

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Mark

Last name: Anisy

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not Gain an advantage in trade competition through this submission

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 I oppose the application of rezoning of proposed area from RuUF to IH.

The reasons for my / our submission are:

Rezoning proposed area will effect the below.

- Lead to an increase in truck traffic, traffic congestion, noise, road dust, truck pollution and road damage.
- Destruction of wildlife habitat.

And possibly effect the below,

- An increase to property rates, at a time when there are burdens on household budgets.
- Negatively impact property values and resale value.

The decision I / we would like the Council to make is

Not rezone proposed area or reduce the proposed area as to not to impact housing along Marshes Road and Main South Road.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Lynn Cottam

Last name: and Grant Hamilton

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application

Neutral

The specific provisions of the plan change that my / our submission relates to are
 We would like more information on how this will impact our home.

our concerns are around the " future Road" as this appears to be on our section, and we have had no communication around this

also as our section is lower than the " future road" we do get some flooding of our section at the back from the runoff of the driveway, clearly this would become a problem with a solid road

The reasons for my / our submission are:

We would like more information on how this will impact our home.

more information required regarding stormwater

alot more communication around the road itself -

- we are not opposed for this going ahead, but we don't want a road on our section and have not been approached in regard to selling our home

- or any information on the road itself - street lighting and all that a new road impacts a property

The decision I / we would like the Council to make is

We would like more information on how this will impact our home.

more information and very clear details on the road/ lights/stormwater

clearly drawn plans

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Ryan

Last name: Brosnahan

Organisation:

Christchurch International Airport Limited

On behalf of:

Christchurch International Airport Limited

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 See attached Form 5 submission.

The reasons for my / our submission are:
 See attached Form 5 submission.

The decision I / we would like the Council to make is
 See attached Form 5 submission.

Attached Documents

Name
40733_1_CIAL_Submission_PC19_-_FINAL_v4_17.12.25 

Form 5

**SUBMISSION ON A PUBLICLY NOTIFIED PLAN CHANGE TO THE
CHRISTCHURCH DISTRICT PLAN**

Clause 6 of Schedule 1, Resource Management Act 1991

To Christchurch City Council

Name of submitter: Christchurch International Airport Limited (CIAL)

- 1 This is a submission on Private Plan Change 19 (PC19) – Marshs Road Industrial.
- 2 CIAL could not gain an advantage in trade competition through this submission.
- 3 CIAL's submission relates to the whole proposal. The reasons for CIAL's relief sought is set out in **Appendix A**.
- 4 CIAL seeks the following decision from the local authority:
 - 4.1 Grant the relief as set out in **Appendix A**;
 - 4.2 Grant any other similar relief that would deal with CIAL's concerns set out in this submission.
- 5 CIAL wishes to be heard in support of the submission.
- 6 If others make a similar submission, CIAL will consider presenting a joint case with them at a hearing.

Signed for and on behalf of Christchurch International Airport Limited by Resource Management Group.



Ryan Brosnahan
Senior Consultant
18 December 2025

Address for service of submitter:

Christchurch International Airport Limited
c/- Ryan Brosnahan
Resource Management Group
290 Montreal Street
PO Box 908 Christchurch Box Lobby
Christchurch 8140
Email: ryan@rmgroup.co.nz

APPENDIX A

Overview

- 1 CIAL welcomes the opportunity to submit on the Private Plan Change 19 (PC19) – Marshs Road Industrial.
- 2 CIAL submits on PC19 in a targeted, effects-based and precautionary capacity, focused specifically on
 - 2.1 the potential for increased bird strike risk for aircraft arising from new land uses enabled by the rezoning.
- 3 CIAL is not opposed in principle to the Industrial Heavy rezoning. However, CIAL does not support PC19 on the basis that insufficient information has been provided to determine whether the proposed rezoning could give rise to increased bird strike risk. CIAL's position may change once the matters identified in this submission are appropriately addressed.

Bird strike

- 4 Bird strike risk is a key threat to the safe and efficient operation of Christchurch International Airport. While the statistical likelihood of a bird strike event may be relatively low, the consequences of a single strike can be significant, including risks to aircraft safety, operational disruption and damage.
- 5 CIAL has statutory and operational responsibilities to actively manage bird strike risk both on and off the airport. Activities beyond the immediate airport environment can materially influence bird behaviour, flight paths and population dynamics, particularly where those activities introduce new food sources, roosting opportunities or habitat that may attract bird species known to pose a risk to aircraft operations.
- 6 The site subject to PC19 is located within the wider operational environment of Christchurch International Airport (approximately 6km). In this context, land use changes that enable bird-attracting activities, or stormwater and landscaping designs that create permanent or intermittently wet areas, have the potential to increase bird strike risk if not carefully assessed and managed.

Potential for Bird-Attracting Activities Enabled by the Rezoning

- 7 PC19 proposes rezoning land to enable a number of Heavy Industrial activities as permitted activities. A number of activities enabled by the Heavy Industrial Zone may involve organic materials, waste streams or by-products or other attractants that could draw bird species known to pose a risk to aircraft operations if not managed appropriately.
- 8 At the plan change stage, there is limited certainty on the specific activities that may establish on the site. Once enabled as permitted activities, there may be no requirement for bird strike risk associated with those activities to be identified, assessed or managed.

