were able to be achieved and as such I accept that the mediated agreement locating a KAC at Ravenswood does now accord with the DDS.
216. With regard to the matter of trade suppliers (which is covered in the RDL evidence), RDL [347.80] submitted to permit trade suppliers in the TCZ. I note that PC30 permitted these activities within the Business 1 area of Ravenswood, whereas the Proposed Plan makes these activities restricted discretionary activities across all the TCZ areas. In the Proposed Plan, trade suppliers means:
- a business engaged in sales to businesses, and may also include sales to the general public, and consists only of one or more of the following categories:*
- *automotive and marine supplies;*
 - *building supplies;*

- *farming and agricultural supplies;*
 - *garden and landscaping supplies;*
 - *office furniture, equipment and systems supplies;*
 - *hire services (except hire or loan of books, videos, DVDs and other similar home entertainment items) ;*
 - *industrial clothing and safety equipment supplies; and*
 - *catering equipment supplies.*
217. This matter was considered as part of my CMUZ s42A report for the commercial and mixed zone areas (Hearing Stream 9). In my CMUZ s42A report (paragraph 231) I recommended that trade suppliers continued to be restricted discretionary activities within the TCZ and accordingly recommended that RDL's submission seeking these be permitted throughout the TCZ (i.e. including in the Rangiora, Kaiapoi and Oxford TCZs) be rejected. In my opinion trade suppliers are usually more space extensive retail activities with a greater requirement for onsite parking and lower pedestrian amenity at the street interface than high street retailers. For capacity and amenity reasons the Proposed Plan made these activities restricted discretionary in the TCZ and correspondingly permitted within the INZ (where previously they required consent).
218. In coming to my CMUZ s42A recommendation, I was cognisant that PC30 permitted trade suppliers, but also that the RDL [347.80] submission applied to all TCZ areas – it was not limited to North Woodend. I was not comfortable accepting the RDL submission as it applied to the whole District and I was also cognisant that this matter could be re-considered through this hearing specifically for Ravenswood, especially noting that RDL has since narrowed its submission point to now only seek to permit trade-based retailing at North Woodend (as opposed to all TCZ areas).
219. I have reviewed Mr Haines critique (paragraphs 51 to 60) of my and Mr Foy's assessment of the RDL [347.80] trade supplier submission set out in our CMUZ evidence and s42A report and consider it is somewhat unhelpful as his assessment largely focusses on the suitability of these activities in North Woodend, whereas our evidence considered the implications for all the TCZs in the District (in line with RDL's submission). I disagree with Mr Haines interpretation of how the retail nesting table applies (paragraph 61). I agree that trade suppliers are 'retail activities', but it does not follow that they are therefore core town centre activities. The reason I included the retail nesting table in the Proposed Plan is to expressly enable different types of retail to be distinguished from other types of retail and enable different standards and activity statuses to apply as necessary across the range of commercial, industrial and other zones. Retail activities do not just occur in town centres. While a dairy (retail) will likely be appropriate in a NCZ, a car yard or landscape supplies business (also retail under the nesting table) will likely not be. I also consider that just because objectives and policies refer to a 'wide' or 'widest' range of retail activities it does not automatically follow that the retail range must include trade suppliers (Mr Haines evidence paragraph 63).
220. Whilst I disagree with many of Mr Haines assertions on trade suppliers, I accept that the proposed RDL development at North Woodend is distinguishable from the existing TCZ areas of Rangiora, Kaiapoi and Oxford - North Woodend is a greenfield development with significant capacity and an emerging urban form. I also acknowledge that trade suppliers were permitted

under PC30 and that therefore the PC30 experts considered that these activities are appropriate for the Ravenswood Business 1 commercial area (noting they were agreed under the Operative Plan, not the Proposed Plan). Given these conclusions and the significant narrowing of RDL's [347.80] submission to just applying to Ravenswood, I recommend that trade suppliers are permitted within the Ravenswood TCZ.¹⁵ Accordingly I recommend that RDL's [347.80] submission is accepted in part (noting it originally applied to all TCZ areas).

221. As a consequential change to permitting trade suppliers at North Woodend, while retaining restricted discretionary status in other TCZ areas, I considered whether the TCZ policies would benefit from an amendment to reflect this. I consider this could be addressed by amending TCZ-P1 to expressly include trade suppliers as an activity for North Woodend and noting this is different to the core retail offering in other town centre areas. Mr Haines has also addressed this in his evidence (paragraphs 48 to 50) in response to ongoing discussions between the parties.
222. I note that Mr Haines considers such a policy is not necessary (paragraph 49) stating: *"when one recognises that the typical development sequence of an emerging greenfields centre is for large format retail (anchor stores) to establish initially (such as Harvey Norman and a large format trade supplier), followed by core retail, with some commercial services and offices. Community facilities will also follow, with these being partly dependent on Council initiatives."*
223. While I accept this may be the order of development, I struggle to connect this to an argument as to why trade suppliers are acceptable in this TCZ but not other TCZs. However, on reflection I consider tweaking TCZ-P1 to support trade suppliers is not required as I note the proposed North Woodend provisions include specific and detailed policy support for the anticipated North Woodend development (e.g. DEV-NWD-P2), and further explanation is provided in DEV-NWD-APP2 – North Woodend Key Activity Centre Outline Development Plan. Both these provisions refer to North Woodend as an 'emerging centre'. I also note that proposed rule DEV-NWD-R4 Development in the North Woodend TCZ would essentially make trade suppliers restricted discretionary activities for design reasons, and the assessment matters consider many of the matters that CMUZ-MD1 identifies. Given this, I consider the reference in TCZ-P1 to North Woodend as an 'emerging centre' already provides sufficient scope to further identify and refine what this emerging centre consists of through the North Woodend-specific policies and other provisions. As such, I have not included Mr Haines suggested changes (made in response to my concerns) to TCZ-P1 in **Appendix A**.
224. Regarding RDL submissions [347.2] given the PC30 agreement and my recommendation to implement it, I consider that the definition of 'Key Activity Centre' should be amended to refer to North Woodend (as opposed to the requested 'Ravenswood') after "Kaiapoi". I understand that Ravenswood is the development name, whereas the area is described geographically as North Woodend. I also note the submission states this definition change is required to give effect to the CRPS, however my reading of the CRPS is that it does not locate a KAC at Ravenswood, rather the location is in the general vicinity of Woodend / Pegasus. I therefore recommend that this submission is accepted in part.
225. Regarding [347.3], given the PC30 agreement and my recommendation to implement it, I consider that the definition of 'Principal Shopping Street' should be amended to refer to North

¹⁵ This position was conveyed to RDL during a meeting before evidence provision.

Woodend after Kaiapoi (as opposed to the requested 'Ravenswood'). I therefore recommend that this submission is accepted in part.

226. Regarding [347.78] on TCZ-P2, given my recommendation to rezone the Ravenswood commercial and industrial areas in accordance with PC30, I consider that Ravenswood is recognised as a town centre through the application of Town Centre zoning and as such I recommend that this submission in support is accepted.
227. Regarding [348.79] on TCZ-R1, given my recommendation to include the ODP for the Ravenswood town centre in accordance with PC30, I recommend that this submission and the submission in support are accepted.
228. Regarding [347.85] on CMUZ-MD3 (urban design), given the PC30 agreement and my recommendation to implement it, the North Woodend TCZ has a separate urban design rule and matters of discretion applying to it. As such, CMUZ-MD3 is no longer applicable to this area. The submission generally supports CMUZ-MD3 as it reflects urban design principles but seeks that assessments against these requirements are not impeded by the outdated North Woodend ODP. I note that the intent of the submission will be achieved and therefore recommend that this submission is accepted.
229. With regard to a s32AA assessment, in his evidence (paragraphs 64 and 65) Mr Haines comments on s32AA requirements. He notes that PC30 has only recently been the subject of review by the Environment Court and no substantive changes to the PC30 provisions are considered necessary, with only minimal changes proposed to the provisions to align with the structure and drafting of the Proposed Plan. I agree with Mr Haines and consider that PC30's s32AA assessment (including for trade suppliers) remains current for RDL's requested changes to the Proposed Plan. I consider that no further s32AA evaluation is required.

3.10.3 Summary of recommendations

230. I recommend that the submission from DHE Holdings [174.1] is **accepted**.
231. I recommend that the submissions from Woolworths NZ Ltd [282.143] and RDL [347.2], [347.3] and [347.80] are **accepted in part**.
232. I recommend that the submissions from RDL [347.1], [347.78], [348.79], [347.85] and [347.94] are accepted:

3.10.4 Recommended changes to the Proposed Plan

233. I recommend changes are made to the Proposed Plan Maps as set out in **Appendix A**. In addition I recommend that:
- The definition of 'Key Activity Centre' is amended to add "North Woodend" after "Kaiapoi";
 - The definition of 'Principal Shopping Street' is amended to include "North Woodend" after Kaiapoi; and
 - The suite of objectives, policies, rules and ODPs for North Woodend contained within my **Appendix A** are included within the Proposed Plan.

3.11 Other Rezoning Submissions

3.11.1 Matters raised by submitters

234. 27 submitters sought rezoning in other parts of the District as follows:

- Templeton Group [412.27]: rezone 64, 66 and 70 Pegasus Main Street from MRZ / MRZ Var1 to LCZ;
- Edward and Justine Hamilton [165.1]: rezone 419 Whites Road, Ohoka from SETZ to commercial;
- Various submitters (20): rezone 464 and 474 Mandeville Road from LLRZ to LCZ;
- The Mandeville Residents' Association Committee [291.1]: rezone 464, 468, and 474 Mandeville Road from LLRZ to LCZ;
- Debby Duke [124.1] and Jack David Patterson [341.1]: rezone 8 Mill Road and 138 Main Street Oxford from HIZ and LIZ to GRUZ;
- The Oxford-Ohoka Community Board [172.2]: rezone land around Oxford Frews Yard and Harewood Road from GRUZ to GIZ;
- Murray Peter Gemmell [245.1]: rezone 1394, 1398, 1418, 1432, 1440, and 1444 Main North Road Waikuku from RLZ to a commercial zoning.

235. There was one further submission in support of the Mandeville Resident's Association Committee [291.1] submission and one further submission in opposition to the Oxford-Ohoka Community Board [172.2] submission as set out in **Appendix B**.

236. Templeton Group [412.27] seek to rezone 64 Pegasus Main Street (Lot 10 DP 517496), 66 Pegasus Main Street (Lot 102 DP 517496), 70 Pegasus Main Street (Lot 101 DP 505068) from MRZ / MRZ Var 1 to LCZ in the Pegasus town centre area (see Figure 24 below). The submitter states this is to align with the Operative Plan business zoning and Templeton Group's master plan for the area to enable the development of a commercial centre.¹⁶ Hearing evidence (planning and development market) is provided in support of the submission.

¹⁶ Templeton Group's submission included a number of submission points on the LCZ provisions which were addressed as part of the CMUZ s42A report.



Figure 24 – Pegasus town centre rezoning (site shown in red hash)

237. Edward and Justine Hamilton [165.1] seek to rezone 419 Whites Road, Ohoka from SETZ to commercial as shown on Figure 25. The submitter states the site has had commercial activity on it since the 1800's and the existing zoning could impact on plans to diversify and evolve business on the site and that this site is in the ideal location for the "Ohoka Village" to perhaps evolve into a retail style business that could be linked to an automotive café or eatery, etc. The submitter states that consideration needs to be given on this parcel of land being zoned for a better fit-for-purpose zone. For clarity, the current activity on the site appears to consist of a service station, dairy and machinery repair workshop.
238. No technical evidence was presented in support of the submission. No further submissions were received on this submission.



Figure 25 – 419 Whites Road, Ohoka (site outlined in black hash)

239. 20 submitters (as set out in Appendix B) sought to rezone 464 and 474 Mandeville Road from LLRZ to LCZ, while the Mandeville Residents' Association Committee [291.1] sought to rezone 464, 468, and 474 Mandeville Road to LCZ. These areas are shown on Figure 26. I note that 468 is already zoned LCZ in the Proposed plan, whereas 464 and 474 are zoned LLRZ. There was one further submission in support of the Mandeville Resident's Association Committee.
240. The submission made the following statements in support of the rezoning:
- The requested rezoning would future proof the Mandeville centre by enabling future expansion in a clearly defined area;
 - Together the Butler site, and Mandeville Village (including vacant land) form a natural pocket of contiguous land which would be a logical progression to commercial use;
 - 464 Mandeville Road has resource consent for a light industrial hire type activity. This would place 474 Mandeville Road in an isolated residential position, and would impact its value and detract from enjoyment. The configuration of 474 Mandeville Road configuration lends itself to commercial, office, health, or child care; and
 - The District's population growth is projected to continue and providing for commercial land would benefit the community and provide for future needs.
241. No technical evidence was presented in support of the submission.

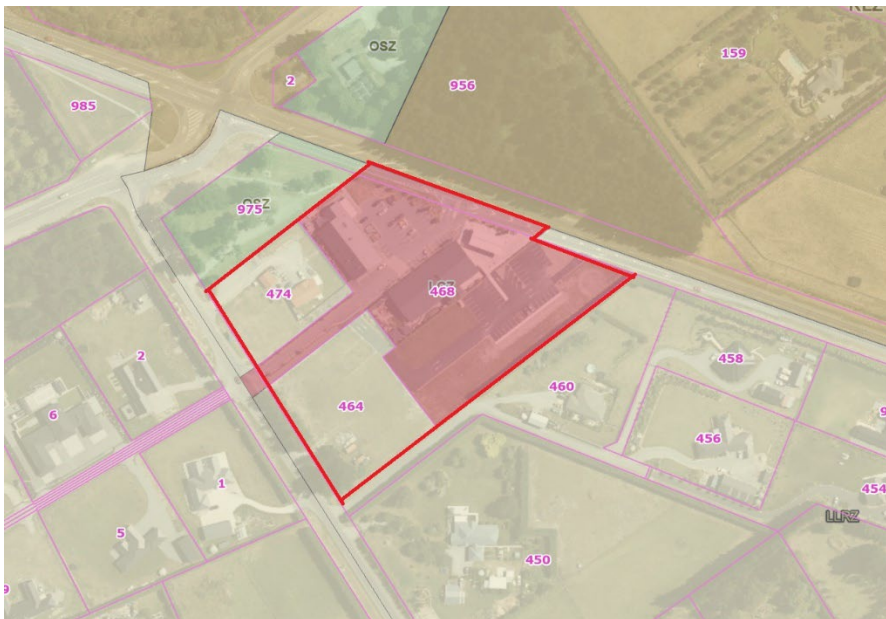


Figure 26 – 464, 468, and 474 Mandeville Road (site outlined in red)

242. Ashley Industrial Services Ltd [48.1] supports the Proposed Plan's rezoning of the Ashley Industrial Services sawmill at 8 Mill Road and 138 Main Street Oxford from GRUZ to HIZ and LIZ (see Figure 27). Debby Duke [124.1] and Jack David Patterson [341.1] oppose this zoning and request this is rezoned rural (GRUZ). No technical evidence is provided by any submitter.



Figure 27 - 8 Mill Road and 138 Main Street Oxford (shaded dark and light purple)

243. The Oxford-Ohoka Community Board [172.2] seeks to zone land around Frews Yard in Oxford and Harewood Road as industrial “*in line with the existing land use in the area, and to also cater for current and future expansion*”. This submission is opposed by one further submission (as set out in **Appendix B**). No evidence is provided to support the rezoning request. It is not clear exactly the area sought for rezoning, however Figure 28 shows Frews Yard in Oxford outlined in red.



Figure 28 – Frews Yard and Hareward Road Oxford (yard outlined in red)

244. Murray Peter Gemmell [245.1] seeks to rezone a site in Waikuku on the eastern side of Main North Road (at numbers 1394, 1398, 1418, 1432, 1440, and 1444) from RLZ to a commercial rezoning (see Figure 29). The Gemmell site is some 26.3ha in area.
245. The submitter considers its location, scale and relationship to existing commercial activities as well as the proximity to Main North Road (State Highway 1) make it eminently suited for commercial rezoning. The submitter considers that Pegasus, Woodened, Waikuku and other surrounding urban and commercial hubs have accepted substantial growth in recent years and this area now provides an opportunity to redress the imbalance in future commercial growth. The submitter states that Paneltech Contractors Ltd and Gemmell Contracting Ltd operate industrial / construction business on the site. No further technical information has been provided for the hearing.



Figure 29 - 1394, 1398, 1418, 1432, 1440, and 1444 Main North Road

3.11.2 Assessment

Templeton Group [412.27]: rezone 64, 66 and 70 Pegasus Main Street, from MRZ / MRZ Var1 to LCZ

246. The proposed rezoning is a small 'urban to urban' rezoning within an existing urban area in CRPS Map A and as such the NPS-HPL does not apply and the NPS-UD is not overly relevant. In her evidence (paragraphs 10 to 15) Ms Carter sets out the background to the submission. I agree with her assessment. The Operative Plan's zoning pattern in the area around the lake did not match the landform, road or parcel boundaries nor the actual development that had occurred and was split between Business 1 and Residential 6 or Residential 6a zones, none of which exist in the National Planning Standards. As set out in the Commercial and Industrial s32 report, zone changes to resolve these issues were made in the absence of advice from the main land owner, despite direct Council correspondence requesting this. As such, further zone changes through the submissions process to better match the aspirations of the landowner(s) and community was not unexpected.

247. In her evidence (paragraphs 16 to 18) Ms Carter has set out why the LCZ zone is the most appropriate zone for the previously MRZ zoned land. I accept that the LCZ zone most closely aligns with the aspirations of the landowner and consider its location, adjacent to the Pegasus LCZ located further south, is entirely appropriate for the Pegasus LCZ and is consistent with LCZ-O1 and LCZ-P1 as proposed to be amended in the s42A CMUZ report. In his evidence (paragraphs 8 to 12) Mr Wijanto sets out why additional LCZ land is required, e.g. to provide for a new community centre and respond to residents requests.
248. In my opinion this small extension to the Pegasus LCZ boundary will not give rise to adverse commercial distribution effects nor other amenity related effects that were not already anticipated by the Operative Plan. The zone boundary chosen in the Proposed Plan was the Council's best guess at trying to match land, road and parcel boundaries and the existing development, rather than purposefully limiting the extent of the LCZ for market or amenity reasons. I consider that amending this boundary in the way proposed by the submitter is reasonable and not unexpected, and I therefore recommend this submission is accepted and the Planning Map is amended as set out in **Appendix A**.
249. With regard to a s32AA assessment, this recommended urban to urban rezoning is relatively small and sits within the context of the Proposed Plan's zone changes which sought to match site parcels, roads and land forms in the absence of landowner advice. Based on the information provided with the submission, there may be an improvement in efficiency as the proposed zoning better matches the aspirations of the land owner. The recommendation is informed by technical evidence and I therefore consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

Various submitters (as set out in Appendix B): rezone 464 and 474 Mandeville Road from LLRZ to LCZ; Mandeville Residents' Association Committee [291.1]: rezone 464, 468, and 474 Mandeville Road from LLRZ to LCZ.

250. I note that this rezoning involves an LLRZ to LCZ rezoning and as such the NPS-HPL does not apply. I note however that the soils are LUC 3 on these sites. The sites proposed to be rezoned are within Greater Christchurch but are outside of existing urban areas, greenfield priority areas and FUDAs on CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73). As such Policy 8 of the NPS-UD would need to be relied upon to support this rezoning or the rezoning was considered to be minor or inconsequential so as to not 'offend' the CRPS Chapter 6 directive provisions.
251. The submission states that the proposed rezoning would future proof the Mandeville centre by enabling future expansion. However, the Proposed Plan already expanded the centre by over 5000m² (a nearly doubling of the zoned area of the centre from the Operative Plan which was 6,800m²). In his evidence (section 8.7) Mr Foy considers that this is a large increase in the centre area and there has been no evidence presented to indicate that any more expansion is required in addition to that already proposed. My Foy considers that the proposed expansion of the Mandeville centre as notified would provide sufficient LCZ zoned area to appropriately provide for "the daily/weekly shopping needs of the local residential or nearby rural area, including enabling a range of convenience activities" (LCZ-O1).

