PPC19 Hearing Submission: Dasha

Kia ora again, Mr Chairman and Commissioners.

My name is Dasha, and I live with Yager at 36 Marshs Road, directly across from the land proposed for Private Plan Change 19.

Yager has explained our concerns about traffic, infrastructure, planning provisions and the proposed safeguards. I share his position and support everything he has said.

I do not want to repeat all the technical arguments. Instead, I want to explain what this proposal means to us as the people who live here, what we experience every day, and why we are concerned about the future of our home.

I would like you to imagine standing at my bedroom window.

When I look outside, I see open paddocks, open skies and trees planted by our neighbours. This is the view I wake up to. It is part of what makes our home feel like home.

(Hold up Photo 1.)

Now imagine that the land directly across your narrow street could become a Heavy Industrial Zone.

That is the reality Yager and I are facing.

Our home is on the Selwyn District side of Marshs Road, while the proposed development is on the Christchurch City Council side. On a planning map, that might look like a simple boundary between two districts.

But from where we live, the industrial site is right across the road. A council boundary cannot separate our home from the noise, lights, traffic or other effects that may come from industrial activities.

I ask you to keep that physical reality in mind as you consider this proposal.

1. Why we chose this home

Yager and I bought our home in 2019. We worked hard for it and invested our savings, time and plans for the future.

We chose Marshs Road because of its semi-rural character. We liked the open space, the greenery and the feeling of being away from the intensity of the city while still being close to everything we needed.

We have cared for our property, planted our garden and made plans to stay here for the long term.

We never expected everything around us to remain unchanged forever. We understand that places develop and planning rules can change.

But there is a difference between ordinary change and the possibility of placing a large industrial zone directly across the road from your home.

This proposal creates real uncertainty about what our living environment could become.

We do not know which businesses might operate on the site, what activities might take place at night, how much traffic there might be, or how the combined effects would feel from inside our home.

We are concerned about noise, night-time lighting, heavy vehicles, dust and vibration. We are concerned about whether we will still be able to enjoy our home in the way we do now.

There is also a financial concern. Our home is one of the largest investments we have made, and we do not know whether this proposal would affect its value. I am not claiming a particular financial loss is certain, but changes to the living environment could affect how desirable our property is to us or future buyers.

Even if we never sell, our ability to enjoy living here matters.

I ask the Panel to remember that behind the land being rezoned are people who have already built their lives around this place.

2. The notification process and our neighbours

I also want to explain how we first learned about the plan change.

At the end of November 2025, we received a leaflet in our letterbox explaining the proposal and the opportunity to make a submission. Before that, we were not aware that the land directly across our road could be rezoned for Heavy Industrial use.

It was a shock.

The timing made things particularly difficult because Christmas was approaching, when people already have work, family and holiday commitments.

For residents unfamiliar with planning processes, the information can be difficult to understand. There are maps, technical reports, planning rules and deadlines. It takes time to work out what the proposal means for your property and how to explain your concerns in a formal submission.

I personally spent hours helping four neighbours from two households use the Council portal, understand the maps and lodge their submissions.

I did this because I knew how difficult the process could be and wanted my neighbours to have the opportunity to make their views known.

Other neighbours told me they felt overwhelmed by the information and the time available to respond.

I cannot speak for every resident, but I can tell you what I saw: ordinary people trying to understand a complicated proposal that could affect their homes, while managing their usual responsibilities.

For us, this was not simply a planning document arriving in the letterbox. It was news that the place we live could change significantly.

I ask the Panel to give proper consideration to the concerns residents have taken the time to raise.

3. Living with the existing traffic

I would also like to explain what the traffic issues mean in our everyday lives.

Marshs Road is already used by heavy vehicles associated with nearby industrial activities. We regularly see trucks passing our home and experience the noise and, at times, dust and vibration that come with traffic on the road.

There is no continuous footpath along the whole road. This raises concerns about the safety of people walking or cycling alongside heavy vehicles. We are also concerned about local wildlife and domestic animals.