- 9 In this context, the plan change itself is a critical decision point at which the potential for bird-attracting land uses should be assessed, and appropriate mitigations determined, before activities are enabled as of right.
- 10 PC19 does not include an assessment of whether the range of activities enabled by the proposed Heavy Industrial rezoning has the potential to increase bird strike risk to aircraft operations. Nor does the plan change documentation identify any mechanism by which any bird strike risks could be considered or addressed should bird-attracting activities establish on the site as permitted activities.
- 11 In CIAL's view, this represents a material gap in the assessment of effects for the plan change, given the proximity of the site to Christchurch International Airport and the potential for permitted land use changes to increase bird strike risk as a low-probability but high-consequence effect.

Relief Sought

- 12 CIAL seeks that:
 - 12.1 The applicant provide further information assessing:
 - (a) whether the range of heavy industrial activities enabled as permitted activities by the proposed rezoning has the potential to increase bird strike risk to aircraft operations at Christchurch International Airport; and
 - (b) Identifies appropriate avoidance, mitigation or management measures, including whether any plan-level provisions, activity controls or implementation mechanisms are required to ensure that any identified bird strike risk is appropriately addressed.
 - (c) This assessment should be prepared by a suitably qualified person with expertise in aviation bird hazard management and be informed by the nature and scale of activities enabled by PC19.
 - 12.2 Appropriate provisions are made in the plan change to address bird strike risk, including but not limited to:
 - (a) limitations on specific bird-attracting activities;
 - (b) additional assessment requirements for certain land uses; or
 - (c) other mechanisms to ensure that any bird strike risk is identified and appropriately managed before activities proceed.
- 13 CIAL considers the relief sought better achieves the purpose of the Resource Management Act 1991, gives effect to the relevant national policy statements, the Canterbury Regional Policy Statement, and the relevant objectives and policies in the Christchurch District Plan.

Conclusion

- 14 CIAL is not opposed in principle to PC19 but does not support it proceeding at this time, in the absence of further information addressing potential bird strike risk associated with the activities proposed to be enabled.
- 15 CIAL seeks that further information be provided to enable an informed assessment of whether the proposed rezoning can proceed without giving rise to increased bird strike risk to aircraft operations, and whether any plan-level controls are required to appropriately manage that risk.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: John Edward

Last name: Stewart

Preferred method of contact Postal

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not Gain an advantage in trade competition through this submission

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 The Re Zoning of the Land to Heavy Industrial.

The reasons for my / our submission are:

The Effect Heavy Industrial Properties will have on the people who live on the Main South Road and also Marshs Road.

The lack of consideration of the outlook people will get as they pass the Building

The decision I / we would like the Council to make is

I would like the Council to Maintain The Zoning as it is as RURAL URBAN FRINGE ZONE.

And also the Agricultural Land adjacent to the Proposed change 19 -- to be Rezoned to RURAL URBAN FRINGE ZONE.

And also Place and Good Setback if any Industrial Properties are to be built along the Main South Road. SH1.

Attached Documents

Name

40728_2_Cottonsoft_Building--Main_South_Road--17Dec_2025





Submission on the 18th December 2015

Resource Management Act 1991---Christchurch District Plan

Proposed Private Plan Change 19 Marshs Road—Industrial Development of the area inside the Marshs Road and main South Road.

The Christchurch City Council in originally Zoning the whole Block and now called The Quadrant was probably instigated by Watties NZ when they built their Shands Road Vegetable Processing Plant and required an area of land to dispose of Vegetable Waste out onto grass covered land by Border Dyke Application. Processing of this waste has now changed and the Waste is screened and trucked off site for land disposal. This was activated by the ChCh City Council requirement for water for their Sewage Flows back across the city to Bromley. This land which went from Shands Road to the Main South Road has now been sold by Heinz-Wattie to Nga Tahu who are selling sections for Industrial use.

At Issue here is that the ChCh City Council Planning has not given thought to the asthetic look of the Industrial Site with Cars/Buses/Tourists, etc, travelling along this stretch of road. The New Warehouse Building built for CottonSoft Ltd is almost hard up against the road boundary with its Multicoloured Steel sides ---if this is continued it would give travelers on the Main South Road the thought that they are travelling along a Corridor of either a coloursteel or concrete slab wall. Any Future buildings (if at all) should be set back a reasonable distance for the Main South Road and bunding that is planted out to soften and enhance the view of traffic (tourists) either going into Christchurch or going out of the city. I note in your Change that a Set Back of 20 metres of Industrial Buildings, that was not applied in the build of the Cottonsoft Ltd store .

Then we come to the L shaped Land behind the Proposed ---Private Plan Change 19-Marshs Road and also fronting onto the Main South Road. Previously known as the Riccarton Stud property. This land is Elite Soil of Templeton Silt Loam—Class 1A and is currently Leased out by Calder-Stewart (the Land Owner) to a local farmer. At present you can see an extremely good crop of Barley Growing on the Block that goes out to the Main South Road. On the secondary block going out to Marshs Road is one of the best Crops of Potatoes you will see in Canterbury.