252. I understand that there are submissions seeking LLRZ in other parts of Mandeville.¹⁷ I also note that there are opportunities for increased residential development in the Mandeville area due to the increased density resulting from the Operative Plan's Residential 4B Zone becoming LLRZ in the Proposed Plan. However, full urban residential density has not been proposed and it is uncertain to what extent any increased density will be taken up by those affected by the changes, if accepted. Mr Foy (section 8.5) considers these changes provide little justification for a significant increase (beyond that already provided in the proposed Plan) in zoned centre area at Mandeville, noting no evidence has been presented on the likely quantum of any associated dwelling increase and that there is no indication that the existing centre requires expansion to function efficiently as a local centre, and to provide the local community with the range of goods and services that are required for that local role. I note that if RIDL's [160] submission (being considered at Hearing Stream 12D) to rezone a large area at Ohoka was accepted, this proposal includes its own commercial centre and therefore does not rely on an enlarged Mandeville Village.
253. I accept Mr Foy's evidence. I consider that insufficient justification has been provided by the submitters to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This additional extension is not required as part of a business capacity assessment. As such, I recommend that these submissions are rejected, as set out in **Appendix B**.
- Edward and Justine Hamilton [165.1]: rezone 419 Whites Road, Ohoka from SETZ to commercial*
254. I note that this is an urban to urban rezoning (SETZ to NCZ) and as such the NPS-HPL does not apply. The site is located within the existing urban area shown on CRPS Map A. No additional evidence was provided by the submitter to support this proposed rezoning. Given the small size of the site, the existing commercial activities operating from it and the fact that there are no other centres in Ohoka, I did not seek economic advice from Mr Foy on this submission.
255. I note that there is no existing area identified within Ohoka that is commercially zoned, however the SETZ itself provides for supermarkets, convenience retail and food and beverage outlets as permitted activities subject to scale standards, service stations are discretionary activities and industrial activity is non-complying. While these activities could establish within the SETZ, I accept the submitters' argument that the site is well located and that it could evolve into a more retail focussed business to provide more retail opportunities for the Ohoka village. I also note that the CMUZ framework anticipates neighbourhood centres that provide for a range of small scale activities to meet the convenience needs / support the immediate or nearby residential neighbourhood (e.g. CMUZ-P1(3), NCZ-O1 and NCZ-P1). I consider that as the site is small and already contains commercial activities that support the Ohoka community, rezoning the site NCZ is appropriate and there is unlikely to be any significant commercial distribution issues arising from the rezoning. Furthermore, there are unlikely to be additional amenity impacts from this change as NCZ activities are anticipated to occur within or adjacent to residential areas.
256. I note that RIDL [160] is seeking a significant rezoning in Ohoka (Hearing Stream 12D) which includes a large commercial area that is in close proximity to 419 Whites Road. If this rezoning

¹⁷ These are addressed in the Stream 12C LLRZ Rezoning s42A report.

proposal was accepted by the Hearings Panel and the development undertaken then arguably there is less justification for the requested rezoning at 419 Whites Road, as commercial activity will be provided for as part of that RIDL development. However, I am mindful that the RIDL submission may not be accepted by the Hearings Panel or it might be accepted by the Hearings Panel but the commercial component may not proceed, and that irrespective of the RIDL development, the site is historically and currently in commercial use.

257. For the above reasons, I recommend that this submission is accepted.
258. With regard to a s32AA assessment, this recommended urban to urban rezoning is relatively small and provides a zone that is better aligned with the existing activities on the site. Based on the information provided with the submission, there may be an improvement in efficiency as the proposed zoning better matches the existing activities and aspirations of the land owner. The recommendation is informed by submitter advice and I consider there is sufficient information on which to base the recommended rezoning on. I consider that the rezoning is the most appropriate for achieving the purpose of the RMA. Given the nature of the change and its associated effects I do not consider a more detailed s32AA is required.

Ashley Industrial Services Ltd [48.1], Debby Duke [124.1] and Jack David Patterson [341.1] re. Ashley Industrial Services Ltd sawmill at 8 Mill Road and 138 Main Street Oxford

259. The Ashley Industrial Services Ltd sawmill at Oxford has been operating on the site for many years and predates the residential activity bordering it on its southern boundary. The site has been operating under a resource consent which includes conditions on noise limits. The recent adjacent residential development prompted the sawmill operators to approach the Council when the District Plan review was initiated to re-zone the site so it was clearer that this activity existed and intended to continue to exist. I understand that there has been various correspondence between the sawmill and some of the neighbouring residential occupiers over the years in regard to noise (this is confirmed in the submission of Debby Duke).
260. The site was subsequently re-zoned in the Proposed Plan to HIZ and LIZ in recognition of the existing and anticipated activities occurring on the site (see the CMUZ and INZ s32 for further background). Ashley Industrial Services Ltd submitted in support of the Proposed Plan's industrial zonings while two submitters, Debby Duke [124.1] and Jack David Patterson [341.1], have opposed this industrial rezoning, and seek a GRUZ zoning, in line with the Operative Plan's rural zoning.
261. The decision to rezone the site from rural to industrial in the Proposed Plan was finely balanced. As part of preparing the Proposed Plan it was noted that:
- There is a reasonably significant and long established industrial activity operating on the site under resource consent;
 - This activity established before the adjacent residential development;
 - There have been some disputes between the sawmill and residential neighbours on nuisance matters;
 - The site is connected to the existing Oxford urban area;

- At the time of rezoning, the eastern half of the zone (the LIZ area) had not yet been developed for industrial activities;
 - The noise limit conditions included in the resource consent were consistent with the noise limits in the proposed HIZ; and
 - There were no identified significant demand and capacity issues in Oxford that would require further sensitive urban growth in the sawmill's location.
262. In addition, it was noted the rural zoning and less intensive former operations did not discourage residential activity being established on the sawmill's southern border in close proximity to the main sawmill, despite its presence and ongoing operations and that rezoning might help to regularise this activity in an area that has been and might in the future be converted to further urban activities. Unlike light industrial activities, heavy industrial activities such as a sawmill have greater potential to create adverse amenity impacts on sensitive neighbours and in turn greater reverse sensitivity effects. It was noted that, unlike rezonings via submissions, being included in the Proposed Plan directly provided a greater chance that affected parties become aware of the change and submit on matters of concern to them (as opposed to the further submission pathway).
263. Debby Duke's [124.1] submission in opposition provides some background to the sawmill operation and their property and states that during the previous nine years the mill has expanded its activities and added a large conveyor for sawdust and wood shavings, a kiln and new machinery. The activities have produced increased sawdust and wood shavings adjacent to their property and the noise associated with the machinery has increased. Whilst the submitter has been assured by the mill owner that plans are to be put in place to redirect wood shavings, suppress sawdust and relocate noisy machinery, this only relates to the mill's current activities. The submitter is concerned that a HIZ-LIZ zoning may see an increase in activities adjacent to their property that may arise from any further expansion and should the sawmill business cease to trade, for whatever reason, the site would remain HIZ and LIZ and this could mean any other form of "Heavy Industrial" activities adjacent to their properties could take its place, for example a plastics factory, boning works, smelting or heavy engineering, etc. The submitter is concerned that as the township continues to expand, they could effectively have a noisy and or polluting HIZ-LIZ in the middle of a small peaceful residential community.
264. Jack David Patterson's [341.1] submission in opposition to the HIZ and LIZ zoning also notes the change to more intensive use of the site over the years and that the operation has grown to become a noise and air pollutant. The submitter also raises concerns about heavy industrial contaminants in close proximity to the Oxford township and also raises concerns over other heavy industrial activities establishing.
265. I acknowledge the concerns of Debby Duke and David Patterson. I consider that the activities could have evolved over the time they have lived there and that alternative industrial activities could establish on the site if the sawmill closed down. However, I remain mindful of the reasons considered when the site was proposed for rezoning as part of the Proposed Plan, including noting that the sawmill was there first. I also consider that a sawmill is already one of the heavier industrial activities that could establish on the site and a replacement industrial activity could actually be more benign.

266. For these reasons I remain of the view that HIZ and LIZ are the most appropriate zones for the sawmill site and I therefore recommend that the submission from Ashley Industrial Services Ltd is accepted and the submissions from Debby Duke and Jack David Patterson are rejected. In doing so I acknowledge that this is an on balance recommendation and the Hearing Panel may well draw a different conclusion.

Oxford-Ohoka Community Board [172.2]: rezone land around Oxford Frews' Yard and Harewood Road from GRUZ to GIZ

267. This site is currently zoned GRUZ and has a LUC classification of 3 and is therefore considered highly productive under the NPS-HPL. As such, an assessment under the NPS-HPL is required before the site could be re-zoned from GRUZ to GIZ, even noting the existing industrial use of the site. Clause 3.6 of the NPS-HPL enables Tier 1 territorial authorities to re-zone highly productive land where specified tests are met, including that the rezoning is required to provide sufficient development capacity to meet demand for business land to give effect to the NPS-UD.
268. Of relevance, I note that the area is not identified for future Oxford long-term growth directions in the DDS, but that residential growth is anticipated on the northern side of Harewood Road, across from the submitters site (see Figure 30 below). While not an FDS in terms of the NPS-UD, the DDS does align with the NPS-UD and was used to inform both 'Our Space' and then the GCSP.



Figure 30: WDDS Oxford growth directions

269. In his evidence (section 14) Mr Foy states that the WCGM22 modelling did identify some potential future need for additional industrial land in Oxford, although subject to two provisos: first, that requirement is based on historic demand, and for a small market such as Oxford extrapolating future demand should be interpreted with caution; and second, most types of industrial demand that do arise in Oxford could reasonably well be accommodated in other parts of Waimakariri and would not necessarily need to be provided for in Oxford. Mr Foy considers that there may be economic justification to accept the request, although the evidence base is not strong. He also notes that large parts of the Frew's yard site are relatively

under-utilised, and appear to offer some capacity to accommodate additional industrial activity.

270. Engineering advice was sought for this rezoning and is contained in **Appendix E**. In summary:

Transport

- The site is not well situated in close proximity or with good non-road connections, to Oxford town;
- Limited information is provided on future land use so additional traffic generation is not possible to estimate;
- Rezoning could result in additional heavy vehicle traffic around Oxford town and Oxford residents have a historical strong sensitivity to heavy vehicles travelling on Harewood Road and through Oxford town centre (via High Street and Burnt Hill Road);
- While this is not a fatal flaw, the Council would generally not support any changes that were likely to substantially increase heavy vehicle traffic on these routes.

Servicing

- Onsite **stormwater** treatment and disposal to land will be achievable at this site;
- The site is located outside and immediately south of growth area OXG01 (11-20yr timeframe) and therefore is not planned to be serviced by the Council's proposed 50yr growth plans. If this site was rezoned, network changes would be required for **wastewater** and **potable water**.

Hazards

- No major flooding hazards are identified, however there is a risk of erosion along the southern boundary so a waterbody setback requirement is recommended to be included in any rezoning.

271. I note that the site is not contiguous with the main Oxford urban area and as such if re-zoned it would be very much a spot zone for a single activity. While an argument could be made under the NPS-HPL as there appears to be a need for additional business land in Oxford I consider more detailed analysis would be required before this site was re-zoned noting the requirements of NPS-HPL 3.6(2) which requires a comparative assessment of alternative options to provide the additional business capacity. In addition, an assessment would be required against the relevant provisions of Chapter 5 of the CRPS.

272. I note that the s42A author for Oxford and Settlement Zone has recommended that a master planning exercise is undertaken for parts of south Oxford affected by submissions. I recommend that this site is considered as part of that exercise to enable the assessments required in the NPS-HPL and to consider matters raised in the engineering comments. I therefore recommend that this submission is rejected.

Murray Peter Gemmill [245.1]: rezone Main North Road 1394, 1398, 1418, 1432, 1440, and 1444, Waikuku from RLZ to commercial

273. This submission requests a proposed rezoning from RLZ to a commercial zone and as such the NPS-HPL does not apply. The site is not located within the existing urban area, greenfield

priority areas or FUDAs on CRPS Map A and the growth areas identified in the GCSP (Map 14, page 73). I consider that the site is significant and rezoning it would not give effect to the CRPS Chapter 6 directive provisions. As such an assessment would be required under the responsive planning provisions of the NPS-UD to support this requested rezoning. No additional technical evidence was provided in support of the submission.

274. I note that the intended zoning is unclear. Currently industrial activities operate from the site, however the submitter has requested a commercial zoning. In his evidence (section 6) Mr Foy has identified issues arising from a commercial zoning, as opposed to an industrial zoning. Mr Foy states that at 26.2ha the Gemmell site is a large area of land, located about 2.2km north of the recently zoned Ravenswood TCZ and that the site represents a very large area to apply a commercial zoning to, and indicatively could yield 90,000-100,000m² of ground floor commercial floorspace. Mr Foy has calculated that this is more than twice the size of the Ravenswood TCZ (12.8ha), and with a commercial zoning applied would enable around four times the 25,500m² of retail floorspace that is the maximum permitted at Ravenswood.
275. Mr Foy considers that this represents a very large additional commercial floorspace capacity, which is larger than Rangiora, Kaiapoi, or Ravenswood. He states that in the absence of any technical information presented to support the submission, it is difficult to conceive why such a vast amount of activity should be enabled at Waikuku, and in his opinion there are reasons why the requested rezoning would not be appropriate. Mr Foy raises concerns at the potential impact this development would have on the recently agreed (via a consent order) Ravenswood commercial development (the Ravenswood development is subject to a rezoning request as set out earlier in this report) which will act as the primary centre for much of north eastern Waimakariri. Mr Foy is also concerned that the site is towards the periphery of the District away from the main population basis and growth areas and therefore this site would not be an efficient location in which to establish a large commercial presence. Mr Foy also states that the proposal could be very likely to result either in significant retail distribution effects on other Waimakariri centres, or to remain largely undeveloped.
276. The Council's engineers have provided advice on the proposed rezoning in **Appendix E**. In summary:

Transport

- Limited information is provided on future land use so traffic generation is not possible to estimate;
- Any reasonably sized changes to either the amount of traffic accessing the SH1 corridor or number of additional accesses will require very careful consideration;
- Additional accesses have an increased traffic safety risk associated (relative to other rural roads) in this existing peri-urban high speed environment;
- An ODP with access management is required should rezoning go forward;
- An ITA is required;
- Frontage urbanisation would likely be required, including potential crossing point(s), median and turn lane(s), and bus stop improvements.

Servicing

- Onsite stormwater treatment and disposal to land will be achievable at this site;
- The site is located outside and immediately south of growth area OXG01 (11-20yr timeframe) and therefore is not planned to be serviced by WDC's proposed 50yr growth plans. If this was rezoned, the pump station and mains would need to be upsized to allow for it;

Hazards

- Most of site can be used for GIZ, except the eastern projection of 1398 Main North Rd due to the medium-high flood hazard which is not supported for rezoning.

277. I accept Mr Foy's evidence that a commercial zoning would not be supported. In my opinion, a new significantly sized commercial or industrial area would need to be assessed against the responsive provisions of the NPS-UD to support a development that is not anticipated by Chapter 6 of the CRPS and the GCSP. In the absence of this required NPS-UD assessment and transport information I recommend that this submission is rejected.

3.11.3 Summary of recommendations

278. I recommend that the submissions by Ashley Industrial Services Ltd [48.1], Templeton Group [412.27] and Edward and Justine Hamilton [165.1] are **accepted**.

279. I recommend that the following submissions are **rejected**:

- Debby Duke [124.1];
- Jack David Patterson [341.1];
- The Oxford-Ohoka Community Board [172.2];
- The Mandeville Resident's Association Committee [291.1];
- Janie Elain Giles [334.1];
- A and M Giles Ltd [335.1];
- Maree Katrina Thom [336.1];
- Youni Ltd [337.1];
- Rural Holdings Ltd [344.1];
- 464 Developments Ltd [345.1];
- Andrew Giles [346.1];
- James Redmond [350.1];
- Linda Melhuish and Andrew Radburnd [354.1];
- Boyd Chamberlain [363.1];
- Alan Cuthbertson [384.1];
- Lois Anne Skerten [385.1];
- Michael John King [386.1];

- Steve Belworthy [387.1];
- Lisa Anne Reidie [389.1];
- Nicola Jackson [390.1];
- Jackie Breen [392.1];
- Beth Suzanne Warman [410.1];
- Murray Peter Gemmell [245.1].

3.11.4 Recommended changes to the Proposed Plan

280. I recommend changes are made to the Proposed Plan Maps as set out in **Appendix A**.

4 Conclusions


281. Submissions have been received in support of, and in opposition to the Proposed Plan's zoning of land in the District.
282. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, I recommend that Proposed Plan should be amended as set out in **Appendix A** of this report.
283. For the reasons set out in the section 32AA evaluation, I consider that the proposed recommended amendments to the Proposed Plan's Planning Maps and provisions will be the most appropriate means to:
- achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
 - achieve the relevant objectives of the Proposed Plan, in respect to the proposed provisions.

Recommendations:

I recommend that:

1. The Hearing Commissioners accept, accept in part, or reject submissions (and associated further submissions) as outlined in **Appendix B** of this report; and
2. The Proposed Plan is amended in accordance with the changes recommended in **Appendix A** of this report.

Signed:

Name and Title		Signature
Report Author	Andrew Willis Planning Consultant for the Waimakariri District Council	

Appendix A. Recommended Amendments to Proposed Plan

1. Planning maps - rezone Mitre 10 Mega Rangiora 'Block B' in the map below from GIZ to LFRZ.¹⁸



2. Planning Maps – rezone 25, 27, 29, 31 and 35 Tuhoë Avenue, Kaiapoi (site outlined in red) from MRZ / MRZ Var1 to NCZ.¹⁹



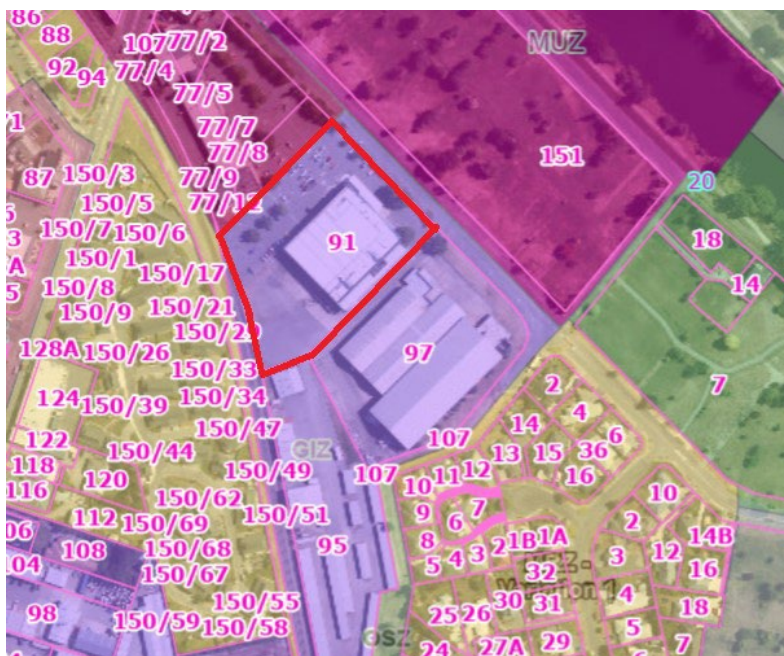
¹⁸ McAlpines [226.5]

¹⁹ Beach Road Estates Ltd [167.7]

3. Planning maps – rezone 116-124 Williams Street, Kaiapoi (site outlined in red) MRZ / MRZ Var1 to LCZ.²⁰



4. Planning maps – rezone 87 (91) Hilton Street, Kaiapoi (site outlined in red) from GIZ to LFRZ.²¹



²⁰ Stuart and Clair Morris [220.1]

²¹ Woolworths NZ Ltd [282.143]

5. Planning Map – rezone 12 and 20 Neeves Road, Kaiapoi (identified below in red) from RLZ to GIZ.²²



6. Insert the new South Kaiapoi Development Area and ODP:²³

Part 3 – Area specific matters / Wāhanga waihanga - Development Areas / New Development Areas

SK – 12-20 Neeves Road, Kaiapoi Development Area

Introduction

The South Kaiapoi Development Area comprises approximately 4.98ha of land fronting Neeves Road.

The [DEV-SK-APP1](#) area includes:

- A building location;
- Access location off Neeves Road;
- Stormwater treatment area; and
- Landscaping.

Activity Rules

²² Domett Properties Ltd [311.1]

²³ Domett Properties Ltd [311.1]

DEV-SK-R1 South Kaiapoi Outline Development Plan

Activity status: PER

Activity status when compliance not achieved: DIS

Where:

1. development shall be in accordance with [DEV-SK-APP1](#).

Advisory Note

- For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this [ODP](#), the activity [ODP](#) shall substitute the provision.

Built Form Standards

There are no area-specific built form standards for the South Kaiapoi [ODP](#) area.