One of our neighbours counted 24 trucks and 83 cars passing in a 30-minute period on a weekday morning. This was a local observation, not a formal traffic survey, but it gives some context to the traffic residents experience.

Accessing State Highway 1 is another everyday difficulty.

Turning right from Marshs Road onto Main South Road can be very difficult during busy periods. Drivers may have to wait several minutes for a suitable gap, making ordinary journeys more challenging.

Some residents instead turn left towards Templeton and travel via Kirk Road.

(Hold up Photo 2.)

This map shows the alternative route. Instead of turning directly towards Hornby or the city, residents travel further down the road and then attempt to turn right at Kirk Road. We have also observed queues forming there during busy periods.

Based on local observations, this detour can add more than 10 minutes to a journey, although the delay varies with traffic conditions.

These might sound like small inconveniences when considered separately. But they are part of everyday life for the people who live here.

When we consider an industrial development of approximately 23 hectares, we have to ask how additional traffic could affect these existing conditions.

Yager has explained our concerns about the traffic modelling and the period before the proposed Pound Road connection becomes available. I support those concerns.

For me, the important point is that these roads are not just lines on a map. They are the roads we use to get to work, visit friends and carry out ordinary daily activities.

We want to be confident that the effects of a major change in land use have been properly assessed before a decision is made.

4. Why future promises are not enough on their own

We understand that the applicant has identified a future arterial road connection that could change traffic patterns. If delivered and operating as intended, it may improve access for the development.

But we need to understand what happens before that road is open.

If the industrial site can begin operating before the new connection is ready, the traffic effects during that period still need to be assessed and managed.

The same principle applies to setbacks, noise controls and landscaping.

A setback might create space between a building and our property, but it cannot automatically resolve concerns about noise, lighting, dust or vibration. Planting might improve the appearance of the site, but we also need to understand how the effects of industrial activities will be controlled.

We also need to know whether these protections will remain effective over time. If a safeguard applies only for a limited period, what happens when that period ends?

I am not asking the Panel to assume that the rules will fail. I am asking you to examine whether they will provide meaningful, lasting protection before approving the rezoning.

For us, these details matter because we will be living beside this site long after this hearing has finished.

5. Balancing growth with the needs of existing residents

I understand that Christchurch needs land for industrial businesses and that development can bring jobs and economic benefits.

I am not against businesses growing, and I am not asking the Panel to stop development altogether.

But where development happens matters.

The question is not simply whether additional industrial land would be useful. It is whether this particular site can be developed in a way that properly manages its effects on the people already living around it.

Our concerns about traffic, infrastructure timing, noise, lighting, setbacks and long-term liveability are connected. They all relate to whether this change can go ahead without leaving residents facing unreasonable or inadequately assessed effects.

We are asking for our home to be considered as a real neighbouring property, with people living in it, rather than simply as a lot shown on a planning map.

6. Our final request

Mr Chairman and Commissioners, I want to finish by returning to the view from our bedroom window.

(Pause briefly.)

For you, this hearing is one part of a planning process. You will consider the submissions, hear the evidence and make a decision.

For us, the outcome will affect the place where we live.

Yager and I bought our home in 2019 because we believed it was a place where we could settle and build our future. We have invested our savings, time and care into this property.

We understand that no homeowner can expect their surroundings to remain exactly the same forever. But we believe a change of this scale deserves careful consideration, particularly when the proposed industrial zone is directly across a narrow road from existing homes.

We cannot tell you exactly what every future effect will be. But we can tell you that the uncertainty is significant to us, and we believe our concerns deserve careful consideration.

We ask you to consider whether this site is appropriate, whether the effects have been properly assessed, and whether the proposed safeguards will genuinely protect the people who already live nearby.

Please consider the people who will live with the consequences of this decision, not just the potential of the land.

On behalf of both Yager and myself, I respectfully ask the Panel to decline Private Plan Change 19 in its entirety.

Thank you for listening.