There was a recent case of a property named Tall Tree Stud on Marshs Road (opposite the Calder-Stewart Quadrant) that was applied to be converted to Industrial by the Selwyn District Council. This application was overturned on the direction of the previous Labour Government which directed Local Councils to preserve all crop/vegetable growing land of quality near Cities to stay in production and was so decided to be maintained as Rural-Residential.

To Rezone the land coloured in Purple in the Map provided by the Council, to **Heavy Industrial**, does not make sense with the Highly Fertile Soil area behind it and also within it. To have **Heavy Industrial Properties** coming up near the existing Houses on both Marshs Road and also the Main South Road would not be beneficial to anyone of the existing House/Land owners.

A Set Back of Commercial Properties on the Main South Road already exists such as from the Corner of Halswell Junction Road to the Hynds Pipes Property that none are right up close to the Road Boundary .

The Traffic Volume on the Main South Road is at least as much or more after even the completion of the Motorway to Rolleston. In other words the Motorway has not taken traffic away from the Main South Road and is added to by traffic coming through on the lights from Pound Road. It may be that this part of the Main South Road has to made Four Lanes in the future, which is why the set back of the line of Houses on the Main South Road from No 671 to the Dairy on the Corner of Marshs Road and Main South, is already in place.

I have visited the Home of Mr Chang at 671 Main South Road and taken a Photo along the top of his Front Fence looking towards the Cottonsoft Ltd Building and the wall of the Cottonsoft Store looks to be in Line with the front Fence of every House along the Main South Road. This appears to be major mistake by Christchurch City Council in consenting this building.

I propose that the Land encompassed in the Land Change as Highlighted in Purple, plus the Agricultural Land Behind it currently being Cropped for Food be all Zoned as a RURAL URBAN FRINGE ZONE.

Yours Faithfully

John E. Stewart.

42 Waipuna Road

R.D. 6

Christchurch. 7676

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026
First name: Rachael **Last name:** Carruthers
Organisation: Selwyn District Council
On behalf of: Selwyn District Council
Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

Trade competition and adverse effects:

I could not **Gain an advantage in trade competition through this submission**
directly affected by an effect of the subject matter of the submission that:
a. adversely affects the environment, and
 I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Neutral

The specific provisions of the plan change that my / our submission relates to are

1. Application of the NPS-HPL
2. Landscaping along the Marshs Road boundary
3. Noise effects experienced by occupants of 22 - 42 Marshs Road

The reasons for my / our submission are:

1. APPLICATION OF THE NPS-HPL:

The proposal acknowledges that the site is highly productive land (HPL) in terms of the National Policy Statement for Highly Productive Land (NPS-HPL) but then does not correctly identify or assess the provisions relevant to the proposal.

The objective of the NPS-HPL is relevant, together with policies 1, 4, 5, and 9. The objective and policies are supported in this instance by Clauses:

- * 3.5 Identifying highly productive land in regional policy statements and district plans
- * 3.6 Restricting urban rezoning of highly productive land
- * 3.13 Managing reverse sensitivity and cumulative effects

CLAUSE 3.5 IDENTIFYING HIGHLY PRODUCTIVE LAND IN REGIONAL POLICY STATEMENTS AND DISTRICT PLANS

Until regional policy statement amendments to incorporate HPL mapping are operative, the NZLRI mapping is determinative ([2024] NZEnvC 83 Blue Grass Ltd v Dunedin City Council), and the so the proposal site must be assessed as HPL (Clause 3.5(7) NPS-HPL). This is regardless of more detailed mapping, or whether the site is likely to be excluded when that mapping exercise is undertaken. These matters relate to Clause 3.4 of the NPS-HPL, which is a matter for the regional council, not a city or district council, and not a plan change proponent. The Clause 3.4 assessment undertaken by Reeftide Ltd is irrelevant in this instance.

CLAUSE 3.6 RESTRICTING URBAN REZONING OF HIGHLY PRODUCTIVE LAND

The relationship between the NPS-HPL and the National Policy Statement on Urban Development (NPS-UD) as it relates to the zoning of industrial land has recently been considered by the Environment Court in [2025] NZEnvC330 *Townsend and Stewart v Selwyn District Council* (available on the Selwyn District Council website). The application of the NPS-HPL Clause 3.6(1)(a) test to rezoning proposals to create industrial land in Greater Christchurch is carefully considered in the decision. This test requires that the rezoning be required to provide sufficient development capacity to meet demand for housing or business land to give effect to the NPS-UD.

In order for a rezoning to be 'required', it must be necessary to address a shortfall in the local authority's short-term or medium-term obligations under Clause 3.3 of the NPS-UD. The necessity must be at the Greater Christchurch or district level, not at the level of a more finely grained urban environment (such as Hornby or south west Christchurch). The Market Economics assessment that forms part of the proposal concludes that there is no requirement for additional industrial land in Christchurch.