Appendix

DEV-SK-APP1 South Kaiapoi [ODP](#)

(Include an ODP to like effect of the below in standardised Council format)



7. Planning map – rezone Lot 201 OP 521536 so that the entire lot is zoned GIZ.²⁴



8. Planning Map – rezone 419 Whites Road, Ohoka (site outlined in black hash) from SETZ to NCZ.²⁵

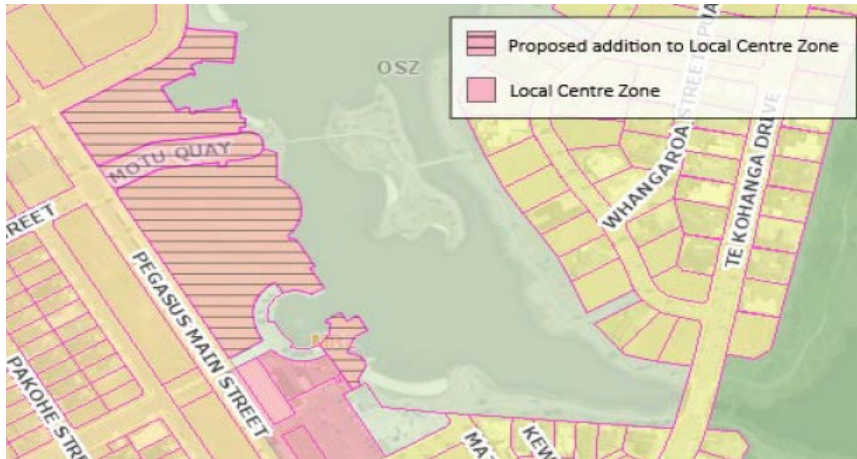


9. Planning map - rezone 64 Pegasus Main Street (Lot 10 DP 517496), 66 Pegasus Main Street (Lot 102 DP 517496), 70 Pegasus Main Street (Lot 101 DP 505068) from MRZ / MRZ Var 1 to LCZ in the Pegasus town centre area as shown on the map.²⁶

²⁴ DHE Holdings [174.1]

²⁵ Edward and Justine Hamilton [165.1]

²⁶ Templeton Group [412.27]



10. Amend the definition of 'Key Activity Centre' as follows:²⁷

means the centres of Rangiora, Kaiapoi, North Woodend and Oxford which are focal points for employment, community activities and the transport network; and which are suitable for more intensive mixed-use development.

11. Amend the definition of 'Principal Shopping Street' as follows:²⁸

means an area identified in the District Plan as a principal shopping street in Rangiora, Oxford, or Kaiapoi or North Woodend.

12. Amend NWD - North Woodend Development Area as follows:²⁹

NWD - North Woodend Development Area

Introduction

The North Woodend Development Area covers the Ravenswood development at Woodend. The development provides for a General Industrial Zone activities, Town Centre Zone and Medium Density Residential Zone development located near the centre, with lower residential densities outside of this. The area includes a central spine road along Bob Robertson Drive, connecting State Highway 1 in the east with Rangiora-Woodend Road in the west.

DEV-NWD-APP1 applies to the entire North Woodend Development Area. The key features of DEV-NWD-APP1 include:

²⁷ RDL [347.2]

²⁸ RDL [347.3]

²⁹ RDL [347.1] and [347.94] for all these NWD changes

- ~~proposed the re-alignment of~~ Taranaki Stream;
- greenspace along the length of ~~Bob Robertson Drive and around~~ Taranaki Stream;
- identification of a number of local reserves / green space; ~~and~~
- stormwater management areas; and
- roading and block pattern.

DEV-NWD-APP2 provides further detail to guide development of the Key Activity Centre within the North Woodend Development Area. The key features of DEV-NWD-APP2 include:

- a principal shopping street;
- a town square / reserve;
- internal vehicular and pedestrian linkages; and
- green space riparian corridor and community linkage along Taranaki Stream.

Policies

<u>DEV-NWD-P1</u>	<u>Development within the North Woodend Town Centre Zone is enabled at scale that avoids significant retail distribution effects on the existing town centres at Rangiora and Kaiapoi, and ensures that the role and functions of Rangiora and Kaiapoi are maintained.</u>
<u>DEV-NWD-P2</u>	<u>Provide for development within the emerging Key Activity Centre at North Woodend that:</u> <ol style="list-style-type: none"> 1. <u>provides a focal point for a wide range of retail, commercial, service and community activities, as well as employment opportunities;</u> 2. <u>ensures an attractive, compact and cohesive town centre with a unique sense of identity and a high quality of design, that is integrated with surrounding land uses and adjoining residential areas and public open space;</u> 3. <u>enables larger floorplates and accessible car parking that is integrated with surrounding land use, including off-street parking areas for sites with frontage to the principal shopping street, to achieve efficient utilisation of town centre land, recognising the role and function of North Woodend as an emerging Key Activity Centre, whilst creating and maintaining a high level of amenity in the centre;</u> 4. <u>is planned, integrated and co-ordinated in accordance with the Outline Development Plan in DEV-NWD-APP2 and its associated text to provide:</u> <ol style="list-style-type: none"> a. <u>a principal shopping street and town square/reserve as key elements of the character and amenity, a focal point for activity within a pedestrian focussed environment, and for the provision of reserve space for the wider development;</u> b. <u>high quality, attractive and engaging streetscapes that reinforce the function of streets, enhance amenity and accessibility of the town centre, and maximise integration with building frontages;</u> c. <u>public open spaces which enhance connectivity;</u> d. <u>a legible and highly connected network of well-designed roads, internal vehicular and pedestrian linkages and the principal shopping street, public open spaces, and crossing points that provide high levels of access, are responsive to surrounding activities, and include at least one north-south</u>

	<p><u>connection between Bob Robertson Drive and the Taranaki Stream corridor;</u></p> <p>e. <u>supports safe connection between the site and Bob Robertson Drive, Garlick Street and Aitkin Street the future function of those roads;</u></p> <p>f. <u>provision of a connected network of walkways and cycleways that promotes walking and cycling as a means of travel:</u></p> <ol style="list-style-type: none"> i. <u>within the Town Centre zone;</u> ii. <u>between developments along Bob Robertson Drive;</u> iii. <u>linking the Town Centre zone land to the Taranaki Stream;</u> iv. <u>linking the residential neighbourhoods of Ravenswood and Woodend to the town centre;</u> v. <u>linking with pedestrian desire lines through car parking areas.</u> <p>g. <u>identifies opportunities for Environment Canterbury/Metro to provide public transport services and infrastructure in the locations identified on the Outline Development Plan as passenger demand grows.</u></p>
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Activity Rules

DEV-NWD-R1 North Woodend Development Area Outline Development Plan	
<p>Activity status: PER</p> <p>Where:</p> <p>1. development shall be in accordance with DEV-NWD-APP1.</p>	<p>Activity status when compliance not achieved: DIS</p>
<p>Advisory Note</p> <ul style="list-style-type: none"> For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this ODP, the ODP shall substitute the provision. 	

DEV-NWD-R2 Retail activity in the North Woodend TCZ	
<p>Activity status: PER</p> <p>Where:</p> <p>1. Retail activity does not exceed 25,500m² GFA within the North Woodend TCZ.</p> <p><u>For the purposes of this rule, retail activity excludes trade suppliers.</u></p> <p><u>Advice note: Waimakariri District Council will maintain a record of retail activity as consented under rule DEV-NWD-R4</u></p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <p><u>DEV-NWD-MD1 – Retail activity in the North Woodend TCZ</u></p>

DEV-NWD-R3 Trade Supplier in the North Woodend TCZ	
Activity status: PER	Activity status when compliance not achieved: N/A
DEV-NWD-R4 Development in the North Woodend TCZ	
<p>Within the North Woodend TCZ:</p> <ol style="list-style-type: none"> 1. New buildings; 2. Additions to individual buildings greater than 20% of consented GFA; 3. The town square/reserve; 4. Internal vehicular and pedestrian linkages, and the principal shopping street (as indicated in DEV-NWD-APP2); and 5. Parking areas. <p>Activity status: RDIS Matters of discretion are restricted to: DEV-NWD-MD2 – Development in the North Woodend Key Activity Centre</p>	<p>Activity status when compliance not achieved – N/A</p> <p>Notification An application for a restricted discretionary activity under this rule, which incorporates (where applicable) the indicative elements shown on the Outline Development Plan in DEV-NWD-APP2, is precluded from being publicly or limited notified.</p>
DEV-NWD-R5 Development within North Woodend Lot 203 prior to construction of the town square / reserve	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. Development occurs prior to the completion of the principal shopping street; and 2. The total area within Lot 203 covered by buildings, hardstand, roads or vehicle accessways, parking or landscape planting (but excluding areas in grass or gravel pending further development) does not exceed 5.4 hectares 	<p>Activity status where compliance not achieved – RDIS</p> <p>Matters of discretion where compliance is not achieved: DEV-NW-MD3 – Development prior to construction of the town square / reserve</p>

Matters of Discretion for the North Woodend Key Activity Centre

DEV-NWD-MD1	<p>Retail activity in the North Woodend TCZ</p> <p>The extent to which the proposed retail activity:</p> <ol style="list-style-type: none"> 1. <u>Adversely affects the role and function of Rangiora and Kaiapoi to provide for primarily commercial and community activities and avoids significant retail distribution effects on those centres.</u> 2. <u>Generates adverse traffic and access effects on the safe and efficient functioning of the access and road network.</u> 3. <u>Adversely affects amenity values and streetscape of the area.</u> 4. <u>Enables the community to meet unmet demand for retail activity within the District.</u> 5. <u>Supports the intended role of the North Woodend emerging Key Activity Centre.</u> 6. <u>Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the principal shopping street.</u> 7. <u>Promotes the efficient use of land within the centre to achieve a compact urban form.</u>
DEV-NWD-MD2	Development within the North Woodend Key Activity Centre

	<ol style="list-style-type: none"> 1. <u>the extent to which the proposal demonstrates integration with existing and future development of Town Centre Zone land, including provision of public open space(s), and will enable the outcomes set out in DEV-NWD-P2 to be achieved;</u> 2. <u>the design and appearance of the development including contribution to architectural quality and amenity values of roads, internal vehicular and pedestrian linkages, principal shopping street or public spaces (including town square/reserve). In particular as to:</u> <ol style="list-style-type: none"> a. <u>the contribution that buildings make to the attractiveness, legibility, pleasantness, and enclosure of roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> b. <u>the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> c. <u>in the principal shopping street, locating buildings immediately adjacent to the street;</u> d. <u>orientation of buildings towards roads, internal vehicular and pedestrian linkages or public spaces;</u> e. <u>architectural details and cladding materials;</u> f. <u>the minimisation of blank walls with modulation, articulation, and glazing;</u> g. <u>activation and engagement with roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> h. <u>the height and bulk of corner buildings taking into account the scale of adjoining intersections.</u> 3. <u>the application of the following CPTED principles to the design and layout of the development and public spaces;</u> <ol style="list-style-type: none"> a. <u>passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;</u> b. <u>safe, coordinated, and legible pedestrian and cycle routes designed to an appropriate dimension, with good visibility and appropriate lighting;</u> c. <u>avoid fencing in favour of visually permeable soft delineation features;</u> 4. <u>the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;</u> 5. <u>provision of:</u> <ol style="list-style-type: none"> a. <u>landscaping on sites adjoining public spaces to contribute to the amenity of public spaces; and</u> b. <u>street trees on internal vehicular linkages at an average spacing of not less than 20 m (note that this does not require that trees be at uniform 20 m spacing).</u> 6. <u>the provision of car parking and vehicle accesses that achieve efficient utilisation of town centre land in a functional and safe manner, including:</u> <ol style="list-style-type: none"> a. <u>car parking that is commensurate with parking demand of the proposed land use;</u>
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	<ul style="list-style-type: none"> b. <u>through the appropriate consolidation and sharing of parking areas and/or locating car parking to the side or rear of the main entrance façade;</u> c. <u>inclusion of safe and convenient pedestrian connections between parking areas and buildings;</u> d. <u>limited vehicular access and egress to parking areas located off the principal shopping street to avoid conflict with pedestrians and support continuous street frontages;</u> <ol style="list-style-type: none"> 7. <u>the provision of safe walking, cycling and vehicle access to the road network and to the internal vehicular and pedestrian linkages and principal shopping street, that reflects the context of the surrounding environment (land use and road classification);</u> 8. <u>the provision of connections for cyclists to the formed or planned cycle infrastructure on Bob Robertson Drive and Garlick Street;</u> 9. <u>the extent to which the form of the internal vehicular and pedestrian linkages and principal shopping street adhere to the Design Standards for local roads contained in TRAN-S1, except that the requirements for parking lane width and number of parking lanes shall not apply;</u> 10. <u>the principal shopping street and activities adjacent to it (where applicable to the application for resource consent) provide a retailing and pedestrian focus, where parking and loading do not visually or physically dominate the area;</u> 11. <u>a town square/reserve (where applicable to the application for resource consent), which is physically and visually connected to the principal shopping street, and of sufficient size and form to enable a range of community activities and interaction;</u> 12. <u>the integration of the principal shopping street and town square / reserve;</u> 13. <u>any cumulative effects of the proposed activity on the urban form matters identified;</u> 14. <u>integration of future public transport service with the emerging Key Activity Centre and the surrounding environment;</u> 15. <u>the extent to which practical design considerations apply.</u>
DEV-NWD-MD3	<p><u>Development prior to construction of the town square / reserve</u></p> <ol style="list-style-type: none"> 1. <u>the effects of the delay in constructing the town square/reserve on the recreational provision and amenity within the North Woodend Development Area;</u> 2. <u>the provision of open space that has otherwise been made within the emerging Key Activity Centre of North Woodend as identified in DEV-NWD-APP2, including:</u> <ul style="list-style-type: none"> a. <u>any partial provision of the town square/reserve;</u> b. <u>any alternative provision of public open spaces that is not identified on the Outline Development Plan in DEV-NWD-APP2;</u> c. <u>any temporary provision of public open spaces elsewhere within the North Woodend Development Area;</u> 3. <u>any conditions or other mechanism that will confirm the timing of construction of the town square/reserve; and</u> 4. <u>any practical or operational reasons why the town square/reserve is not to be constructed in compliance with this rule.</u>

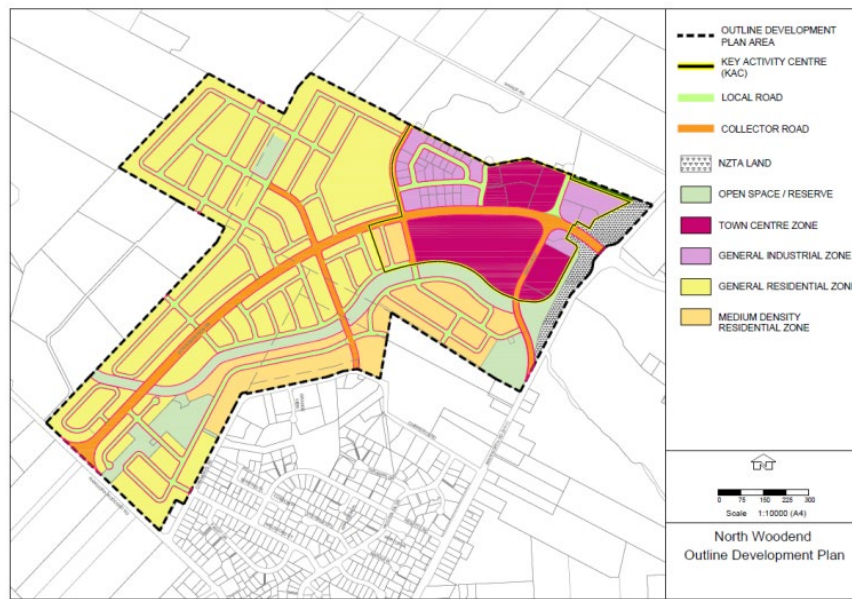
Built Form Standards

DEV-NWD-BFS1: Height in relation to boundary in the Medium Density Residential Zone	
<p>1. For the purpose of MRZ-BFS7, structures shall not project beyond a building envelope defined by recession planes measured 5.7m from ground level above any internal boundary (other than boundaries with accessways), or in relation to any garage structure 4.6m from ground level, and inclined inwards to the site at an angle of 45° from the horizontal except for the following:</p> <ol style="list-style-type: none"> a. flagpoles; b. lightning rods, chimneys, ventilation shafts, solar heating devices, roof water tanks, lift and stair shafts; c. decorative features such as steeples, towers and finials; d. for buildings on adjoining sites which share a common wall, the height in relation to boundary requirement shall not apply along that part of the internal boundary covered by such a wall; and e. where the land immediately beyond the site boundary forms part of any rail corridor, drainage reserve, or accessway (whether serving the site or not), the boundary of the rail corridor, drainage reserve, or accessway furthest from the site boundary may be deemed to be the site boundary for the purpose of defining the origin of the recession plane, provided this deemed site boundary is no further than 6m from the site boundary; <p>2. Provided that none of the structures listed in (1) (c) to (e) has a horizontal dimension of over 3m along the line formed where the structure meets the recession plane as measured parallel to the relevant boundary.</p> <p>3. Where the site is within the Urban Flood Assessment Overlay or Kaiapoi Fixed Minimum Finished Floor Level Overlay, the height of the Finished Floor Level specified in a Flood Assessment Certificate can be used as the origin of the recession plane instead of ground level, but only up to an additional 1m above original ground level.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • RES-MD2 - Residential design principles • RES-MD5 - Impact on neighbouring property <p>Notification</p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

DEV-NWD-APP1 – North Woodend ODP

[insert ODP158, colours and zone names updated for consistency with the PWDP]

DEV-NWD-APP1 – North Woodend Outline Development Plan



DEV-NWD-APP2 – North Woodend Key Activity Centre Outline Development Plan

The Outline Development Plan for the North Woodend Key Activity Centre gives effect to the Canterbury Regional Policy Statement, which directs enablement of a Key Activity Centre in the general location of Woodend/Pegasus.

The emerging Key Activity Centre sits within the wider Ravenswood residential development, the form of which is directed by the Outline Development Plan in DEV-NWD-APP1.

Much of the emerging Key Activity Centre's structure and urban form is determined by the existing roading and subdivision patterns and land use consents. Bob Robertson Drive is an existing Collector Road through the Key Activity Centre providing an important transport route between State Highway 1 and Rangiora Woodend Road, and forms the most direct route between Ravenswood, Pegasus, and Rangiora. Garlick Street will provide an important and direct route between Ravenswood, Pegasus and Woodend.

Land to the north of Bob Robertson Drive is consented for core retail and other commercial activities on land zoned TCZ and GIZ, as shown on Outline Development Plan in DEV-NWD-APP2. Land to the east of Garlick Street is also committed for development in accordance with the identified zoning pattern.

The balance of the emerging Key Activity Centre comprises principally Lot 203, which is a greenfield site and the proposed “centre piece” of the new town centre. Lot 203 is bounded by Bob Robertson Drive, Garlick Street, Aitkin Street and the Taranaki Stream riparian corridor. It is zoned TCZ.

Future development of Lot 203 is guided by the Outline Development Plan which shows the indicative location of various “structuring elements”. The location of those elements is flexible, with further guidance as to location provided in the text below. The purpose of these structuring elements is to integrate the core retail and other commercial activities within Lot 203 with similar development to the north and east, as well as the MRZ land to the west and the Taranaki Stream riparian corridor and community linkage to the south. Existing pedestrian/cycling bridges have

already been constructed across the Taranaki Stream to link the town centre with its wider residential communities.

The main features within the North Woodend emerging Key Activity Centre, as shown indicatively on the Outline Development Plan are as follows:

Public transport infrastructure

Ravenswood is anticipated to be directly serviced by bus services and the Outline Development Plan identifies proposed locations for suitable infrastructure to enable people to access the emerging Key Activity Centre by bus. There is also the potential for multiple bus routes to run through or past the emerging Key Activity Centre, particularly when the Woodend Bypass is established. Accordingly, it may be appropriate to provide a transfer point (including passenger drop-off and pick up, but not park and ride) at the emerging Key Activity Centre in the future. The evolving transport network requires suitable flexibility to enable both the short term and long term bus network aims to be provisioned for.

The proposed location for an easily accessible, readily visible Major Bus Stop / Transfer and associated infrastructure is within the berms on Bob Robertson Drive to the west of Clayton Place. It is anticipated that, as the emerging Key Activity Centre grows, the relevant public authorities will establish this Major Bus Stop / Transfer in response to increasing demand for public bus services in this part of the district.

Bus stops on the western and eastern sides of Garlick Street are also indicatively shown and can be accommodated within the public road carriageway. Their specific location will be determined having regard to the location of the proposed pedestrian linkage across Garlick Street, the latter to be established once details of development proposals on either side of Garlick Street are known.

Pedestrian Linkages

The emerging Key Activity Centre is in a location that will be walkable from the Ravenswood residential area, northern part of Woodend, and to a lesser degree the western part of Pegasus. The Outline Development Plan provides for a high degree of connectivity between the pedestrian network and the existing pedestrian infrastructure on nearby routes.

These linkages include:

- a. Access to the extensive area of landscaped open spaces to the north of the Key Activity Centre which is also used for stormwater detention.
- b. A safe crossing facility of Bob Robertson Drive proximate to the indicative Major Bus Stop / Transfer and Principal Shopping Street within Lot 203.
- c. A safe crossing facility between the consented core retail activities on the northern side of Bob Robertson Drive, and similar activities within Lot 203, with the specific location of the crossing determined once details of development proposals within Lot 203 become known.
- d. Access between the town square/reserve and the Taranaki Stream riparian corridor and community linkage.
- e. Access between Lot 203 and the area on the western side of the Key Activity Centre, across Aitkin Street.
- f. Access between Lot 203 and the area on the eastern side of the Key Activity Centre, across Garlick Street.

Internal Vehicular, Pedestrian, and Cycling Linkages

Within the Outline Development Plan area, a range of pedestrian routes are defined in locations that will support a legible, safe, and well-connected town centre walking environment. The internal vehicular and pedestrian linkages and principal shopping street notated on the Outline Development Plan should integrate with the pedestrian routes, public transport infrastructure, existing cycling infrastructure, and existing vehicular access and intersections, to provide safe and legible access to and within the Key Activity Area.

As both Bob Robertson Drive and Garlick Street are important for through traffic and providing access, the streetscape requires a carefully considered approach to integrating the internal and external access and linkages. Specifically:

- a. Red dashed lines on the Outline Development Plan identify the locations where the internal vehicular and pedestrian linkages and principal shopping street intersect with the surrounding road network could be located. The specific locations will be subject to assessment against District Plan vehicle crossing or intersection separation rules and are to also consider the proximity to intersections, pedestrian linkages and bus stops.
- b. On the northern side of Bob Robertson Drive internal vehicular linkages reflect the existing and proposed consented development. A pedestrian linkage across Kesteven Place connects development on both sides of this street.
- c. To the south of Bob Robertson Drive, the internal vehicular and pedestrian linkages and principal shopping street are indicatively shown, with the specific location to be determined once details of development proposals within Lot 203 become known. Footpaths will be provided on both sides of the internal vehicular and pedestrian linkages and principal shopping street.
- d. Carparking areas shall consider and provide for pedestrian desire lines.
- e. Internal cycling infrastructure shall connect to the wider cycling network.

Lot 203 Town Centre Block Pattern

The Outline Development Plan shows the proposed town centre block pattern for Lot 203. The size of the blocks will vary according to the footprints of buildings needed to support core retail and other commercial activities, as enabled by the TCZ. The indicative internal vehicular and pedestrian linkages and principal shopping street are proposed between:

- a. Garlick Street and Aitkin Street.
- b. Bob Robertson Drive and the east-west linkage described in a).
- c. The internal vehicular and pedestrian linkages and principal shopping street can be moved in north-south and east-west directions to connect with existing roads at the locations shown by red dashed lines on the Outline Development Plan. The block pattern is further supported by the principal shopping street and associated town square/reserve.

Principal shopping street

The principal shopping street will provide for two-way vehicular traffic with parallel parking on both sides. Footpaths will also be provided on both sides of the principal shopping street to support small format retail activities and pedestrian amenity.

Town square / reserve

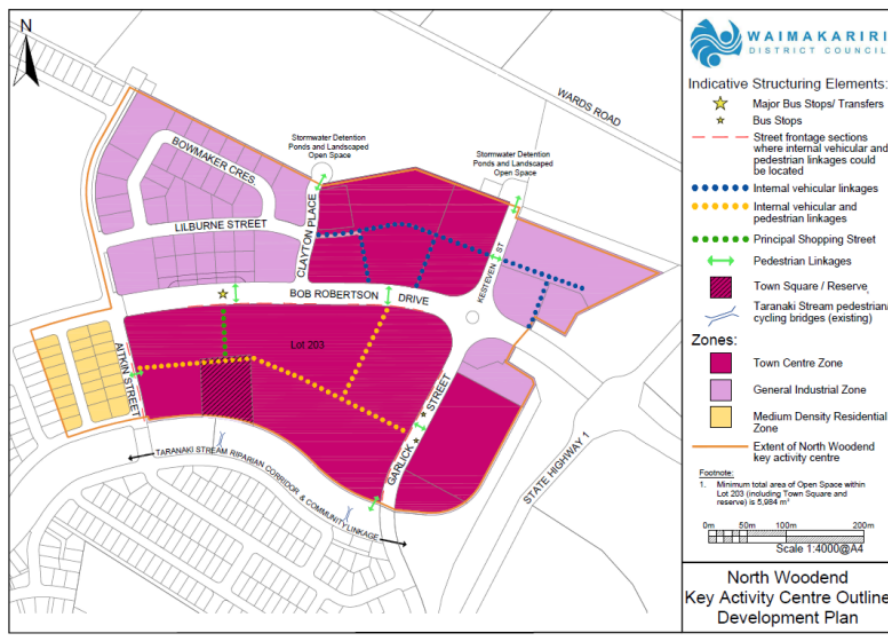
The town square/reserve supports the block pattern by including a pedestrian linkage from the principal shopping street through to the Taranaki Stream riparian corridor/community linkage and the existing pedestrian/cycling bridges across the Taranaki Stream. While the location of the town square/reserve is flexible, it should be physically and visually connected to the principal shopping

street and Taranaki Stream. A development threshold rule requires the town square/reserve to be developed before development of the final stage(s) of Lot 203 can occur.

Residential Living

The Outline Development Plan provides for residential intensification by including the more intensive MRZ within the Key Activity Centre and by permitting residential activities above ground floor level in the TCZ of the Outline Development Plan.

[insert ODP158A, colours and zone names updated for consistency with the PWDP]



13. Amend TCZ – Town Centre Introduction as follows: ³⁰

The Town Centre Zones of Rangiora, Kaiapoi and Oxford are Key Activity Centres as identified in the RPS. For the life of this District Plan the emerging North Woodend Town Centre, which is an emerging Key Activity Centre, located at North Woodend will play a secondary role to the established centres of Rangiora and Kaiapoi, where there is significant existing public expenditure and community services.

14. Amend TCZ-R1 as follows:³¹

TCZ-R1 Construction or alteration of or addition to any building or other structure

³⁰ RDL [347.1]

³¹ RDL [347.79]

This rule does not apply to development in the North Woodend Town Centre Zone where resource consent is required under rule DEVNWD-R4 and DEV-NWD-MD2.

Activity status: PER

Where:

1. the activity complies with:
 - a. all built form standards (as applicable);
 - b. any [building](#) or [addition](#) is less than 450m² [GFA](#); and
 - c. any new [building](#) or [addition](#) does not have frontage to a [Principal Shopping Street](#).

Advice note:

The building area GFA standard is a threshold for when an urban design assessment is required, rather than a limit on building size.

Activity status when compliance not achieved with TCZ-R1(1)(a): as set out in the relevant built form standards

Activity status when compliance not achieved with TCZ-R1(1)(b) and TCZ-R1(1)(c): RDIS

Matters of discretion are restricted to:

- [CMUZ-MD3](#) - Urban design

15. Amend TCZ-R24 as follows:³²

TCZ-R24 [Trade supplier](#)

This rule does not apply in the North Woodend Town Centre Zone, which is covered by rule DEV-NWD-R3.

Activity status: RDIS

Matters of discretion are restricted to:

- [CMUZ-MD1](#) - [Trade suppliers](#) and Yard based suppliers

Activity status when compliance not achieved: N/A

³² RDL [347.79] and [347.85]

Appendix B. Recommended Responses to Submissions and Further Submissions

The recommended responses to the submissions made on this topic are presented in the Tables below.

Tables B 1 to B 5: Recommended responses to submissions and further submissions

Table B 1: Recommended responses to submissions and further submissions Mandeville Local Centre Zone

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
262.1	Nik Butler	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
291.1	Mandeville Residents' Association Committee	Planning Maps – General	Rezone 464, 468, and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
<i>FS86</i>	<i>Martin Pinkham</i>		<i>Support</i>		<i>Reject</i>		
334.1	Janice Elaine Giles	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
335.1	A and M Giles Ltd	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
336.1	Maree Katrina Thom	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
337.1	Youni Ltd	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
344.1	Rural Holdings Ltd	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
345.1	464 Developments Ltd	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
346.1	Andrew Giles	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	
350.1	James Redmond	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
354.1	Linda Melhuish and Andrew Radburnd	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
363.1	Boyd Chamberlain	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
383.1	Martin Bennett	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
384.1	Alan Cuthbertson	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
385.1	Lois Anne Skerten	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
386.1	Michael John King	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
387.1	Steve Belworthy	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
389.1	Lisa Anne Reidie	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
390.1	Nicola Jackson	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
392.1	Jackie Breen	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No
410.1	Beth Suzanne Warman	Planning Maps – General	Rezone 464 and 474 Mandeville Road from LLRZ to LCZ.	3.10	Reject	As set out in the report. Insufficient justification has been provided to extend Mandeville Village beyond the extension already provide for in the Proposed Plan. This extension is not required as part of a business capacity assessment.	No

Table B 2: Recommended responses to submissions and further submissions Kaiapoi

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
Kaiapoi							
131.1	Southern Capital Limited	Planning Maps – General	Rezone 726, 732, 734 Main North Road, Kaiapoi from RLZ to LIZ to recognise the use of these sites. This is the most effective and efficient costs and benefits option in comparison to Rural Lifestyle Zoning. Adverse effects would be minimal due to existing commercial and industrial use, and the proposal gives effect to relevant National Policy Statements, Canterbury Regional Policy Statement, Proposed District Plan and other statutory and non-statutory documents, and is consistent with Part 2 of the Resource Management Act 1991.	3.8	Reject	A number of reasons are provided as set out in the report.	No
220.1	Stuart and Claire Morris	Planning Maps – General	Rezone 116-124 Williams Street from MRZ / MRZ Var1 to LCZ.	3.8	Accept	As set out in the report. The proposal is an urban to urban rezoning to match the existing activities and will not cause undue adverse effects.	Yes
395.1	John Adair	Planning Maps – General	Extend mixed use zone past Bowler St to and including 21 Courtney Drive, Kaiapoi.	3.8	Reject	As set out in the report. The Proposed Plan's zoning is consistent with the WRRZRP and the Council has begun to implement it on this site.	No
110.1	Ross, Anna, Jared and Kate Williams	INZ-P1	Rezone 274 Giles Road, 75 Ohoka Road and 91 Ohoka Road from RLZ to LIZ.	3.8	Reject	A number of reasons are provided as set out in the report.	No
Kaiapoi South General Industrial Zone							
212.4	CSI Property	Planning Maps – General	Rezone the land from RLZ to GIZ, with an appropriate amount of commercial zoning.	3.8	Accept in part	As set out in the report. The rezoning has merit, but insufficient information has been provided to support rezoning the entire site. Note: the submission includes 12 and 20 Neeves Road which is also subject to the Domett Properties Ltd [311.38] submission,	Yes

						hence this submission is recommended to be accepted in part.	
309.1	Hellers Limited	Planning Maps – General	Retain the GIZ of the sites legally described as Pt LOT 2 DP 16617, LOT 1 DP 16617, and Pt LOT 3 DP 21376, as notified.		Accept		No
311.38	Domett Properties Limited	Planning Maps – General	Retain the GIZ of the sites legally described as Pt LOT 2 DP 16617, LOT 1 DP 16617, and Pt LOT 3 DP 21376, as notified.	3.8	Accept	A number of reasons are provided as set out in the report.	No
311.1	Domett Properties Limited	Planning Maps – General	Rezone the land bounded by Neeves Road, Main North Road and Christchurch Northern Motorway (Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992) from RLZ to GIZ.		Accept		Yes

Table B 3: Recommended responses to submissions and further submissions Southbrook Commercial and Industrial Zones

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
51.1	Dougal James Cockburn	Planning Maps – General	Rezone 2-4 Kingsford Smith Drive, Rangiora from GIZ to LFRZ.	3.7	Reject	A number of reasons are provided as set out in the report.	No
226.5	McAlpines Ltd	Planning Maps – General	Retain the proposed zoning of Block A1 LFRZ and amend the map and related provisions to rezone Block A2 from GIZ to LFRZ. (For areas indicated see Attachment 1 of submission)	3.7	Accept	A number of reasons are provided as set out in the report.	Yes
226.6	McAlpines Ltd	Planning Maps – General	Amend the Map and related provisions to rezone Block D (shown on submission Attachment 1) from RLZ to GIZ.		N.A.	This submission point is no longer being pursued.	N.A.
182.1	Christchurch Motor Group Ltd	Planning Maps – General	Rezone 29 Southbrook Road and 32 and 34 Coronation Street, Rangiora from GRZ to GIZ.	3.7	Reject	A number of reasons are provided as set out in the report.	No
222.1	Lifestyle Irrigation	Planning Maps – General	Amend the Flaxton Road LFRZ to include the west side of Flaxton Road (refer to full submission for map), i.e. rezone this area from GIZ to LFRZ.	3.7	Reject	A number of reasons are provided as set out in the report.	No
25.1	Daniel Smith	General Industrial Zone- General	Accommodate retail activity at the following Flaxton Road properties: 269, 275, 279, 299, 303, 305, 311, 315, 317, 319, 323, 333, 341, 343, 345, 347, and all the west side of Flaxton Road in the submitter's business park (refer to full submission for maps), i.e. i.e. rezone this area from GIZ to LFRZ. <i>Note: the matter of retail activities within a GIZ zoning was considered as part of the INZ s42A report (see section 3.12 of the Industrial S42A Report).</i>	3.7	Reject	A number of reasons are provided as set out in the report.	No

Table B 4: Recommended responses to submissions and further submissions Oxford Industrial Zones

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
48.1	Ashley Industrial Services Ltd	Planning Maps – General	Retain zoning of 8 Mill Rd and 138 Main St, Oxford as HIZ and LIZ respectively.	3.10	Accept	A number of reasons are provided as set out in the report. It is an on-balance decision with emphasis placed on recognising the existing industrial activities.	No
124.1	Debby Duke	Planning Maps – General	Seek that 8 Mill Road, Oxford is not zoned HIZ and LIZ and to keep it as rural zone.	3.10	Reject	A number of reasons are provided as set out in the report. It is an on-balance decision	No

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
						with emphasis placed on recognising the existing industrial activities.	
341.1	Jack David Patterson	Planning Maps – General	Oppose rezoning of Ashley Industries Sawmill from rural to HIZ and LIZ.	3.10	Reject	A number of reasons are provided as set out in the report. It is an on-balance decision with emphasis placed on recognising the existing industrial activities.	No
172.2 (& 172.3)	Oxford-Ohoka Community Board	SUB-S1	Rezone land around Oxford Frews' Yard and Harewood Road from GRUZ to industrial (note: no specific industrial zone was specified in the submission).	3.10	Reject	A number of reasons are provided as set out in the report, with the main reasons being: a lack of supporting evidence addressing the NPS-HPL, NPS-UD, CRPS and DDS; the zone being a spot zone; and the need to consider this as part of comprehensive master planning.	No
FS24	Claudia & Geoff Mehrrens		<i>Oppose in part (as it relates to the industrial rezoning request)</i>		Accept		
FS25	Peter and Lizzy Anderson		<i>Oppose in part (Note: this further submission does not relate to the matter addressed in submission point 172.2)</i>		N.A.		

Table B 5: Recommended responses to submissions and further submissions on zoning in and around urban areas

Sub. Ref.	Submitter / Further Submitter	Provision	Decision Requested (Summary)	Section of this Report where Addressed	Officer's Recommendation	Officers' Reasons/Comments	Recommended Amendments to Proposed Plan?
Rangiora, Fernside and Sefton							
286.1	Z Energy	Planning Maps – General	Retain the zoning of the Z Rangiora as TCZ in the Planning Maps. Retain the exclusion of the Z Rangiora site from the 'Principal Shopping Street' overlay in the Planning Maps.		Accept	No change sought to the notified zoning.	No
167.7	Beach Road Estates Limited	Planning Maps – General	Rezone Lots 86 – 90 DP 485790 to Commercial Neighbourhood Zone (note: this is assumed to be the NCZ).	3.8	Accept	The area is a small urban to urban rezoning which recognises previous consents for commercial activity and there are capacity and commercial distribution arguments supporting a NCZ in this area.	Yes
251.1	M and J Kerr	Planning Maps – General	Rezone 15 Townsend Road, Fernside from RLZ to GIZ. Insert Todds Road Business Zone Outline Development Plan (refer to full submission for Attachment 3).	3.8	Reject	This is a rural to urban rezoning. There is no evidence provided assessing the proposal against the NPS-UD, CRPS or DDS. The rezoning may create reverse sensitivity issues on adjacent rural activities.	No
368.1	Ross and Bronwyn Minehan	Planning Maps – General	Submitter wonders if the industrial designation of Daiken land could be reviewed if the factory closed for any reason as this is what they were told.		N.A.	Not addressed.	No

			Seeks further explanations as to all reasoning behind this decision and any implications that could arise for the people of this area, including disadvantages to ratepayers. This area is growing and further uses for this land will be part of people's decision making. Queries whether this change come from the Council or Daiken.				
Pegasus							
412.27	Templeton Group	Planning Maps – General	Rezone the following land from MRZ to LCZ: 64 Pegasus Main Street – Lot 10 DP 517496 66 Pegasus Main Street – Lot 102 DP 517496 70 Pegasus Main Street – Lot 101 DP 505068	3.10	Accept	This is a small urban to urban rezoning that was signalled in the s32. The proposal is supported by market demand and planning evidence.	Yes
Ravenswood							
174.1	DHE Holdings Limited - Russell Benge	Planning Maps – General	Amend the planning maps to show that Lot 201 OP 521536 is zoned GIZ (from GRZ / MRZ Var1) for the entire lot as identified on the overall Ravenswood Planning map (refer to full submission for diagram).	3.9	Accept	This is a small urban to urban rezoning that amends the zoning to match the parcel boundaries and development pattern in PC30.	Yes
347.1	Ravenswood Developments Limited (RDL)	Planning Maps	Amend the planning maps as follows: - Rezone the established/consented residential areas (Stages 1-5) to GRZ. - Rezone the undeveloped/planned residential areas (Stage 6) to MRZ. - Rezone the following sites to TCZ (DP 521536 unless otherwise specified): - Lot 203 – large vacant lot south of Bob Robertson Drive - Lot 2 – New World - Lot 12 – Childcare centre - Lots 13 & 14 – Consented mixed retail - Lot 15 – Vacant - Lots 11 & 202 DP 545570 – vacant lots east of Garlick Street -Rezone the following sites to GIZ (DP 521536 unless otherwise specified): - Lots 100-135 – Industrial subdivision - Lots 9 & 10 – BP/McDonalds - Lot 201 – vacant lot north of BP/McDonalds - Lots 1 & 2 DP 545570 – Gull - Apply Open Space Zone to the riparian margins of the realigned Taranaki Stream, and the neighbourhood parks within Stage 1a and Stage 4. - Amend the zone boundaries to align with the roading and cadastral boundaries. Refer to Appendix 1 in the full submission for the proposed rezoning. <i>Note: this submission is also party addressed in the s42A for residential rezonings report.</i>	3.9	Accept	A number of reasons are provided as set out in the report. The key reason is that accepting the submission implements the court mediated agreement on PC30.	Yes
347.94	Ravenswood Developments Limited (RDL)	DEV-NWD-APP1	Amend title to DEV-RW-APP1 Replace with the following ODPs:	3.9	Accept	A number of reasons are provided as set out in the report. The key reason is that	Yes