Regardless of the assessment in the proposal, to satisfy the Clause 3.6(1)(a) test, any shortfall must be identified in a local authority housing and business capacity assessment (HBA), not in an assessment undertaken by some other party such as a plan change proponent.

The April 2023 Greater Christchurch Partnership Business Development Capacity Assessment updates the 2018 assessment referred to in the proposal and is the current HBA relevant to the proposal. Table 34 addresses the sufficiency of industrial land in Christchurch City, and notes that there is a sufficiency within Christchurch City of 481.42ha in the short term and 627.24ha in the medium term.

There is therefore no 'requirement' for the rezoning and the test in Clause 3.6(1)(a) is not met.

If a shortfall of industrial land within Christchurch City as a whole is identified in a Greater Christchurch Partnership or CCC HBA before a decision is made in relation to this proposal, then the tests in both Clauses 3.6(1)(b) and 3.6(1)(c) also need to be met before approval of the plan change request could be considered.

In relation to Clause 3.6.1(b), for industrial land, the relevant locality is either Christchurch City as a whole, or in Greater Christchurch more broadly and the market is for either 'industrial' land generally or 'heavy industrial' land. The assessment undertaken by Reefside Ltd is therefore incomplete as it does not consider options across the whole of the relevant locality, and there is no assessment of the suitability of land other than rural land (such as converting other types of industrial land). The Clause 3.6(1)(b) assessment is therefore currently incomplete.

In relation to Clause 3.6.1(c), only assessments of the economic costs and benefits have been undertaken. No assessment of the environmental, social or cultural costs and benefits of losing HPL has been provided, and so the Clause 3.6.1(c) assessment is currently incomplete.

A Tier 1 territorial authority such as CCC may allow the urban rezoning of HPL only if all three of the tests in Clause 3.6(1) have been met. At this time, the Clause 3.6(1)(a) test has not been met and the other assessments have not been undertaken in full. As such, approving the plan change request is not currently an option available to the decisionmaker.

Contrary to the proposal assessment, Clause 3.10 (Exemption for highly productive land subject to permanent or long-term constraints) explicitly does not apply to rezoning applications, and so whether there are constraints, or not, is not a question to be considered in this instance.

CLAUSE 3.13 MANAGING REVERSE SENSITIVITY AND CUMULATIVE EFFECTS

Clause 3.13 of the NPS-HPL requires the Christchurch District Plan to achieve the avoidance if possible, or otherwise the mitigation, of any potential reverse sensitivity effects from urban rezoning or development that could affect land-based primary production on highly productive land. Despite being located at the district boundary, and despite the land on the Selwyn side of Marsh Road being zoned General Rural and classified as HPL, the proposal does not include an assessment of the potential for reverse sensitivity effects on land based primary production on highly productive land within Selwyn District.

2. LANDSCAPING ALONG MARSHS ROAD BOUNDARY

The proposal to require landscaping along the Marshs Road boundary is acknowledged, together with the proposal to require the retention of the existing shelterbelt until the new landscaping reaches a height of 6m.

However, the existing shelterbelt only extends along the frontage of 53 Marshs Road. The remainder of the Marshs Road frontage landscaping is either a deciduous hedge with limited screening potential in winter, or residential in nature. Existing Christchurch District Plan standard 16.5.4.2.4 will therefore be of little use in screening industrial activities on the proposal site, particularly from the residential properties on the Selwyn side of Marshs Road, opposite the proposal site.

3. NOISE

The proposal states that noise will be subject to existing Industrial Heavy Zone rules which will include specific noise standards applying at any point within the boundary of the site and that this will protect rural residents from unacceptable noise effects within their properties. However, the noise standards referenced at para 6.8 of the Request AEE relates to the receiving environment being within the Industrial Heavy Zone, not a rural zone where noise standard 6.1.5.2.1 Table 1 rows (b) and (h) apply instead.

The receiving environment of the rural zone requires a lower noise limit than the Industrial Heavy limits. Whilst noise limits may

have been met around the rural/urban interface of areas already zoned heavy industrial zone, these interfaces are different in character to the current proposal, with existing dwellings generally set back from Marshs Road on 4ha sites. By contrast, the receiving environment at 22-42 Marshs Road consists of dwellings positioned approximately 10m from the road boundary and clustered on sites around 900m². This suggests a more sensitive receiving environment in close proximity to the proposal site than has been accounted for in the request.

The decision I / we would like the Council to make is

1. APPLICATION OF THE NPS-HPL

SDC requests that CCC apply the tests set out in the NPS-HPL as applying to rezoning requests in a manner consistent with the current direction of the Environment Court outlined above, rather than the alternative tests suggested by the proponent.

Based on the information currently available, SDC considers that the request must be refused in order to give effect to the NPS-HPL, as required by s75(3)(a) RMA. This is despite any benefits in terms of providing additional development capacity or contributions to a well-functioning urban environment in terms of the NPS-UD.

2. LANDSCAPING ALONG MARSHS ROAD BOUNDARY

Should the plan change request be approved, SDC requests that the provisions be amended so that development is staged to ensure that the required Marshs Road landscaping achieves a height of 6m before any industrial activity occurs within the proposal site.