			- A large scale ODP for the wider Ravenswood development (residential and commercial areas) (Appendix 1). - A smaller scale ODP inset focusing on the Ravenswood commercial area (Appendix 1a). <i>Note: this submission is also party addressed in the s42A for residential rezonings report.</i>			accepting the submission implements the court mediated agreement on PC30.	
347.2 Carried over from CMUZ Hearing	Ravenswood Developments Limited (RDL)	Definition of 'key activity centre'	Amend definition of 'Key Activity Centre' to add "Ravenswood" after "Kaiapoi".	3.9	Accept in part	Adding 'North Woodend' (as opposed to Ravenswood) implements the court mediated agreement on PC30.	Yes
347.3 Carried over from CMUZ Hearing	Ravenswood Developments Limited (RDL)	Definition of 'principal shopping street'	Amend 'Principal Shopping Street' definition: "...Rangiora, Oxford, Kaiapoi and Ravenswood"	3.9	Accept in part	Adding 'North Woodend' (as opposed to Ravenswood) implements the court mediated agreement on PC30.	Yes
347.78 Carried over from CMUZ Hearing	Ravenswood Developments Limited (RDL)	TCZ-P2	Support to the extent that the Ravenswood is recognised as a town centre through the application of Town Centre zoning as identified in submission point #1.	3.9	Accept	A number of reasons are provided as set out in the report. The key reason is that accepting the submission implements the court mediated agreement on PC30.	Yes
347.79 Carried over from CMUZ Hearing	Ravenswood Developments Limited (RDL)	TCZ-R1	Support if the draft ODP for Ravenswood town centre (see point 94 in original submission and Appendix 1 and Appendix 1a) is adopted.	3.9	Accept	A number of reasons are provided as set out in the report. The key reason is that accepting the submission implements the court mediated agreement on PC30.	Yes
347.85 Carried over from CMUZ Hearing	RDL	CMUZ-MD3	Generally support CMUZ-MD3 as it reflects urban design principles but seeks that assessments against these requirements are not impeded by the outdated North Woodend Outline Development Plan. RDL seek that the ODP for Ravenswood town centre (see point 94 and Appendix 1 and Appendix 1a in their original submission) is adopted to support the implementation of these provisions	3.9	Accept	A number of reasons are provided as set out in the report. The key reason is that accepting the submission implements the court mediated agreement on PC30.	Yes
Waikuku							
245.1	Murray Peter Gemmell	Planning Maps – General	Propose the availability of this area (see illustration on page four of submission) be actively considered for commercial rezoning within the present District Plan Review. Its location, scale and relationship to existing commercial activities as well as the proximity to Main North Road (State Highway 1) make it eminently suited for commercial rezoning. It is capable of being a considerable contributor to the future of the town post 2021.	3.10	Reject	A number of reasons are provided as set out in the report, including: the lack of a supporting assessment under the NPS-UD as to why the additional capacity is needed; and the potential for commercial distribution effects.	No
Ohoka							
165.1	Edward and Justine Hamilton	Planning Maps – General	Rezone 419 Whites Road, Ohoka from SETZ to commercial (note: no specific zone was proposed).	3.10	Accept	A number of reasons are provided as set out in the report, including: this is a small urban to urban rezoning; it is consistent with the	Yes

						existing onsite activities; and an NCZ is appropriate to support Ohoka village.	
Other							
282.143	Woolworths New Zealand Ltd	Planning Maps – General	<ol style="list-style-type: none"> 1. Retain LFRZ for Waimakariri Junction. 2. Rezone 87 Hilton St, Kaiapoi from GIZ to LFRZ. 3. Rezone 40 – 54 Ivory Street, Rangiora East from MRZ / MRZ Var1 to MUZ. 4. Amend planning map to apply MUZ broadly throughout the district. 5. Rezone 2 Main North Rd, Woodend from GRZ / MRZ Var1 to MUZ. <p><i>Note: submission subpoint 4 to amend the planning map to apply MUZ broadly throughout the district was considered as part of the CMUZ hearing (see paragraphs 503 and 504 in the CMUZ s42A report).</i></p>	3.7 3.8 3.9	Accept in part (accept subpoint 2 - 87 Hilton Street; reject subpoint 3 - 40 to 54 Ivory Street; reject subpoint 5 - 2 Main North Road)	A number of reasons are provided as set out in the report. For the accepted submission point, the LFRZ better matches the existing activity and rezoning will not create commercial distribution issues. For the rejected submission points, there is a lack of supporting evidence and the MUZ is a bespoke zone for earthquake 'red zone' areas and commercial distribution issues could arise applying it more generally.	Yes

Appendix C. Report Author's Qualifications and Experience

I hold the following qualifications: Bachelor of Science in Ecology and a Masters of Science in Resource Management (my masters degree is an accredited planning degree). I am a full member of the New Zealand Planning Institute (NZPI) and a former Deputy Chair of the NZPI Board. I am also an accredited hearings commissioner. I received a Distinguished Service Award from NZPI in 2017 for contributions to planning and the planning profession and been awarded NZPI and SOLGM best practice awards for planning projects I have worked on.

I have over 28 years' experience working as a planner for local and central government (in New Zealand and the UK), as well as planning consultancies. I have been the director of Planning Matters Limited (a town planning consultancy) since its inception in 2012. I have been engaged by the Waimakariri District Council on the district plan review since 2017 as a consultant planner within the Development Planning Unit.

My relevant work experience includes, amongst other matters:

- Drafting the commercial and industrial chapters of the Proposed Plan and their s42A reports;
- Drafting the Natural Hazards Chapter of the Proposed Plan and the s42A report;
- Drafting the Strategic Directions chapter of the Proposed Plan;
- Drafting the Waimkariri Residential Red Zone Recovery Plan;
- Drafting the Kaiapoi Town Centre Plan;
- Drafting various chapters of the CRPS 2013;
- Co-drafting the Land Use Recovery Plan and Chapter 6 of the CRPS;
- Drafting various chapters of the Proposed Timaru District Plan;
- Hearing submissions (as an independent hearings commissioner) on various chapters of the proposed Selwyn District Plan and proposed plan changes to the Mackenzie District Plan.

Appendix D. Evidence of Mr Foy

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF Submissions and further submissions in relation to
the proposed Waimakariri District Plan

Statement of evidence of Derek Foy
on behalf of Waimakariri District Council regarding Stream 12 Rezoning of Land
(Economics)

1. INTRODUCTION

Qualifications and experience

- 1.1 My name is Derek Richard Foy. My qualifications are degrees of Bachelor of Science (in Geography) and Bachelor of Laws from the University of Auckland.
- 1.2 I am a member of the New Zealand Association of Economists, the Population Association of New Zealand, and the Resource Management Law Association.
- 1.3 I am a Director of Formative Limited, an independent consultancy specialising in economic, social, and urban form issues. I have held this position for two years, prior to which I was an Associate Director of research consultancy Market Economics Limited for six years, having worked there for 18 years.
- 1.4 I have 24 years consulting and project experience, working for commercial and public sector clients. I specialise in assessment of demand and markets, retail analysis, the form and function of urban economies, the preparation of forecasts, and evaluation of outcomes and effects.
- 1.5 I have applied these specialties in studies throughout New Zealand, across most sectors of the economy, notably assessments of housing, retail, urban form, land demand, commercial and service demand, tourism, and local government.

Code of conduct

- 1.6 Whilst I acknowledge that this is not an Environment Court hearing, I confirm that I have been provided with a copy of the Code of Conduct for Expert Witnesses contained in the Environment Court's Practice Note dated 1 January 2023. I have read and agree to comply with that Code. This evidence is within my area of expertise, except where I state that I am relying upon the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of Evidence

- 1.7 I have been asked by Waimakariri District Council ("WDC" or "Council") to provide evidence regarding the economic effects associated with a number of submissions that request commercial or industrial zoning changes to the notified Proposed District Plan ("PDP").
- 1.8 This evidence reviews and responds to submissions that were identified in liaison with the reporting planner. I have not been asked to respond to all submissions requesting commercial or industrial changes, and some are responded to only by the reporting planner. The submissions that required review were:
 - (a) 167 Beach Road Estates Limited
 - (b) 222 Lifestyle irrigation

- (c) 251 M and J Kerr
- (d) 226 McAlpines Limited
- (e) 251 M and J Kerr
- (f) 262 Nik Butler
- (g) 282 Woolworths New Zealand
- (h) 311 Domett Properties Limited
- (i) 212 CSI Property Limited
- (j) 110 Ross, Anna, Jared and Kate Williams
- (k) 51 Dougal Cockburn
- (l) 172 Oxford-Ōhoka Community Board.

1.9 My evidence is structured with a section for each submission, summarising the decision sought, the submission points, and then providing my response to those points. I also summarise the Waimakariri business land environment to establish the context within my response to submissions is made.

1.10 In preparing my evidence I have reviewed the submissions. I have previously read and am generally familiar with a range of relevant planning documents and the PDP.

2. WAIMAKARIRI BUSINESS LAND

2.1 In section I summarise the content and key information about the Waimakariri economy and findings from the latest 2023 business land assessment.¹ The purpose of this update is to provide some context within which the submissions can be assessed.

Recent growth

2.2 Over the last two decades, Waimakariri District has experienced rapid growth in population, from around 27,100 in 2000 to 67,900 in 2022. That equates to average annual growth of 3% per annum, which is much faster than almost every other district in New Zealand - only Selwyn and Queenstown Lakes grew at a faster rate. Employment grew at an even faster rate, from around 9,900 jobs in 2000 to 21,700 in 2022 (3.6% per annum).

2.3 As the population has grown, the primary sector has become relatively less important to Waimakariri's economy, with the retail and hospitality sector growing ahead of population growth, reflecting an increase in self-sufficiency through locally retained spending. Other sectors that have experienced strong growth include commercial services and community services sectors which both had average annual growth of 4.5% per annum. There has also been strong growth in the construction industry (6.4% per annum) and industrial activity

¹ Greater Christchurch Partnership (2023) Business Development Capacity Assessment.

(3.7% per annum), and District GDP has almost doubled in that time, averaging annual growth of 4.2%.

- 2.4 While not all of this growth in employment has been accommodated in business zoned land, a significant share has been located within commercial and industrial zoned areas.² Over the last five years there has been 28,000m² of floorspace consented for new commercial and industrial buildings (an average of 13,000m² per annum), of which 28,000m² was for commercial floorspace (Figure 2.1) and 37,000m² was industrial.
- 2.5 Some 90% of consented commercial floorspace was for shops, restaurants, and bars (25,300m²), and with relatively little (2,700m²) for office space. It is likely that most of this consented space will have been built and much of it will be located within the commercial zones, although confirmation of that is not possible from the data available. The commercial floorspace consented would require about 1-2ha of land per year, based on average floor area ratios observed in the district.

Figure 2.1: District Commercial building consents (m² GFA, 2018-2022)

	2018	2019	2020	2021	2022	Total	Avg ann.
Shops, restaurants, and bars	4,661	9,303	4,054	943	6,332	25,293	5,059
Office, administration, etc	717	321	-	809	864	2,711	542
Commercial buildings	5,378	9,624	4,054	1,752	7,196	28,004	5,601

- 2.6 There has been around 7,400m² of industrial floorspace consented per annum over the last five years, with a fairly even split between factories/industrial (19,000m²) and storage space (18,000m²) (Figure 2.2). It is likely that most of this consented space will have been built and much of it will be located within the industrial zones, but again there is not sufficiently detailed data available to confirm that. The annual development of floorspace in the industrial zones would be accommodated on 2-3 hectares of land, based on average floor area ratios observed in the district.

Figure 2.2: District Industrial building consents (m² GFA, 2018-2022)

	2018	2019	2020	2021	2022	Total	Avg ann.
Factories and industrial	5,621	761	577	6,313	5,727	18,999	3,800
Storage	4,391	1,494	1,830	3,925	6,477	18,117	3,623
Industrial buildings	10,012	2,255	2,407	10,238	12,204	37,116	7,423

Forecast growth

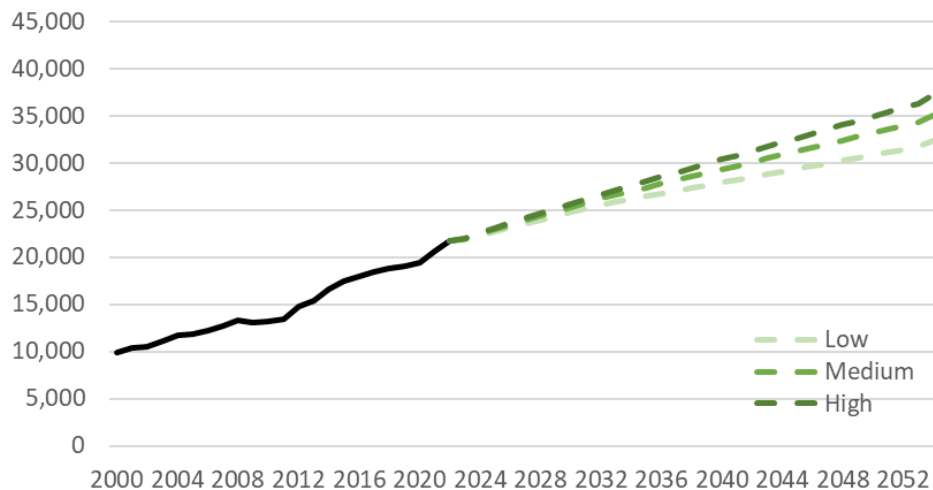
- 2.7 The latest District economic forecasts provided in 2023 have three scenarios, low, medium, and high which relate directly to the population scenarios.³ The Council has adopted the High projection for National Policy Statement for Urban Development (“NPS-UD”) assessments, both for residential and business assessments.

² It is important to note that a share of employment is accommodated in non-business zoned land – which includes residential zones (home offices, schools, medical, construction, etc) and rural zones.

³ A previously used medium-high scenario is no longer used for Waimakariri District planning purposes.

2.8 The economic forecast scenarios show that employment is expected to grow to between 31,700 (Low) and 36,300 (High) jobs by 2053 (Figure 2.3).⁴ The Medium scenario has a growth of approximately 410 new jobs per annum, which is slightly slower than has been observed over the last two decades, and would result in total District employment reaching 34,300 by 2053. While this growth in employment represents a large increase in the District economy, there will still be a sizable number of residents that work in Christchurch (and other parts of Canterbury).

Figure 2.3: Formative employment forecasts (2023)



2.9 The latest employment forecast (High scenario) is higher than the range projected in the 2021 forecasts. While Covid19 resulted in short term impacts, the economy and employment has been resilient and has recovered quickly.

2.10 The Waimakariri Capacity for Growth Model was updated in 2023 (“WCGM22”), incorporating findings of a field survey of business land in the urban environment conducted in February 2023. This research showed that there was limited vacancy of premises in either the commercial or industrial zones, and there were a number of buildings under construction in the businesses zones that can be expected to accommodate more businesses and employment.

2.11 The results of the WCGM22 suggest that there is expected to be demand for 7,000m² per annum of commercial floorspace in the medium term (next ten years) and 13,000m² per annum of industrial floorspace. That forecast is based on the High growth scenario, and is higher than the average observed over the last five years (as shown in Figure 2.1 and Figure 2.2). That equates to annual demand for just over 1ha of commercial land, and 2.6ha of industrial land.

2.12 The NPS-UD requires that councils include a competitiveness margin on top of demand of 20% in the medium term and 15% in the long term. This would mean a requirement for 1.2ha per annum of commercial land and 3.1ha per annum of industrial land in the medium

⁴ Formative (2022) Economic Forecasts – Low, Medium, and High Scenarios.

term. Figure 2.4 shows the demand and NPS-UD required competitiveness margin for medium and long term for business land. These figures are presented in the Greater Christchurch Partnership’s 2023 reporting for business land, and is within the draft Spatial Plan. There is a total requirement for at least 12ha of commercial land in the medium term and 32ha in the long term, and for 31ha of industrial land in the medium term and 79ha in the long term.

Figure 2.4: Formative Business Land Requirement Forecasts 2023 (ha)

	Medium (ha)		Long (ha)	
	Total	p.a.	Total	p.a.
Excluding competitiveness margin				
Commercial land demand	10	1.0	27	0.9
Industrial land demand	26	2.6	68	2.3
Including competitiveness margin*				
Commercial land required	12	1.2	32	1.1
Industrial land required	31	3.1	79	2.6

**NPS-UD Competitiveness margin of 20% in medium term and 15% Long term.*

Capacity for Growth context

- 2.13 The WCGM22 is a desktop analysis which is an update of the modelling conducted in 2019 and 2021, and is similar to the methods applied by Formative to other Tier 1 councils in the Greater Christchurch Partnership (Selwyn And Christchurch). In summary, it uses parcel level data to establish the amount of floorspace that can be provided within each parcel. This assessment is ground-truthed via a field survey of activity in the commercial and industrial zoned land.
- 2.14 This most recent assessment has shown that in the commercial zones there is 36ha of vacant land and 27ha of vacant potential land (land that could be redeveloped), for a total of 63ha of vacant and vacant potential commercial land. In the industrial zones there is 32ha of vacant land and 70ha of vacant potential land (land that could be redeveloped), a total of 102ha (Figure 2.5).

Figure 2.5: WCGM22 Business land capacity 2023 (ha)

	Vacant	Vacant Potential	Total
Commercial Zones	36	27	63
Industrial Zones	32	70	102

- 2.15 These figures are included in Greater Christchurch Partnership’s 2023 business land reporting and in the draft Spatial Plan. The WCGM22 adopts a conservative stance as it assumes that none of the vacant potential is developable in the medium term and is only capacity in the long term, and so medium term capacity is assumed to be 36ha for the commercial zones and 32ha for the industrial zones.

2.16 I note that the PDP does not account for the recently approved private plan change 30 (Ravenswood) to change 12.8ha of residential land to commercial zoning. If the WCGM22 was updated to account for PC30 then the vacant capacity available in the medium term in Commercial zones would increase to almost 48ha and in the long term would increase to over 75ha.

Sufficiency of Business land

2.17 The comparison of the business land capacity to demand, as required by the NPS-UD, suggests that there is sufficient capacity to meet expected demand in Waimakariri over the medium and long terms for both commercial and industrial land.

2.18 For commercial land, supply is more than sufficient In both the medium term (36ha of capacity, 12ha of demand including competitiveness margin, for 24ha of capacity more than demand) and long term the (63ha capacity, 32ha of demand) (Figure 2.6). As discussed, those figures exclude PC30, which will further increase the sufficiency shown both in the table below and in the Greater Christchurch Partnership reporting, meaning that both outputs will understate sufficiency.

Figure 2.6: Waimakariri business land sufficiency (ha)

	Medium term	Long term
Commercial zones		
Supply (capacity)	36	63
Demand (land required)	12	32
NPS-UD commercial sufficiency	24	31
Industrial zones		
Supply (capacity)	32	102
Demand (land required)	31	79
NPS-UD industrial sufficiency	1	23

2.19 For industrial land, supply is also sufficient in both the medium and long term. In the medium term supply (32ha) is more than sufficient to meet the expected demand plus competitiveness margin (31ha), with land left for future years (1ha). This is a positive margin, which means that the proposed zoning is expected to be sufficient, albeit with a small margin remaining after the medium term. I note, however, that the modelling undertaken applies the industrial zoning proposed in the PDP, and so slightly overstates probably future industrial land supply (by about 1.5ha) due to the changes PC30 (Ravenswood) has enabled by creating the Ravenswood TCZ, some of which was proposed to be industrial land in the PDP.⁵

⁵ PC30 was heard under the operative plan zoning, and approved the rezoning of an area of Business 2 (industrial) land to Business 1 (commercial) zoning. That area was around 3.6ha (as a part of the wider 12.8ha area rezoned from other zones including residential), of which around 2.1ha is already occupied by commercial activities, so was not assumed to be available for industrial activities in the future. The other 1.5ha of Business 2 land that was rezoned Business 1 is now unlikely to be available for future industrial activities, and is instead

- 2.20 In practice that means that demand for Waimakariri industrial land is likely to be broadly the same as supply by the end of the medium term. This means that it will be important that this hearing avoids a net loss of industrial zoned land in response to rezoning requests, and if possible should err on the side of approving a small net gain to increase the sufficiency.
- 2.21 The NPS-UD sufficiency test is framed as a minimum level of development capacity required, not a maximum, and if a council determines that there is insufficient development capacity then it must act as soon as practicable to provide more capacity via changes to the planning framework. Further, the NPS-UD has a wider set of objectives beyond simply providing the bare minimum capacity that is sufficient to meet expected demand. This then means that Council could allow for more urban capacity than the minimum required to accommodate expected growth, in order to meet the wider objectives of the NPS-UD. The provision of additional capacity can be assessed according to the merits, but this does not mean that all additional developments should be adopted as being beneficial.
- 2.22 In the case of commercial land, the NPS-UD does not require assessments of the demand or supply for specific land uses. As an example, the NPS-UD does not require councils to model the land or supply for educational purposes, so while there is sufficient land at an aggregate (i.e. commercial, or industrial) level, it may be that there is need for more land for a specific use (such as schools or hospitals). Any such need can be assessed on its merits, and is beyond the scope of the WCGM22 or NPS-UD reporting. In the case of industrial land, it could be that some additional land could be planned for at minimal cost to the community. While this report does not assess the requests for rezoning, I note that there could be instances where rezoning of more vacant industrial land may be beneficial.
- 2.23 Council has commissioned modelling of land supply at the sub-district level, based around the main townships. That modelling also provides some more spatially detailed demand projections which provide insight into the potential future demand-supply balance. However, for industrial (and to a lesser extent commercial) zones the sub-district detail is of less value than it is for residential zoned land. This is because industrial demand and markets tend to operate at a wider spatial level (sub-regional) which means that for many industrial activities in the district they could locate in a number of different towns, due to their relatively close proximity to each other, and the fact that much of the district forms a single market for industrial land. That is slightly less true for commercial land, where some activities in a centre serve local needs of the community. However, much of the commercial activity, such as higher order commercial services and large format retail, also service a most-of-district wide catchment.
- 2.24 These factors mean that the appropriate location for additional business activities, and particularly industrial activities, should be determined with consideration of how to achieve a well-functioning urban environment, rather than necessarily seeking to provide supply in every town for every type of activity.

likely to be occupied by commercial activities. PC30 was approved after the PDP was notified, and so the PDP does not pick up the change from industrial to commercial zoning of that part of the Ravenswood centre.

3. BEACH ROAD ESTATES LIMITED (167)

3.1 In this section I review the submission of Beach Road Estates Limited, dated 26 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

3.2 The submission requests that the properties at 25, 27, 29, 31 and 35 Tuhoë Avenue, Kaiapoi (the “BRE sites”, Figure 3.1) be rezoned from Medium Density Residential Zone to a zone that would enable commercial development, which I anticipate would be the Neighbourhood Centre Zone (“NCZ”). The submission notes that BRE sites are currently vacant and have (lapsed) resource consent for multi-use and are still intended to comprise neighbourhood commercial/retail activities (submission point 167.7).

Figure 3.1: Location of the BRE sites (in dark brown)



Submission points

3.3 The submission states that four of the BRE sites are located within stage 2 of the Beachgrove subdivision, and were consented⁶ as “multi-use” lots comprising two-storey attached dwellings with ground floor space for home occupations. The fifth of the five BRE sites was consented⁷ for a commercial building with a minimum of two tenancies, intended (but not required) to comprise commercial services and retail activities which were neighbourhood focused.

⁶ RC145503, RC145504

⁷ RC145504

- 3.4 Those consents have now lapsed but the submitter wishes to undertake a commercial development on these lots to serve the Beachgrove neighbourhood.

Response to submission points

- 3.5 The requested rezoning raises issues as to the potential retail distribution effects that might arise from enabling commercial/retail activities on the BRE sites. To understand the potential magnitude of those effects, I have assessed the capacity of the sites to accommodate commercial activity, and place that in the context of nearby centres.
- 3.6 The five parcels that comprise the BRE sites have a combined total site area of 1,339m². It is reasonable to expect that site coverage for a NCZ commercial development in a reasonably dense development such as along Tuhoë Avenue might be in the region of 50%, which would enable in the order of 600-700m² of commercial GFA on the BRE sites, or perhaps three to five small tenancies.
- 3.7 Because the zoning requested would enable a range of different tenancies as permitted activities, it is not possible to understand exactly what those might be, but it is likely that they would be focussed on providing a limited supply of convenience retail goods and/or services to households in the immediate walkable catchment. As such, the tenancies might be expected to be comprised of activities such as a dairy, takeaway stores, a hairdresser, or a café. However, I note that in practice the type of activities that occupy the tenancies would not have a significant bearing on the retail distribution effects generated, because of the limited scale of the development enabled.
- 3.8 The BRE sites are located on Tuhoë Avenue, within the new Beachgrove residential subdivision in Kaiapoi East, accessed off Beach Road which leads to The Pines Beach. The subdivision has capacity to accommodate several hundred dwellings, with a relatively dense layout and small (for Kaiapoi) lot sizes, with many parcels being 200-250m². The BRE sites are located 1km from the northern end of the Kaiapoi town centre or 750m from the TCZ-adjacent Local Centre on Williams Street (via Beach Road and Williams Street), with much of the subdivision 1.3-1.4km from that northern end of the Kaiapoi centre. Other centres such as the LCZs at Williams Street (south of the Kaiapoi TCZ) and Silverstream Boulevard (in western Kaiapoi) and the NCZ on Williams Street (northern Kaiapoi near the golf club) are further away, and therefore less vulnerable to retail distribution effects, as discussed later.
- 3.9 That distance means that it is, in my opinion, sufficiently removed from the town centre to warrant some small-scale local provision of convenience retail for local households. I note that there is limited accessibility of the Beachgrove subdivision to established neighbouring residential areas, with dwellings to the south⁸ and west⁹ all having no road access directly to the subdivision. Because the BRE sites are located within the subdivision, that will limit their visibility and appeal to passing trade, and therefore limit the scale of any trade redistribution from existing centres to the BRE sites.

⁸ Those along Feldwick Drive and associated streets, all dwellings along which have no direct road access to Beach Road, but rather have to travel through the Meadow Street/Beach Road intersection.

⁹ Those north of Moorcorft Reserve, accessed via Williams Street further to the west.

- 3.10 In any case, even if some redistribution were to occur, the scale of any retail distribution effects on other centres would be small. The nearest centre is the Kaiapoi town centre, which is much larger than the requested BRE centre, and which is anchored by large tenancies (such as Woolworths and New World) and national chains (McDonalds, Snap Fitness, ANZ Bank, etc.) and contains a wide range of commercial activities. While not invulnerable to retail distribution effects from potential new commercial development, in my opinion the BRE centre would generate less than minor effects on the Kaiapoi centre. Other centres in Kaiapoi are further away, and play a local convenience role for their own local catchments. It is unlikely that rezoning the BRE sites as requested would have any effect on the performance, viability or amenity of those centres. I do not consider that the requested centre zoning would have any effect on centres outside Kaiapoi.
- 3.11 Notwithstanding my opinion that the requested centre zoning will not generate adverse retail distribution effects, it is worthwhile making some comment on how large the NCZ needs to be to service its catchment. The relatively insular nature of the Beachgrove subdivision will limit the size of the catchment that will be serviced by the requested NCZ. That limits how large the NCZ needs to be in order to be viable and to function effectively, and in my opinion the area of the BRE sites is slightly larger than would be required to provide for a range of local convenience activities.
- 3.12 That means that there is the possibility that not all of the (indicatively up to 700m² of) tenancies that might be enabled will be sustainable on a long-term basis, and there might be a risk that some of those tenancies remain vacant. Prolonged vacancies in a centre are an undesirable outcome because they detract the vitality of a centre, and are an inefficient land use.
- 3.13 In that sense a slightly smaller centre might be preferable to the 1,339m² proposed, although no evidence has been provided that enables an understanding of the need for that area of centre, or how many households it would service. For that reason, from the information it is not possible at this point to specify an optimal land area or related floorspace yield for the potential NCZ.
- 3.14 In my opinion the requested neighbourhood centre might be slightly too large to play the necessary local convenience role for the immediate residential subdivision it would serve, however the centre would generate less than minor retail distribution effects, and there are no economics reasons why the request rezoning should not be approved.

4. LIFESTYLE IRRIGATION LIMITED (222)

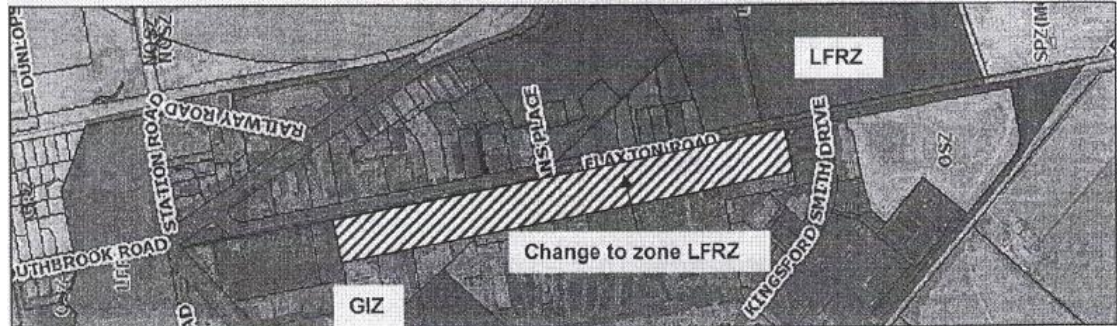
- 4.1 In this section I review the Lifestyle Irrigation submission, dated 2 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with the context of the submission.

Decision sought

- 4.2 The land owned by DM & AD Smith Investments Limited on the west side of Flaxton Road (the "Flaxton Road west sites", Figure 4.1) is proposed by the PDP to be rezoned from

Business 2 Zone to General Industrial Zone (“GIZ”). The submission requests that instead of being rezoned to GIZ, that the area instead be rezoned to Large Format Retail Zone (“LFRZ”), so that retail activity is able to operate there.

Figure 4.1: Location of the Flaxton Road west sites (striped area)



Submission points

- 4.3 The submission notes that land opposite the Flaxton Road west sites, on the eastern side of Flaxton Road, is proposed to be rezoned to LFRZ, as is another area to the north where the Rangiora Pak’n Save and Mitre 10 Mega stores are located.
- 4.4 The Flaxton Road west sites are stated to have many retail activities, and it is sought that these continue to be enabled.

Response to submission points

- 4.5 There are two key economics issues with the submission:, first, the loss of industrial zoned land, and second, enabling large format retail activities may give rise to retail distribution effects on Waimakariri’s centres. I respond to those issues below.
- 4.6 The area of the Flaxton Road west sites appears to be around 6.5ha, although is not stated in the submission. As noted in section 2, there is assessed to be demand for industrial zoned land in Waimakariri of 31ha in the NPS-UD medium term (10 years), and supply in that time of 32ha (or just under 31ha if PC30 is taken into account), meaning supply will be very similar to demand in 10 years. That indicates there is likely to be some pressure on industrial land supply emerging toward the end of the medium term.
- 4.7 The removal of 6.5ha of industrial land from the modelled supply would be likely to result in a shortfall of industrial land supply by the end of the medium term. Unless corresponding, or larger, areas of industrial land are added to the proposed industrial land supply as part of this rezoning review process to counter the requested removal of GIZ zoning from the sites, in my opinion the potential shortfall of industrial land means that the request should not be approved.
- 4.8 If submissions requesting rezoning of other sites to industrial zones (such as the M and J Kerr and Domett submissions reviewed later) are approved, and new areas of industrial zone are zoned that are greater than or equal to the 6.5ha of the Flaxton Road west sites, then loss of the sites as industrial zone would be countered, and this issue would be of less

concern.

- 4.9 However, I note that there remains the issue that the NPS-UD does not direct a minimum target of sufficiency, rather requires at least sufficient supply. As such, zoning more rather than less industrial land would improve the operation of the industrial land market in the NPS-UD medium term, and so it may be appropriate to both retain the Flaxton Road west sites as industrial, and create new areas of industrial zone in response to submissions as well.
- 4.10 The second main issue of the request from an economics perspective relates to retail distribution effects. The 6.5ha of land in the sites could accommodate in the order 23,000-26,000m² of large format retail GFA if rezoned to LFRZ, and redeveloped for large format retail activities.¹⁰ That is a substantial area of retail floorspace, and would have the potential to generate retail distribution effects on existing centres and LFRZs.
- 4.11 I note that Waimakariri is entering a new era of retail activity, with the recent approval of both the Waimak Junction development (by consent, and proposed to be rezoned LFRZ in the Plan review process) and the Ravenswood Key Activity Centre (by plan change). Together those two developments provide significant capacity to accommodate retail activities, and will result in some redistribution of existing shopping patronage and likely result in some retail distribution effects on Waimakariri centres, depending on what and when activities establish in those new developments. Add to that the proposed LFRZ on the eastern side of Flaxton Road (28.9ha) opposite the sites, and there is a significant new area of zoned land that is proposed to be enabled to accommodate retail activity in Waimakariri.
- 4.12 I have not seen any evidence as to why LFRZ in addition to that already enabled, and proposed in the PDP should be contemplated, or why such zoning should apply to the Flaxton Road west sites specifically. In the absence of such evidence, in my opinion, and from my involvement with the Ravenswood Plan Change and review of Waimak Junction, there is no need for the sites to be changed to LFRZ.
- 4.13 If the Flaxton Road west sites were to be rezoned LFRZ, it is likely that the existing consented and rezoned development opportunities (Waimak Junction and Ravenswood KAC) would take longer to develop than might otherwise be expected, retail activity would be more widely dispersed around the district, and it would take longer for aggregations of retail activity to develop to their potential, which would be inefficient in economics terms.
- 4.14 Because retail activity benefits from being co-located with other retail activity, both to enable cross shopping and access to multiple stores on a single trip, there are benefits from promoting more fulsome development of each opportunity, rather than partial development across a large number of nodes. For that reason, it is my opinion that the LFRZ rezoning requested would not be an efficient or appropriate outcome in economics terms.
- 4.15 Further, I note that there are already activities existing on the Flaxton Road west sites that

¹⁰ Assuming site coverage of 30-40%, as an indicative figure

fall under the category of trade suppliers in the PDP. Those activities include Farmlands and Farm Source (farming and agricultural supplies), a lawnmower store (garden and landscaping supplies), stores selling automotive parts and boating and outdoor supplies (automotive and marine supplies), and electrical supplies (building supplies). I note a number of other “tenants providing retail services” are listed in the submission, and that there may have been some turnover of tenants since the submission was lodged, however the submission’s list is also predominantly of trade suppliers. Those activities would all be permitted in the proposed GIZ, and so do not require LFRZ to enable them as permitted activities. In my opinion the wide range of trade suppliers in the area is appropriate, and is appropriately accommodated in the GIZ.

- 4.16 I interpret the submission as being concerned that existing activities will not be enabled, however from my assessment of existing tenants and activities, those would predominantly be adequately provided as trade suppliers, and so the submission’s concern is unfounded.
- 4.17 I have not seen any evidence that indicates that LFRZ is required on the Flaxton Road west sites, and in my opinion the requested LFRZ is not appropriate from an economics perspective.

5. MCALPINES LIMITED (226)

- 5.1 In this section I review the McAlpines submission, dated November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

- 5.2 The McAlpines submission has been refined since it was lodged in November 2021, and now requests that part of the property at 1 Southbrook Road (approximately 1ha, the “McAlpine site”, Figure 7.1) be rezoned from GIZ to LFRZ to ensure that the whole of the existing Mitre 10 Mega operation is contained within a single zone and not split between the LFRZ and GIZ.

Figure 5.1: Location of the McAlpine site (Block B, red polygon)



Submission points

- 5.3 Evidence provided in support of the submission makes the following points relevant to assessing the economic merits of the submission:
- (a) The activities carried out on the McAlpine site are integral to the operations of the existing Mitre 10 Mega store and having a consistent zoning for the activity makes for simpler administration of any future consenting exercise.¹¹
 - (b) Given the small scale of the requested zone boundary movement, that 'Trade Supplier' activities are permitted in both the LFRZ and GIZ and that the proposal is not in relation to a greenfield site, an outline development plan is not necessary for the rezoning.
 - (c) The McAlpine site is used for Mitre 10 Mega-related activities, including inwards goods, storage, and access, and all activities on the McAlpine Site support the Mitre 10 Mega store operation.¹²

Response to submission points

- 5.4 I note above in response to the Lifestyle Irrigation submission that there are two potential issues with changing GIZ to LFRZ: retail distribution effects and loss of industrial land.
- 5.5 In my opinion neither of those two issues are a concern for the McAlpine site, because the site is effectively already used for large format retail activity, and so applying a LFRZ to the site would not increase the amount of large format retail activity in Waimakariri or decrease the amount of industrial activity.

¹¹ Statement of evidence of Clare Dale, dated 5 March 2024

¹² Statement of evidence of Gary Wake, dated 5 March 2024

5.6 I agree with the evidence of Ms Dale that applying a consistent zoning to all of the parts of 1 Southbrook Road that are used for the Mitre 10 Mega operations would be an appropriate response from an economics perspective, so as to enable efficient administration of any future consenting exercise.

5.7 In my opinion there are no reasons why LFRZ should not be applied to the McAlpine site, and that change would be a positive change to the PDP.

6. MURRAY PETER GEMMELL (245)

6.1 In this section I review the Murray Peter Gemmell submission.

Decision sought

6.2 The Gemmell submission requests that an area of land at Waikuku (comprising properties on the eastern side of Main North Road, at numbers 1394, 1398, 1418, 1432, 1440, and 1444 (together the Gemmell site", Figure 6.1) be rezoned from Rural Lifestyle Zone ("RLZ") to a commercial zone. The Gemmell site is some 26.3ha in total area.

Figure 6.1: Location of the Gemmell site (pink polygon)



Submission points

6.3 The submission makes the following point relevant to assessing the economic merits of the submission. The location, scale and relationship to existing commercial activities as well as the proximity to Main North Road (State Highway 1) make the site eminently suited for commercial rezoning. It is capable of being a considerable contributor to the future of the town post 2021.

6.4 No additional technical information is provided with the submission.

Response to submission points

6.5 At 26.2ha the Gemmell site is a large area of land, located about 2.2km north of the

recently zoned Ravenswood TCZ and KAC. The site represents a very large area to apply a commercial zoning to, and indicatively could yield 90,000-100,000m² of ground floor commercial floorspace. The site is more than twice the size of the Ravenswood TCZ (12.8ha), and with a commercial zoning applied would enable around four times the 25,500m² of retail floorspace that is the maximum permitted at Ravenswood.

- 6.6 That represents a very large commercial floorspace capacity, and in fact larger than Rangiora, Kaiapoi, or Ravenswood. In the absence of any technical information presented to support the submission, it is difficult to conceive why such a vast amount of activity should be enabled at Waikuku, and in my opinion there are three key reasons which indicate that the requested rezoning would not be appropriate.
- 6.7 First, the Gemmell site is quite close to the large and recently zoned Ravenswood TCZ. The TCZ is a KAC, and therefore has a primacy within Waimakariri's centres that affords it an elevated status over other commercial activity, so that the KAC's functions and value to the community should not be adversely affected by other (non-KAC) commercial activity.
- 6.8 The Ravenswood centre was itself subject to a maximum permitted retail floorspace limit because of uncertainty that population growth in the area would require a larger amount of floorspace. That concern meant that there was the potential that an unlimited Ravenswood KAC might adversely affect the operation and ongoing development of the Kaiapoi and Rangiora KACs, which was sought to be avoided.
- 6.9 Enabling a large amount of additional commercial activity at Waikuku, in relatively close proximity to Ravenswood, would be contrary to the objectives underlying Ravenswood's maximum retail floorspace limit, and in my opinion would be very likely to result either in significant retail distribution effects on other Waimakariri centres, or to remain largely undeveloped.
- 6.10 Second, the Gemmell site is located towards the periphery of the District, away from the main population bases and growth areas, and therefore would not be an efficient location in which to establish a large commercial presence. Ravenswood is much superior to the Gemmell site in terms of location.
- 6.11 Third, Ravenswood is the centre that will act as the primary centre for much of north-eastern Waimakariri, including Waikuku, and the proximity of Waikuku to Ravenswood means that it will fall squarely within the Ravenswood KAC's core trade catchment. Establishing any significant retail or commercial presence at Waikuku would duplicate Ravenswood's role.
- 6.12 While the submission requests a commercial zoning be applied, examples given of activities on the site are industrial in nature, being a prefabricated builder construction firm, and a quarrying and gravel extraction operation. My response has not considered that the submitter might be seeking an industrial zone, but has referred to it as commercial, although that is a matter that could be raised with the submitter.

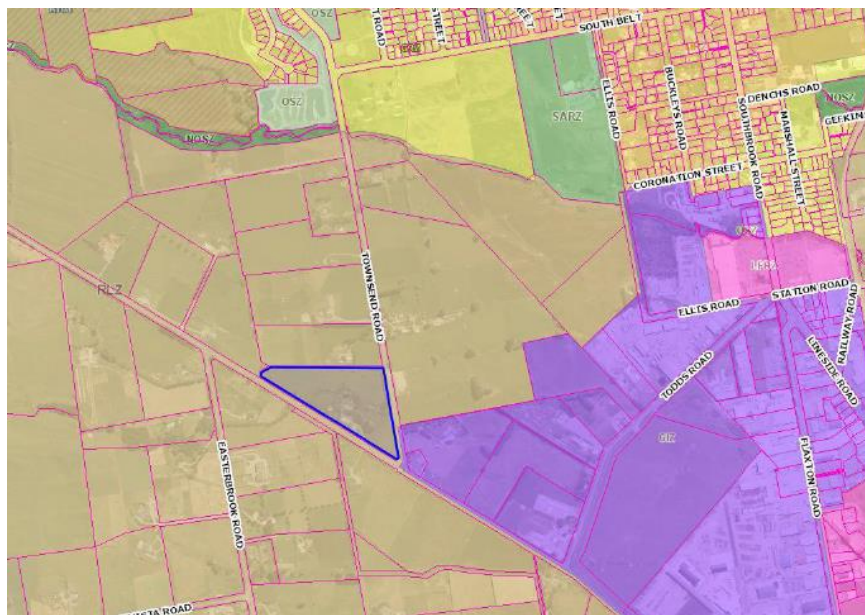
7. M AND J KERR (251)

7.1 In this section I review the M and J Kerr submission, dated 23 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

7.2 The Kerr submission requests that the property at 15 Townsend Road, Fernside (5.49ha, the “Kerr site”, Figure 7.1) be rezoned to GIZ in order to enable business development, and that the property be included in the Todds Road Business Zone Outline Development Plan.