Given the residential nature of the small properties on the Selwyn side of Marshs Road, SDC requests that additional amendments to standard 16.5.4.2.4 be made, such that the landscaping will be maintained and retained in perpetuity, rather than only for 5 years from date of planting as specified in 16.5.4.2.4.i.G. Rule requirement GIZ-REQ5.16 of the Selwyn Partially Operative District Plan provides an example of possible suitable wording:

"All planting and landscaping required by [insert reference to relevant standard(s)] shall be maintained, and any dead, diseased, or damaged plants, shall be removed and replaced."

3. NOISE

SDC requests that consideration is given to whether any proposed landscape interface treatment and setbacks are sufficient to mitigate the potential for noise effects arising from a heavy industrial zone on the clustered sensitive receptors at 22-42 Marshs Road. Further, SDC requests consideration of whether further mitigation may be required where the proposed heavy industrial zone interfaces with these properties (for example building in enough space for bunding if this is needed) to ensure that the noise limits in the Christchurch District Plan can be met and the land developed as proposed.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Julianne Keryn

Last name: Farrell

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

The proposed rezoning of approx 23 hectares including 34 residential properties which is presently Rural-Urban fringe to Heavy Industrial along Marshs rd and Main South rd . I also include the proposed road extension required to supposedly divert traffic from Marshs Rd and which would service rezoned Industrial land. My submission also concerns all provisions for required setbacks from residential properties and all Industrial use of rezoned land in close proximity to many residential properties and rural land.

The reasons for my / our submission are:

I currently live at 34 Marshs Rd directly opposite the proposed rezoning. I have resided here for over 20 years. Although I live on the Selwyn side of Marshs rd the rezoning would affect both sides of the road equally. The impact this rezoning would have is immense.

A Heavy Industrial Zone so close to residential properties would create noise, dust, excess traffic including more trucks (which already cause vibration of our house and others I have spoken to)

The safety on our road particularly the marshs/main south rd Intersection (T Intersection) is sketchy at the best of times and if the proposed minor rd did not eventuate for whatever reason I believe the present infrastructure would be unable to cope. The condition of the rd is often compromised with large potholes from the heavy truck traffic already.

While on the subject of roads and the fact we are urban-fringe we enjoy the wildlife in the area which often succumb to the traffic as do our domestic pets. We enjoy the walking ,biking and general outlook of our environment and the rezoning would destroy all of these things. We value our urban /rural outlook with the greenery, wildlife and peaceful ambience

The proposed 20 metre setbacks from residential properties will never be enough space. The large buildings, extra lighting, extra activity and everything associated with industrial activities will mean the end of everything we currently enjoy. The current Industrial zone towards Shands rd is massive already and I fail to see why these 23 hectares are even necessary.

I do wonder if gradually the residential properties particularly on Marshs rd opposite us will be acquired to facilitate whatever future plans may be

The decision I / we would like the Council to make is

I request the council to reject the proposed rezoning of the 23 hectares including the 34 residential properties from urban rural fringe to Heavy Industrial Zone and retain its current status.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Warren & Pauline

Last name: Newell

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 Calder Stewart Development has requested a Private Plan Change to rezone 23 hectares of rural Urban Fringe Zone to Industrial Heavy Zone.
 This includes rezoning 34 residential properties.

The reasons for my / our submission are:
 Templeton has long been the gateway to Christchurch City. The CCC spent a substantial amount setting up an Information Centre and a large Christchurch sign. (See attached photo) as well as appropriate planting a few years back.
 It's ironic now that we have a new Industrial Building - Cotton Soft 1.4 k approx north on the Main South Road, from the information centre, which is now the local eyesore. It's been a major talking point of disappointment in the shear scope and scale. It is a perfect example of poor planning rules and ruthless development, not a good legacy, with little thought for locals and travellers alike. (see attached photos showing views North and South and the closeness to the highway). Is this progress?
 There's something wrong with the planning rules if this setback is allowed on the main Highway in and out of Christchurch.
 Marshs Road - We have a few more questions about access to and from the sections if the proposal was approved.
 We would like the current landscaping to be preserved as it is (see attached photos)
 The current 20m setback (which is minimal) for development for heavy industrial seems too little.
 Why does the setback not apply in 2036?
 Would all vehicle movements be internal access under any proposal?
 The downsides of heavy industrial is they can operate 24 hours a day. They are well lit and forklifts can work all night with the pesky beaps which can travel a considerable distance on a still night.
 We consider that their is enough adequate land zoned for heavy industrial around our area already without further encroaching on the Templeton boundary.

The decision I / we would like the Council to make is
 We would like the Council to do what is right for the people and take account of the submitters responses, as Heavy Industry and Residential don't go well together.
 We don't have faith in the developer doing what is right for the community after witnessing the Cotton Soft Bldg with the inappropriate setback from the main southern highway.
 We would like the council to oppose the plan.