Figure 7.1: Location of the Kerr site (blue outline)



Submission points

- 7.3 The submission makes the following points relevant to assessing the economic merits of the submission:
- (a) The site has been identified for significant road widening and intersection upgrading which once completed will mean it will be less usable for productive rural activities in the future.
 - (b) Surrounding non-rural land uses mean the site is more suitable for business zoning.
 - (c) Rezoning this site for business would also align with the business land and Outline Development Plan adjacent to the site, and development could integrate with the services there.

Response to submission points

7.4 As I summarised in section 2, and discuss in relation to the Lifestyle Irrigation submission (222), there is modelled to be only just enough industrial land supply in Waimakariri by the

end of the NPS-UD medium term (10 years). Zoning an additional 5.49ha as industrial would assist this sufficiency, and from a quantum of industrial land supply perspective I support the request.

- 7.5 I have seen no evidence that indicates the amount of the site that will be used for road upgrades, or the degree to which that will make the site unusable, or less usable for productive rural activities in the future. In the absence of any such evidence, I cannot provide any opinion on the degree to which this might support a conversion from rural zoning to an urban (industrial) zoning.
- 7.6 The other factor to consider is whether the Kerr site is an appropriate location for industrial activity. I note that it is adjacent to the large area of proposed GIZ in Southbrook, however that the Kerr site shares only a small (c.100m) frontage with that area of GIZ, and the GIZ proposed is on the opposite side of Townsend Road. While the layout of the Kerr site in relation to the larger area of GIZ is in some ways an urban design matter, there are some economics elements to the location of the Kerr site that require discussion.
- 7.7 First, the Kerr site is not surrounded by proposed GIZ, and shares only a short boundary with the proposed GIZ, and extends off the western end of that GIZ, sticking out into the surrounding RLZ. The 100m of boundary shared (albeit across Townsend Road) with the proposed GIZ is a small part of nearly 3km of boundary shared between the GIZ and the RLZ along the western edge of the proposed Southbrook GIZ. While the Kerr site is at the intersection of Townsend and Fernside Roads, and so is to some extent distinguishable from other parts of that rural-GIZ interface, there is little else to recommend the rezoning of the Kerr site in preference to other parts of that boundary.
- 7.8 Second, because of the shape of the Kerr site, and how it extends out into the RLZ, it would extend the boundary between the GIZ and the RLZ by around 1km (which is the perimeter of the Kerr site not adjacent to the PDP GIZ boundary). That would have the potential to increase reverse sensitivity effects on the GIZ, and potentially to adversely affect the efficiency with which activities in the GIZ might operate.
- 7.9 Third, extension of the GIZ-RLZ boundary by around 1km might also serve to increase pressure on converting other RLZ land to industrial zoning, further increasing potential for reverse sensitivity issues.
- 7.10 Ultimately, taking all these matters into account, my opinion is that the Kerr site could be suited to an industrial zoning, but that there are some factors which need to be taken into account that may counter that appropriateness.

8. NIK BUTLER (262)

- 8.1 In this section I review the submission by Nik Butler, dated 26 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

- 8.2 The Butler submission requests to rezone 464 and 474 Mandeville Road (the “Butler site”) from Large Lot Residential (“LLRZ”) to Local Centre Zone (“LCZ”).

Figure 8.1: Location of the Butler site (464 and 474 Mandeville Road)



Submission points

- 8.3 The submission makes the following points relevant to assessing the economic merits of the submission:
- (a) The requested rezoning would future proof the Mandeville centre by enabling future expansion in a clearly defined area.
 - (b) Together the Butler site, and Mandeville Village (including vacant land) form a natural pocket of contiguous land which would be a logical progression to commercial use.
 - (c) 464 Mandeville Road has resource consent for light industrial hire type activity. This would place 474 Mandeville Road in an isolated residential position, and would impact its value and detract from enjoyment. The configuration of 474 Mandeville Road configuration lends itself to commercial, office, health, or child care.
 - (d) The district’s population growth is projected to continue and providing for commercial land would benefit the community and provide for future needs.

Response to submission points

- 8.4 The notified PDP has already extended the area of commercial zoning of the Mandeville centre, by adding around 5,500m², nearly doubling the zoned area of the centre from the operative District Plan.¹³ That is a large increase in the centre area already, and there has been no evidence presented to indicate that any more expansion is required in addition to that already proposed.
- 8.5 There is no proposal for residential density in Mandeville to reach intensity levels achieved in urban parts of Waimakariri, although the PDP will decrease the minimum and average site size, and would enable a doubling of dwelling density. However, it is unclear how many existing parcels would be subdivided to take up that opportunity, so while there is some potential for additional residential density through the proposed LLRZ rezonings this is uncertain, and no evidence has been presented on the likely quantum of any associated dwelling increase. I note that there are several submissions that seek to create new areas of LLRZ around Mandeville, and to enable greater dwelling density in San Dona,¹⁴ however these provide little justification for a significant increase in zoned centre area at Mandeville. There is also no indication that the existing centre requires expansion to function efficiently as a local centre, and to provide the local community with the range of goods and services that are required for that local role.
- 8.6 I note that private Plan Change 31 (Ōhoka) proposed to rezone a large area (156ha) of rural land to residential zones, with some commercial zoned land. The Council decision was to decline that plan change, although that decision was appealed by the applicant, who is also seeking to have the area rezoned via a submission to the PDP. If that proposed development were to proceed, the commercial zone proposed there should (in broad terms) provide for that development's local commercial needs, and should not substantially rely on the Mandeville centre. In fact, as proposed for the PC31 application, the centres in the Ōhoka development would have been larger than required to fulfil a local centre role, and so would be unlikely to increase the need to service Ōhoka demand at Mandeville. The potential for PC31 is therefore in my opinion no basis for approving submission point 262.1.
- 8.7 From my involvement with PC31 and understanding of the local retail environment around Mandeville, I am not aware of any basis for rezoning 464 and 474 Mandeville Road as requested. In my opinion the proposed expansion of the Mandeville centre as notified would provide sufficient zoned area of the LCZ to appropriately provide for "the daily/weekly shopping needs of the local residential or nearby rural area, including enabling a range of convenience activities" (LCZ-O1).

¹³ 468 Mandeville Road (1.23ha) is the extent proposed to be LCZ under the PDP. Of that 0.55ha is the extension area, and 0.68ha is the original centre zoned area (including 800m² road entrance from Mandeville Road).

¹⁴ Although I understand there are requests to create new areas of LLRZ around Mandeville, including one to the north of Mandeville (submission 224.1) which might enable around an additional 90 dwellings, a similar sized area to the west (#296.1) and one much smaller area to the south-east.

9. WOOLWORTHS NEW ZEALAND LIMITED (282)

9.1 In this section I review the Woolworths submission, dated 25 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

9.2 The Woolworths submission makes three requests which I have been asked to respond to.

9.3 First, the submission opposes GIZ for 87 Hilton St, Kaiapoi (Woolworths Kaiapoi) and requests that site be rezoned to LFRZ.

Figure 9.1: Location of Woolworths Kaiapoi (black and white outline)



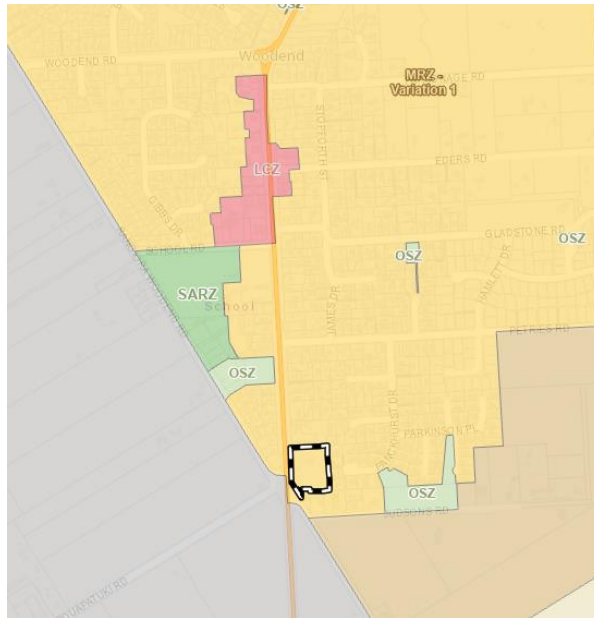
9.4 Second, the submission opposes Medium Density Residential zoning for 40–54 Ivory Street, Rangiora (Woolworths Rangiora East), and requests that the site be rezoned to Mixed Use Zone (“MUZ”).

Figure 9.2: Location of Woolworths Rangiora East (black and white outline)



Third, the submission opposes Medium Density Residential zoning of the property at 2 Main North Road, Woodend (the “Woodend site”), and requests that the site be rezoned to MUZ.

Figure 9.3: Location of 2 Main North Road, Woodend (black and white outline)



Submission points

- 9.5 The submission makes the following points relevant to assessing the economic merits of the submission:
- (a) In relation to the Woolworths Kaiapoi, the submission notes that there is a well-established supermarket on the site, in close proximity to the TCZ and MUZ. It is unlikely that the site will be redeveloped for industrial use. The submission notes that minor additions and alterations to the existing store would trigger a non-complying activity resource consent, which is inappropriate and inefficient.
 - (b) In relation to the Woolworths Rangiora East, the submission notes that there is a well-established supermarket on the site, which is located on a key transport route just outside of the town centre and is a well-established commercial activity. It is unlikely the site would be redeveloped.
 - (c) In relation to the Woodend site, the residential zoning proposed is not the most appropriate zone for the site, having regard to its location on a key intersection of strategic routes, at the gateway into Woodend, The adjacent property to the north is a long-established motel and having regard to the site-specific characteristics of the area, the size of the site, its accessibility to major routes and gateway status, Woolworths considers a more appropriate zone would be MUZ.

Response to submission points

- 9.6 I respond separately to the submission point relating to the two stores (Woolworths at

Rangiora East and Kaiapoi) and the Woodend site.

- 9.7 I accept that the Woolworths Kaiapoi is a long-established store, and that there is inefficiency in requiring consent for minor additions and alterations to the store. The supermarket is not an industrial activity, and I understand that the zoning proposed for the site is a continuation of the operative industrial (Business 2) zoning, which also takes in a larger adjacent area to the south. In my opinion a commercial zoning would be more appropriate to apply to the Woolworths Kaiapoi site.
- 9.8 In my opinion the two most logical options for a commercial zoning for the site would be:
- (a) TCZ, because the site is adjacent to the Kaiapoi TCZ, and the supermarket operating on the site would be a permitted activity on the site under a TCZ zoning.
 - (b) LFRZ. The existing supermarket would also be a permitted activity in this zone, as a large format retail activity (an individual retail tenancy with a minimum floor area of 450m²).
- 9.9 Other commercial zones seem to me to be less logical to apply, as they would be either other centre zones (and in my opinion a TCZ would appropriately apply a centre zoning given the adjacency of the TCZ) or the MUZ (which is intended to apply to former red-zoned land).
- 9.10 Of the two options, I prefer the TCZ, and note that it would provide slightly greater flexibility for future use than would the LFRZ, should other activities seek to establish on the site, either as part of a comprehensive or partial redevelopment of the site. A TCZ zoning would extend the TCZ in a way that is appropriate, and would have no adverse effects in economics terms, but rather would offer the potential for the Kaiapoi town centre to adapt and change over time, which would be a positive economic outcome for the centre and the community.
- 9.11 I next address the requested MUZ for the Woolworths Rangiora East site.
- 9.12 As described in the PDP, and recognised in the submission, the MUZ is a zone type that is intended to be applied to the former red-zone area north of the Kaiapoi River, and that there are some elements of the MUZ zoning that may mean it is a less appropriate commercial zoning to apply to the site than other commercial zonings.
- 9.13 The main concern I would have with the requested MUZ is that should the existing supermarket leave the site, a MUZ zoning would enable a relatively large amount of other retail activity to establish on the site. In my opinion other retail activity is not necessary or desirable on the site, primarily due to the close proximity (250m) of the site to the Rangiora TCZ. There are other locations in Waimakariri where retail activities would be more appropriately located, and the establishment of a large (non-supermarket) retail node on the site would potentially give rise to retail distribution effects, including on the Rangiora town centre.
- 9.14 From that perspective, the MUZ would offer significantly less certainty as to future

outcomes for future use of the site than would a residential zoning, and is the reason why in my opinion the proposed Medium Density Residential zoning is more appropriate for the site than the requested MUZ.

9.15 I make similar observations about the appropriateness of applying a MUZ to the Woodend site. Because the site is not yet developed, a MUZ zoning would enable a wide range of different types of activity to be developed on the site, including small format retail activities. If that were to eventuate, there would be the potential for significant adverse retail distribution effects on the existing Woodend centre (LCZ, 440m north of the site), and potentially also adverse effects on the Ravenswood KAC (2.3km north). There has been no assessment of those potential effects, and any assessment of those effects would be subject to much uncertainty, given the range of activities that might establish on the site under a MUZ zoning.

9.16 As for my response to the submission point on the Woolworths Rangiora East site, the MUZ would offer significantly less certainty as to future outcomes for future use of the site than would a residential zoning, and is the reason why in my opinion the proposed Medium Density Residential zoning is more appropriate for the site than the requested MUZ.

10. DOMETT PROPERTIES LIMITED (311)

10.1 In this section I review the Domett Properties Limited submission, dated 26 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

10.2 The Domett submission opposes Rural Lifestyle Zone for Lot 1 DP 44992 BLK XV RANGIORA SD and Lot 2 DP 44992 (the 'Domett site', Figure 10.1), and requests that a GIZ be applied to the site instead.

Figure 10.1: Location of the Domett site (red polygon)



Submission points

- 10.3 The submission states that a GIZ zoning is considered to be more efficient, effective and appropriate zoning for the site as it is well connected to the GIZ and surrounding road network, and provides a logical extension to the GIZ that is proposed to the south of the Domett site. Evidence provided in support of the submission expands on these matters, and notes that a resource consent was issued to establish an industrial development on the site, and that the rural character of the underlying zone is unlikely to be undermined by the proposed rezoning.¹⁵

Response to submission points

- 10.4 The submission relates to 4.88ha of land that is immediately north of the Hellers factory (although separated from it by Neeves Road), to the immediate east of the Christchurch Northern Motorway. I understand that the site is already consented for industrial development.
- 10.5 As discussed above in response to the submissions by Lifestyle Irrigation (222), and M and J Kerr (251), I note that there is projected to be barely sufficient industrial land in Waimakariri in ten years' time, with supply modelled to be very similar to demand by the end of the NPS-UD medium term. As such, some additional supply of industrial land would be beneficial to ensure that there is sufficient supply for the duration of the long-term (30 years), as long as that additional land is well located.
- 10.6 In my opinion the Domett site is well located, and a GIZ would be appropriate for the site, because the site is:

¹⁵ Statements of evidence of Helen Pickles (planning, 5 March 2024) and Nicholas Fuller (transport, 29 February 2024)

- (a) adjacent to the proposed GIZ which extends to the Hellers site.
- (b) bordered by the motorway to the west, which limits the directions in which further expansion of the industrial zone might occur.
- (c) already consented for industrial activity.

11. CSI PROPERTY LIMITED (212)

11.1 In this section I review the submission by CSI Property Limited. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

11.2 The CSI submission requests to rezone 175 and 183 Main North Road, and 12 and 20 Neeves Road (the “CSI site”, Figure 11.1) from RLZ to GIZ. I note that 12 and 20 Neeves Road are also subject to the submission of Domett Properties Limited (311) which I responded to above. In total the CSI site is 36.4ha.

Figure 11.1: Location of the CSI site (red parcel outlines)



Submission points

11.3 The submission does not make any specific points in support of the request.

Response to submission points

11.4 As discussed in response to the Domett submission, the southern part of the CSI site is adjacent to the Hellers factory and GIZ to the south. To the north of the CSI site is the southern extent of the Kaiapoi urban area, separated only by the Kaikainui Stream. The CSI site is therefore bordered by GIZ to the south, residential zone to the north, State Highway 1 to the west, and Main North Road to the east. That location means the CSI site represents a logical southwards extension of the Kaiapoi urban area, and has well defined

edges which would limit the likelihood of further incremental expansion adjacent to the site.

- 11.5 I note that no technical evidence has been presented to support the submission, and so I draw on my response to the Domett submission above, and other submissions requesting changes involving industrial land zoning, to frame the rest of my response to the CSI submission.
- 11.6 A key issue to be considered is the modelled bare sufficiency of industrial zoned land in Waimakariri by the end of the medium term. The likelihood of a shortfall of industrial zoned land in the long term means that it would be appropriate, and is likely to be necessary, to zone more industrial land sometime in the next ten years, so that there is not a shortfall in the long term. The CSI site would, in my opinion, be an appropriate location for such an industrial zone, and its 36ha would provide a valuable addition to the District's industrial land supply.
- 11.7 In the absence of any technical evidence supporting the application, it may be appropriate for the CSI site to be considered for live zoning at some point in the future, and to have a deferred zoning applied as part of this hearing, until such time as there has been a more detailed technical assessment of the requested zoning.

12. ROSS, ANNA, JARED AND KATIE WILLIAMS

- 12.1 In this section I review the submission by Ross, Anna, Jared and Katie Williams, received 25 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

- 12.2 The Williams submission requests to 274 Giles Road, 75 Ōhoka Road and 91 Ōhoka Road from RLZ to Light LIZ (the "Williams site"), together some 4.30ha in area.

not have the benefit of co-locating with existing industrial activities, and instead would be likely to function as a standalone industrial destination, with implications for traffic generation.

- 12.10 In my opinion it is not appropriate to establish a new industrial zone in a standalone location such as the Williams site in the absence of any supporting evidence, including particularly in relation to traffic generation, and reverse sensitivity. While the additional industrial land that could be provided on the site would be beneficial for supporting the District's industrial land needs, it seems to me that the location of the site would not support a well-functioning urban environment. In my opinion there would be sites better suited to accommodating industrial activity, and that the proposed RLZ is more appropriate for the Williams site than LIZ (or GIZ).

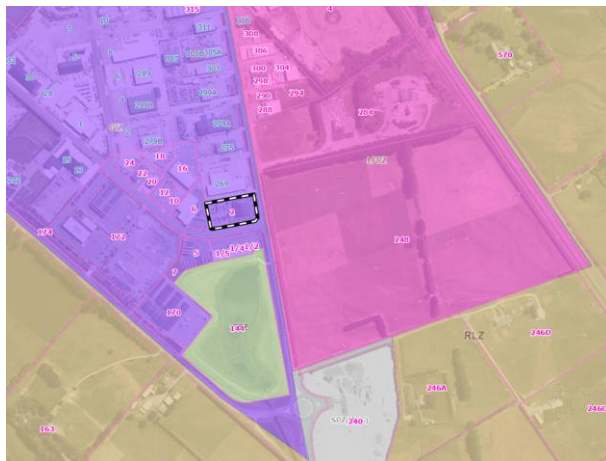
13. DOUGAL COCKBURN (51)

- 13.1 In this section I review the submission by Dougal Cockburn, dated 18 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

- 13.2 The Cockburn submission requests to rezone 2-4 Kingsford Smith Drive, Rangiora (the "Cockburn site") from GIZ to LFRZ.

Figure 13.1: Location of the Cockburn site (black and white outline)



Submission points

- 13.3 The submission states that site is the location of a substantial retail business that will be classified as a non-complying activity in the GIZ, and that the site was advertised in 2013 as permitting retail activity.

Response to submission points

- 13.4 The site is the location of the Rangiora Hyundai and Isuzu car dealership. That activity

would be classified as a yard-based activity in the PDP, being a:

“retail activity with the primary function of the supply of goods from a yard area and includes building supplies (DIY or Trade), garden centres, automotive and marine yards, farming and agricultural supplies and heavy machinery or plant. More than 50% of the area devoted to sales or display must be located in covered or uncovered external yard as distinct from within a secure and weatherproofed building where trade, business and general public customers are able to view items for sale and load, pick up or retrieve the goods, but does not include site access and parking. Drive-in or drive through covered areas devoted to the storage and display of construction materials (including covered lanes) are deemed yard space for the purpose of this definition”.¹⁶

- 13.5 As a yard-based activity a car dealer would be a permitted activity in the GIZ. The submission implies a concern that the existing (car dealer) activity on the site would be non-complying, however that is incorrect.
- 13.6 It is correct that many other types of retail activity would be non-complying on the site, and I consider that that non-complying status would be appropriate for the site, so as to avoid dispersal of general retail activities outside of the commercial zones where it is intended that those activities be concentrated.
- 13.7 As I discuss above in relation to the Lifestyle Irrigation (#222), M and J Kerr (#251), and Domett Properties (#311) submissions, there is modelled to be barely enough industrial land supply in Waimakariri in the medium term, and so changing some of that land to non-industrial zones might result in a shortfall of industrial land toward the end of the next 10 years. Such a potential shortfall should be sought to be avoided.
- 13.8 For those reasons I consider that the GIZ proposed for the Cockburn site is appropriate, and is preferable to LFRZ from an economics perspective.