Attached Documents

Name
40681_1_Christchurch_sign_at_Templeton 
40681_2_Cotton_Soft_Bldg_opposite_638_Main_South_Road
40681_3_View_North
40681_4_View_South
40681_5_Current_scene_Marshs_Road_towards_Port_Hills 













PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Mario

Last name: Baterina

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not Gain an advantage in trade competition through this submission

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 Private Plan Change to rezone an area from Rural Urban Fringe Zone to Industrial Heavy Zone.

The reasons for my / our submission are:

The property is currently used as a residence and a home-based small business. Rezoning to heavy industrial would expose residents to excessive noise, air pollution, truck traffic and potentially hazardous activities which are incompatible with safe and healthy living conditions and would significantly reduce the quality of life. It would also significantly diminish the residential value of the property and unfairly impact our family's investment and financial security as we are also using it for our home occupation.

The decision I / we would like the Council to make is
 Decline the proposed rezoning

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Jolene

Last name: Eagar

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 This submission relates to the proposed rezoning of approximately 23 hectares of land from Rural Urban Fringe Zone to Industrial Heavy Zone, including:
 - The extension of the South West Hornby Industrial Area Outline Development Plan
 - Proposed access and roading changes
 - Amendments to Chapter 16.5.4 Industrial Heavy Zone rules, including the proposed temporary 20m building setback that expires in 2036

The reasons for my / our submission are:

I have lived in Templeton for nearly 20 years. Over that time, I have watched our village grow, evolve, and become an important and proud part of Christchurch City.

Templeton is not just a place people pass through. It is a tight-knit village, with a strong sense of community, history, and identity. We are proud to be part of Christchurch — and we want to be treated as such.

1. Templeton Is the Gateway to Christchurch

Templeton is both the first and the last part of Christchurch that people experience when travelling south via State Highway 1. This matters.

For many visitors, commuters, and returning Cantabrians, Templeton forms the first impression of Christchurch — and the last as they leave. That entrance should reflect pride, care, and good planning.

Instead, this plan change risks creating a gateway dominated by large, visually intrusive industrial buildings located hard up against one of the city's main transport corridors. We already have examples of this type of development nearby, and it is not something to be repeated or expanded.

Christchurch deserves better — and so does Templeton.

2. We Are Not the "Forgotten Cousin"

Templeton should not be treated as the forgotten cousin living on the fringes of the city.

We pay rates, contribute to the city's economy, volunteer in our community, raise families here, and proudly identify as part of Christchurch. Decisions about land use at our doorstep should reflect that value.

This proposal feels like development being pushed to the edge of the city because it is easier — not because it is right.

3. Pride of Place and Community Identity

People who live in Templeton care deeply about how our village looks and feels. There is pride in our green edges, our open outlook, and the way our community connects to surrounding rural land.

Replacing that with Industrial Heavy zoning, without permanent setbacks or meaningful landscape buffers, erodes the very character that makes Templeton special.

Once that character is gone, it cannot be replaced.

4. Temporary Setbacks Do Not Protect Future Residents

The proposal includes a 20-metre building setback, but only until 1 January 2036. After that date, industrial buildings could be constructed directly alongside residential properties.

As someone who intends to continue living in Templeton long-term, I find this deeply concerning. Planning decisions should protect communities into the future, not defer harm for the next generation to deal with.

5. A Missed Opportunity for Better Planning

If industrial development is to occur near Templeton, it should be:

- Carefully designed
- Appropriately set back
- Screened with landscaped bunds and planting
- Planned in a way that enhances, rather than detracts from, the city entrance

Surely we can do better than allowing large industrial buildings to dominate the gateway to our city.

Is this really the legacy we want to leave behind?

The decision I / we would like the Council to make is

I ask Christchurch City Council to:

1. Decline Private Plan Change 19 as currently proposed, or
2. At the very least, require:
 - Permanent building setbacks from SH1 and residential properties
 - Substantial landscaped buffers or bunds
 - Stronger urban design and visual amenity controls
 - Recognition of Templeton's role as a valued gateway village within Christchurch

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026
First name: Jolene **Last name:** Eagar
Organisation: Templeton Residents' Association
On behalf of: Templeton Residents' Association
Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

Trade competition and adverse effects:

I could not **Gain an advantage in trade competition through this submission**
directly affected by an effect of the subject matter of the submission that:
a. adversely affects the environment, and
 I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 This submission relates to, but is not limited to:
 - The proposed rezoning of land from Rural Urban Fringe (RuUF) to Industrial Heavy (IH)
 - The proposed extension of the South West Hornby Industrial Area Outline Development Plan (Appendix 16.8.8)
 - Proposed access arrangements via a new minor arterial road from SH1/Pound Road
 - Proposed amendments to Chapter 16.5.4 Industrial Heavy Zone (South West Hornby) Area Specific Rules, in particular:
 - Rule 16.5.4.2.3(a)(iii)(A) and (B) relating to the temporary 20m building setback from residential properties, expiring on 1 January 2036

The reasons for my / our submission are:

The Templeton Residents Association opposes PPC19 for the following reasons:

1. Loss of Templeton's Gateway Identity

Templeton is both the first and the last part of Christchurch that people experience when entering or leaving the city via State Highway 1 to the south.

This location plays a critical role as a gateway to Christchurch and should present a welcoming, high-quality, landscaped environment that reflects the city's identity, values, and sense of place.

The proposed rezoning would result in large-scale industrial heavy buildings located directly alongside SH1, similar to existing industrial development in the area. This creates an unattractive and visually harsh entrance to the city, dominated by industrial bulk and scale rather than thoughtful design or landscape integration.

This is not an appropriate or aspirational first impression for residents, visitors, or future generations.

2. Poor Urban Design and Visual Amenity Outcomes

Industrial Heavy activities typically involve:

- Large building footprints
- Significant building heights and mass
- Extensive hardstand areas
- Outdoor storage, lighting, and servicing activities

Placing this form of development directly adjacent to a key state highway and residential areas, without permanent setbacks or meaningful landscape buffers, will significantly degrade visual amenity.

The proposed 20m setback is only temporary, expiring in 2036. After this date, industrial buildings could be constructed hard up against residential boundaries, creating long-term reverse sensitivity issues and unacceptable living environments for existing residents.

The TRA considers it unreasonable and inequitable to expect current residents to absorb these effects in the future.

3. Temporary Setbacks Are Inadequate and Create Long-Term Risk

The proposed rule change explicitly removes any setback requirement after 1 January 2036. This creates:

- Planning uncertainty for residents
- Long-term adverse effects that are deferred rather than resolved
- A precedent for incremental erosion of residential amenity

Planning provisions should deliver permanent, durable outcomes, not rely on time-limited mitigation that ultimately disappears.

4. Failure to Provide Appropriate Landscape Mitigation

If industrial development is to occur in this location, it should be:

- Set back well away from SH1 and residential boundaries
- Screened by substantial landscaped bunds
- Designed to visually soften large buildings and service areas

Well-designed landscaped bunds and planting could:

- Reduce visual dominance
- Improve noise attenuation
- Enhance the gateway experience
- Create a more appropriate transition between industrial and residential areas

The current proposal does not adequately address these matters.

5. Incompatibility With Surrounding Residential Use

The plan change would directly affect:

- 34 residential properties of approximately 800m²
- Five lifestyle blocks ranging from 2–4 hectares

These properties were developed with the reasonable expectation of a Rural Urban Fringe interface, not an Industrial Heavy zone immediately adjacent.

The proposed rezoning undermines those expectations and risks:

- Reduced residential amenity
- Increased noise, lighting, traffic, and visual impacts
- Reverse sensitivity conflicts

6. Strategic Planning and Precedent Concerns

Approving Industrial Heavy zoning in this gateway location sets a dangerous precedent for:

- Industrial sprawl along key transport corridors
- Erosion of gateway design principles
- Incremental loss of green edges and buffer zones

The TRA questions whether this is the legacy Christchurch wishes to leave for future generations.

The decision I / we would like the Council to make is

The Templeton Residents Association seeks that Christchurch City Council:

1. Decline Private Plan Change 19 in its current form, or
2. Alternatively, significantly amend the plan change to:
 - Retain a permanent building setback from residential properties and SH1
 - Require substantial landscaped bunds and screening along SH1 and residential interfaces
 - Strengthen urban design, landscape, and visual amenity controls
 - Protect Templeton's role as a key gateway to Christchurch

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Dave

Last name: Tucker

Preferred method of contact Postal

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

This submission relates to the proposal to rezone land along Marshs Road, Templeton, from Rural–Urban Fringe to Heavy Industrial, including all provisions that would allow industrial-scale development and long-term industrial use in close proximity to existing residential properties.

It also relates to the inclusion of residential land within, or immediately next to, Heavy Industrial zoning and the reliance on future infrastructure to manage the effects of that zoning.

The reasons for my / our submission are:

I've been living on Marshs Rd for the past 25 years and strongly oppose the rezoning of land along Marshs Rd from rural urban to heavy industrial with the building of the new motorway and the Hornby industrial. Nothing positive has come of this. As a local resident I see pukekos run over on a daily basis as the environment has changed dramatically due to loss of habitat. Hawks, pheasants, rabbits, ducks and ducklings are some of the wildlife also being killed. Marshs Rd has become a very sad road. This is what industrial development brings, and we don't like it. And shall we mention the extra traffic which is horrendous. On Monday 15th of December from 11am to 11.30am I sat and counted the traffic on Marshs Rd: 24 trucks, 83 cars, 1 motorbike in 30 mins.

I never needed gates on my property but had them installed to keep visiting friends with children and pets safe.

I also ask the question how much of an increase to our rates?

I have enjoyed living in my rural surroundings for many years. I ask you, put yourself in my shoes, how would you like concrete tilt slab factories built behind your house. Do something positive with the land. What about a reserve, maybe a park, not more bloody factories.

My intention is to be involved throughout any proposed change to Marshs Rd. I'm gonna be there every step of the way and be very vocal and extremely loud.