14. OXFORD-OHOKA COMMUNITY BOARD (172)

- 14.1 In this section I review the Oxford-Ōhoka Community Board’s submission, dated 24 November 2021. I have also reviewed relevant parts of the PDP and the most recent council assessments of business land to assist with context of the submission.

Decision sought

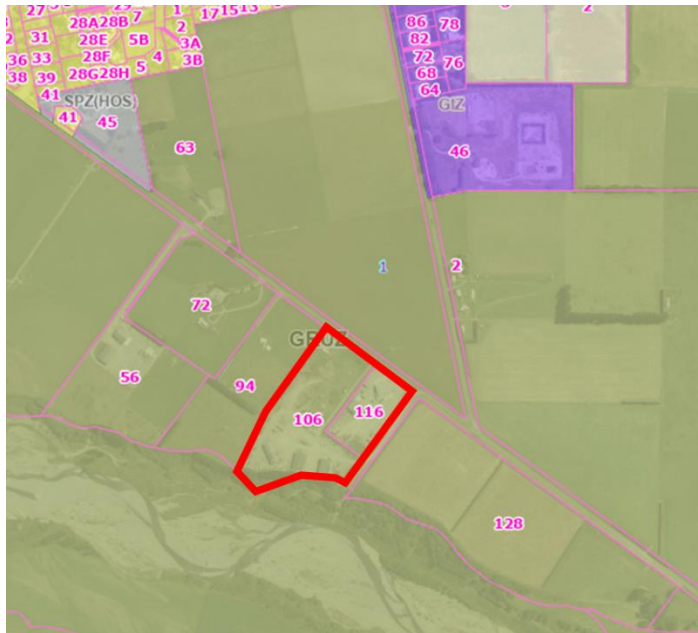
- 14.2 The Community Board’s submission requests that the “area round the Oxford Frews' Yard and the Harewood Road Industrial Area should be rezoned for industrial use”. I refer to that area as the “Frew’s yard site”, and interpret¹⁷ the area referred to as the area I have

¹⁶ PDP definition of yard-based activity

¹⁷ Frews Transport is located at 116 Harewood Road, and Oxford Agricultural Supplies adjacent at 106 Harewood Road

mapped in Figure 14.1 below, although the exact spatial extent of that area is not clear from the submission.

Figure 14.1: Location of Frew’s Yard site, south of Oxford (red outline)



Submission points

- 14.3 The submission states that the request is “in line with the existing land use in the area, and to also cater for current and future expansion”.

Response to submission points

- 14.4 No evidence was provided in the submission for any need to provide additional industrial land in Oxford to meet demand. The WCGM22 modelling did identify some potential future need for additional industrial land in Oxford, although subject to two provisos. First, that requirement is based on historic demand, and for a small market such as extrapolating future demand should be interpreted with caution. Second, most types of industrial demand that do arise in Oxford could reasonably well be accommodated in other parts of Waimakariri and would not necessarily need to be provided for in Oxford.
- 14.5 From that perspective, in my opinion there may be economic justification to accept the request, although the evidence base is not strong.
- 14.6 I note however that the Frew’s yard site is the location of two established industrial activities, notwithstanding the (operative and proposed) rural zoning of the site. I further note that both parcels within the site appear from aerial photographs to be used for yard-based activities, with large parts of the Frew’s yard site relatively under-utilised, and appearing to offer some capacity to accommodate additional industrial activity.
- 14.7 The existing activities could be justification for applying an industrial zoning to the site, although the merits of creating effectively a spot zone in this location are in my opinion

better assessed through a planning lens than in my evidence. From an economics perspective a spot-zone in this location would recognise the existing activities on the site, and potentially enable additional activities to co-locate with them in the future, offering some potential agglomeration benefits, albeit limited in scale because of the small size of the site. The additional industrial supply the requested change would result in would be of some benefit to the local economy.

15. CONCLUSION

- 15.1 In my opinion the recommendations I have made in this statement would be beneficial in clarifying part of the PDP and are appropriate ways of responding to requests made by submitters.

Derek Foy
23 April 2024

Appendix E. Collective Evidence of the Council's Engineers

**Before the Hearings Panel
At Waimakariri District Council**

Under Schedule 1 of the Resource Management Act 1991

In the matter of the Proposed Waimakariri District Plan

Between **Various**

Submitters

And **Waimakariri District Council**

Respondent

**Statement of evidence of Shane Binder (Transport), John Aramowicz
(Servicing, Hazards), Christopher Bacon (Servicing, Hazards) on behalf of
Waimakariri District Council.**

Date: 8 April 2024

INTRODUCTION:

Mr Shane Isaac Binder (Transport)

1 My full name is Shane Isaac Binder. I am employed as the Senior Transportation Engineer for Waimakariri District Council.

2 I have prepared this statement of evidence on behalf of the Waimakariri District Council (**District Council**) in respect of technical related matters arising from the submissions and further submissions on the Proposed Waimakariri District Plan (**PDP**).

3 Specifically, this statement of evidence relates to transportation technical advice, identifying any significant constraints.

4 I am authorised to provide this evidence on behalf of the District Council.

Mr John Thomas Aramowicz (Servicing, Hazards)

5 My full name is John Thomas Aramowicz. I am acting as a consultant engaged to provide technical advice on behalf of the Waimakariri District Council.

6 I have prepared this statement of evidence on behalf of the Waimakariri District Council (**District Council**) in respect of technical related matters arising from the submissions and further submissions on the Proposed Waimakariri District Plan (**PDP**).

7 Specifically, this statement of evidence relates to civil and geotechnical engineering advice, identifying any significant constraints in relation to the various submissions that seek an alternative zoning to that originally put forward by WDC's Proposed District Plan.

8 I am authorised to provide this evidence on behalf of the District Council.

Mr Christopher Paul Bacon (Servicing, Hazards)

9 My full name is Christopher Paul Bacon. I am employed as a Network Planning Team Leader at Waimakariri District Council. In this position I am involved with planning for infrastructure growth and flood modelling.

10 I have prepared this statement of evidence on behalf of the Waimakariri District Council (**District Council**) in respect of technical related matters arising from the submissions and further submissions on the Proposed Waimakariri District Plan (**PDP**).

11 Specifically, this statement of evidence relates to servicing and hazards technical advice, identifying any significant constraints.

12 I am authorised to provide this evidence on behalf of the District Council.

QUALIFICATIONS AND EXPERIENCE

Mr Shane Isaac Binder (Transport)

13 I hold the qualifications of Bachelor of Science in Civil Engineering from Pennsylvania State University (USA), and a Master of Science degree in Civil Engineering from the University of Colorado (USA), both with specialisations in transport.

14 I have more than 22 years' experience as a professional traffic engineer and road safety specialist, both in New Zealand and abroad. I have had the position of Waimakariri District Council Senior Transportation Engineer for the last three years. In this role I manage the District's transport planning, strategy, and engineering functions, including road safety, traffic modelling, parking, and public transport elements.

15 I am a Chartered Professional Engineer (CPEng), a Professional Engineer (Colorado and Washington State, USA), and a Road Safety Professional

(Level 1) certified by the Institute of Transportation Engineers. I am a Chartered Member of Engineering New Zealand. I am also a member of the Transportation Group of Engineering New Zealand and am on the steering committee of the Safety Practitioners Sub-group.

Mr John Thomas Aramowicz (Servicing, hazards)

- 16 I am a Chartered Professional Engineer in the practice areas of civil and geotechnical engineering. I gained a Bachelor of Engineering in Mining Engineering from Curtin University in 1994.
- 17 I have over 20 years of experience as a civil and geotechnical engineer in Canterbury where I have consulted on numerous land development projects, insurance claims, and build projects. My main area of technical expertise is the assessment and management of risk from natural hazards, such as flooding, liquefaction, rock fall, land slippage, and subsidence. I also have experience with the design and construction of stormwater, water and wastewater systems in both rural and urban environments.
- 18 I am contracted by the Waimakariri District Council to provide civil and geotechnical engineering advice in relation to the various submissions that seek an alternative zoning to that originally put forward by WDC's Proposed District Plan.
- 19 My brief summary statements are based on information presented in the Applicants Evidence, from mapping information shown on the Waimakariri District Council's 'Waimaps' geographical information system (GIS), and from my discussion with WDC engineers.
- 20 Except where I state I rely on the evidence of another person, I confirm that the issues I have reviewed and any statements that I have made in my summary are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

Mr Christopher Paul Bacon (Servicing, Hazards)

21 I am a Chartered Professional Engineer and hold a Bachelor Degree in Civil Engineering. I have over 20 years of experience in civil engineering.

22 My summary statement has predominantly been based on modelling data shown on the Waimakariri District Council's 'Waimaps' geographical information system (GIS), much of which I was responsible for coordinating and managing, and from my discussion with other WDC engineers.

23 Except where I state I rely on the evidence of another person, I confirm that the issues I have reviewed and any brief summary statements that I have made are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

Code of conduct

24 I have read the Code of Conduct for Expert Witnesses set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing my evidence and will continue to comply with it while giving oral evidence before the Environment Court. My qualifications as an expert are set out above. Except where I state I rely on the evidence of another person, I confirm that the issues addressed in this statement of evidence are within my area of expertise, and I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

SUMMARY

Mr Shane Isaac Binder (Transport)

25 My name is Shane Isaac Binder.

26 I have been asked by the Council to provide transportation evidence in relation to rezoning requests.

27 My statement of evidence addresses transportation.

Mr John Thomas Aramowicz (Servicing, hazards)

28 My name is John Thomas Aramowicz.

29 I have been asked by the Council to provide civil and geotechnical engineering evidence in relation to rezoning requests.

Mr Christopher Paul Bacon (Servicing, Hazards)

30 My name is Christopher Paul Bacon.

31 I have been asked by the Council to provide civil engineering evidence in relation to rezoning requests.

32 The brief summary statements made by Mr Aramowicz and Mr Bacon typically relate to an intention that Council avoid rezoning in areas where;

- The future activity (ie densification or change in land use) is likely to result in a significant increase in the risk of damage from a natural disaster, and/or
- There is insufficient water/wastewater/stormwater capacity and where Council has not planned to provide sufficient services for the proposed land use in its growth planning.

INVOLVEMENT WITH THE PROPOSED PLAN

Mr Shane Isaac Binder (Transport)

33 I have been involved in the PDP since March 2021, providing advice when requested on general transport rules and activity standards.

Mr John Thomas Aramowicz (Servicing, hazards)

34 I have been involved in the PDP since March 2024.

Mr Christopher Paul Bacon (Servicing, Hazards)

35 I have been involved in the PDP since 2021.

SCOPE OF EVIDENCE

36 This statement of evidence addresses matters raised by submitters in relation to transport, civil and geotechnical engineering.

37 Attachment A includes a table of expert engineering evidence.

Date: 8 April 2024

Ref.	Sub No.	Identifier	Transport	Servicing	Geotech	Hazards	Greenspace
1	s 212 (Relates to 311)	CSI Property Ltd - 183, 175 Main North Road, 12 & 20 Neeves Road	<p>•Submissions 212, 311- Main North + Neeves Road</p> <p>ol understand this submission is intended to support the approved RC215602 industrial site application. I note that while that RC was approved for implementation in for half of the entire site (the Neeves Road end), the proposed trip generation with that RC is at the low end for potential GIZ uses on the site (at 7.5 daily trips/100m3 GFA) with the industry standard NZTA RR 453 providing trip generation for manufacturing sites of up to 30 daily trips/100m3 GFA (or an increase of 4x). Further, I am unaware of an assessment of use or trip generation from the northern half of the site. I thus consider that there is a risk of substantially more traffic generated than was included in the RC215602 application, but cannot judge the likelihood of this risk.</p> <p>ol consider it likely that the existing traffic signal at Main North / Tram should have adequate spare capacity</p> <p>ol consider it likely that the Tram Rd / SH1 motorway interchange will become a capacity constraint at some point in the future depending on level of development to the west; I note that the PC31 process established a 250 HH residential threshold for operational effects at the interchange but further evaluation will be required to understand the threshold from new traffic on the east side.</p> <p>ol consider the site to be generally well-located with cycleway and bus service along Main North Road</p> <p>ol it is likely that Neeves Road will require urbanisation</p> <p>ol recommend an ODP is required for the entire site from Neeves Road to Kaikainui Stream, and to coordinate with any development, should it be approved, to the west or south.</p> <p>Shane Binder - 10 April 2024</p>	<p>Stormwater: Given the relative absence of flood hazard and significant liquefaction in the 2010 EQ's, there does not appear to be any hazards that would prevent the land being used for GIZ. Allowance for stormwater ponds/management needed; ODP? Backing up from Kaikanui - it's more than breakout. Msut accommodate for the flooding.</p> <p>Wastewater: RC215602 requires provision of onsite W/W treatment/disposal or offside discharge to the Kaiapoi main, at the developer's cost. For development in this area, a new rising main is needed and at least one pump station. It depends on which areas do develop around here. This site will need their own pump station, it could be oversized to cater for other areas (or not), and a new rising main. They need to fund their own wastewater servicing to the treatment plant. Council could decide to oversize it.</p> <p>Water: RC215602 requires provision of onsite supply be established, or connection to the Kaiapoi main, at the developer's cost. There is capacity in the system, but it needs the pipework to service it. Trunk water main down Williams Street required (only corridor available) needs to extend to existing trunk main network in town. Growth map shows a sinle pipe, but would likely need a ring feed here for redundancy. Details of ringfeed and where it would go need to be investigated - possibly across the Kaikanui into this development area (triggers upgrades along Fairweather crescent). This hasn't been assessed in detail.</p> <p>John Aramowicz - 19 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	<p>Potential hazard, TetraTech report confirms there is a liquefaction hazard. The TT report recommends foundation options to mitigate/reduce the risk of damage from liquefaction, but does not identify if special measures are needed for piped services and the SWMA.</p> <p>John Aramowicz - 27 March 2024</p>	<p>Low to medium flood hazard on eastern side of site. Breakout from the Kaikanui. It could be managed via development plans; building in the flowpath would require the usual assessments of displacement of flows, how stormwater will be allowed for on site (need to retain area for the flow path). Potentially could investigate if upgrades downstream of the Kaikanui could help, but developer should expect to have to allow for the flow path and manage stormwater onsite. Effects of SW runoff will need to avoid adverse effects to surrounding property.</p> <p>John Aramowicz - 19 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested

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2	s 311	Domett - 12 & 20 Neeves Rd	Covered above	<p>Stormwater: The risk associated with the low-med flood hazard will need to be mitigated by raising ground levels, whilst ensuring that any onsite works do not exacerbate the risk of inundation to other property.</p> <p>Wastewater: WDC growth modelling forecast the south Kaikanui upgrade to commence around 2052 (development period 3). Regardless, the project would not extend to the application site. Therefore rezoning of the site as part of the PDP would require acceleration of the wastewater upgrade and an extension to the forecast works, or alternatively land use that does not include provision for a Council wastewater outfall.</p> <p>Water: WDC growth modelling forecast the south Kaikanui (Project 11) upgrade to commence around 2052. Regardless, the upgrade would not extent to the application site. Therefore rezoning of the site as part of the PDP would require acceleration of the water upgrade and an extension to the forecast works, or alternatively land use that does not include provision for a Council water supply.</p> <p>John Aramowicz - 19 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	<p>Given the TeraTech report for 20 Neeves Rd, I consider liquefaction is a likely potential hazard at this site.</p> <p>John Aramowicz - 27 March 2024</p>	<p>Effects of SW runoff will need to avoid adverse effects to surrounding property.</p> <p>John Aramowicz - 19 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested

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3	s 172	Oxford Ohoka Comm. Board	<p>•Submission 172- Harewood Rd</p> <p>oNote this property, while existing use, is not well situated in close proximity or with good non-road connections, to Oxford town.</p> <p>oLimited information provided on future land use so additional traffic generation is not possible to estimate. However I note that this zoning change could enable intensification on the existing site (or adjacent) which, if it were to occur, would result in additional heavy vehicle traffic around Oxford town.</p> <p>oOxford residents have a historical strong sensitivity to heavy vehicles travelling on Harewood Rd and through Oxford town centre (via High Street and Burnt Hill Road). While this is not a fatal flaw, we would generally not support any changes that were likely to substantially increase heavy vehicle traffic on these routes.</p> <p>Query why the submission requests to rezone a wider area than just the Frews yard? Not fully supportive of rezoning the wider area from a transport perspective, as rezoning to industrial will actively encourage more heavy vehicle movements into this area. What is the need for rezoning when there is a resource consent for this activity already? Do we want to actively encourage more industrial activity and consequential heavy vehicle movements here? What impact will that have on residential streets, which are not designed for heavy vehicle movements?</p> <p>Shane Binder - 18 March 2024</p>	<p>Stormwater: Onsite SW treatment and disposal to land will be achievable at this site.</p> <p>Wastewater: The site is located outside and immediately south of growth area OXG01 (11-20yr timeframe) in TRIM23041305831 and therefore is not planned to be serviced by WDC's proposed 50yr growth plans. If this was rezoned, the pump station would need to be upsized to allow for it, the rising main would need to be upsized to service.</p> <p>Water: The site is located outside and immediately south of growth area OXG01 (11-20yr timeframe) in TRIM23041305831 and therefore is not proposed to be serviced by WDC's proposed 50yr growth plans. if this was rezoned, the mains are going to need to be upsized - particularly to allow for firefighting provision (which is higher than residential). This has not been assessed.</p> <p>John Aramowicz 19 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested	<p>Note there is a risk of erosion along the south boundary of the site. Recommend building exclusion zone to mitigate the potential for erosion of the true left (north) bank of the Eyre River. Set back and esplanade from river required. Slight flowpath through the site, but no major hazard issues here.</p> <p>John Aramowicz - 20 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested

Ref.	Sub No.	Identifier	Transport	Servicing	Geotech	Hazards	Greenspace
4	s 245	Gemmell - 1394 to 1444 Main Nth Road	<p>•Submission 245- 1394-1444 Main North Road</p> <p>oLimited information provided on future land use so traffic generation is not possible to estimate.</p> <p>oSH1 as a Strategic Road (WDC) and State Highway (Waka Kotahi) is exceptionally sensitive to safety and operational effects. Any reasonable sized changes to either amount of traffic accessing the corridor or number of additional accesses will require very careful consideration. I would recommend more information be provided on future development to support appropriate assessment; we cannot fully assess on information available.</p> <p>oFurther, as this is an existing peri urban high speed environment, additional accesses have an increased traffic safety risk associated (relative to other rural roads).</p> <p>oGiven safety and operational sensitivity to additional access on this corridor, I would strongly urge an ODP with access management be required should rezoning go forward. In general, I would not be supportive of this submission (but from limited information, I have not yet found a fatal flaw).</p> <p>oFrontage urbanisation would likely be required, including potential crossing point(s), median and turn lane(s), and bus stop improvements.</p> <p>☒Note this bus stop has previously been identified for potential improvements as a localised “park and ride” site.</p> <p>This development could potentially be a trigger for a proper intersection at Gressons, but do we want to create another town bisected by SH1? Much more information on the proposed development, an ITA and an ODP is needed to consider this rezoning submission.</p> <p>Shane Binder - 18 March 2024</p>	<p>Stormwater: Onsite treatment and disposal to ground will be required for any development on this block.</p> <p>Wastewater: Site is located east of proposed residential upgrade areas WKG01/WKG02 that are shown to upgraded in yrs. 11-20 in the 50yr growth plan (TRIM 231206196571). No plans to service this area with reticulated network.</p> <p>Water: Site is located east of proposed residential upgrade areas WKG01/WKG02 that are shown to upgraded in yrs. 11-20 in the 50yr growth plan (TRIM 231206196571). Rezoning and subdivision will require the developer to provide for onsite supply or to connect to WDC network if sufficient capacity is available.</p> <p>Servicing this site has not been investigated by Council. There are two options for water. Option 1 - they could connect to Waikuku Beach, but there is no capacity so they would need to install a new source and lay a pipeline from the Kings Avenue headworks to Waikuku Beach.</p> <p>Option 2 - they could connect to the Woodend Pegasus scheme, but they would need to lay a pipeline down SH1 to connect into the scheme. The connection would also trigger some already planned headworks upgrades, and bring them forwards.</p> <p>Neither wastewater nor water servicing has been assessed for this site, and the site sits outside planned growth areas at this stage. There are options, but no investigations have been done to determine which is the most desirable. Council staff can't comment on which would be preferred. The developer would need to assess the servicing strategy for the site.</p> <p>John Aramowicz - 20 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested	<p>Most of site can be used for GIZ, except the eastern projection of 1398 Main North Rd due to the med-high flood hazard. Do not develop the high flood hazard area. Do not rezone the high flood hazard area.</p> <p>John Aramowicz - 20 March 2024. Reviewed with Chris Bacon 22/3/24.</p>	Not requested