The decision I / we would like the Council to make is

I request that the Council decline the proposed rezoning of land along Marshs Road to Heavy Industrial.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Maree

Last name: Summers

Preferred method of contact Postal

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not Gain an advantage in trade competition through this submission

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 The proposal to apply Heavy Industrial zoning to land next to Marshs Road, Templeton.

The reasons for my / our submission are:

I have lived in Marshs Road for 25 yrs. I am strongly opposed to the rezoning from Rural Urban to heavy industrial.

We have already had to endure the huge increase in traffic passing our house since the instillation of the Southern Motorway.

Originally we bought our house because of the rural location which will be completely destroyed if the zoning change happens & then the building of huge factories behind our house.

The decision I / we would like the Council to make is

I ask that the Council not proceed with applying Heavy Industrial zoning to land next to Marshs Road.

If the Council is considering allowing industrial zoning in this location, it should first slow the process down and clearly answer some basic questions:

What does this mean for people who already live here?

What happens to costs such as rates over time?

What guarantees exist that traffic impacts will actually be resolved?

And can residential living realistically continue once this zoning is in place?

Without clear answers to those questions, this rezoning should not go ahead.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Gavin & Deborah

Last name: Newell

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

We would like to express our opposition to Calder Stewart's plan to change zoning on Marshs / Main South Road to include existing houses to the road boundaries.

The reasons for my / our submission are:

The land in this area are some of the most fertile in New Zealand and to have it covered with concrete and asphalt is disgraceful.

The decision I / we would like the Council to make is

This area is the gateway to Christchurch, the garden city, and to have commercial buildings built right to the boundary is not a good look for our green city.

In conclusion we strongly oppose the request for a rezone.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Alma Marasigan

Last name: Baterina

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 Rezoning of property from Rural Urban Fringe Zone to Industrial Heavy Zone.

The reasons for my / our submission are:

The property is currently used as a place of residence and for low-impact home occupation. Rezoning to Industrial Heavy would introduce activities that are incompatible with residential use, including excessive noise, dust, emissions and heavy vehicle movements and safety risks. These effects would significantly reduce residential amenity and the reasonable enjoyment of the property. The proposed rezoning would reduce the property's suitability for residential occupation, limit financing, insurance and resale options, effectively forcing a change in use that was not anticipated when the property was purchased and developed.

The decision I / we would like the Council to make is

I request that the PPC-19 be declined and that the property remain zoned Rural Urban Fringe

PPC19 - Marshes Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Yager

Last name: Akulov

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not Gain an advantage in trade competition through this submission

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not b. does not relate to the trade competition or the effects of trade competitions.

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

This submission relates to the proposal to change the zoning of land along Marshes Road, Templeton, from Rural–Urban Fringe to Heavy Industrial, and to allow that land to be developed and used for large-scale industrial purposes over time.

It also relates to the assumption that traffic and access issues can be managed by future changes that are not yet in place.

The reasons for my / our submission are:

I do not support this rezoning because it would fundamentally change the area in a way that makes it unsuitable for people to continue living here.

Marshes Road is currently a semi-rural street bordered by paddocks and open land. While there is traffic using the road, the surrounding environment is still largely green and open, and this is a key reason people live here. The proposed rezoning would permanently remove that character and replace it with an industrial landscape directly beside homes.

Living beside industry is not realistic

Heavy Industrial zoning is not something that can sit comfortably next to residential living. Even before traffic is considered, this type of zoning brings with it large buildings, night lighting, noise, vibration, and activity at all hours. These effects cannot be fully screened or buffered, particularly when homes are located so close.

Once the zoning is changed, these impacts become normalised and very difficult to reverse. The area would no longer function as a place where people can reasonably expect peace, safety, or long-term stability.

Traffic is already a daily issue

Access onto State Highway 1 from Marshes Road is already extremely difficult for most of the day. From early morning through to late afternoon, turning right is often not possible, and residents are forced to take indirect routes just to travel locally.

Marshes Road is also used by people walking, cycling, and walking dogs. Introducing regular heavy truck movements into this environment would significantly increase risk and reduce people's willingness to use the road safely.

Although a new road has been suggested as a future solution, there is no clear timeframe for when this would happen. There is also uncertainty around whether it can be built as planned, given it would need to pass through land that is currently intended for residential use. Until that happens, industrial traffic will continue to use Marshes Road, as it already has for several years.

The road and surrounding land are already under pressure

Marshes Road has required repeated maintenance and works since truck traffic increased. Before this change, the road did not experience the same level of disruption. This suggests the infrastructure is already being pushed beyond what it was designed for.

The surrounding land also supports wildlife. It is common to see birds and animals killed on the road, including pheasants, quail, hawks, pukeko, and cats. Increased traffic and industrial development will make this worse.

What this means for residents over time

The information provided by Council about this plan change focuses heavily on enabling industrial growth. Very little attention is given to what it will be like to continue living here once that growth occurs.

While the documents do not state that residents are expected to leave, the practical reality is that living conditions would steadily deteriorate. Over time, noise, traffic, visual dominance of industrial buildings, and safety concerns would make remaining here increasingly difficult. This outcome should be openly acknowledged and carefully considered before any permanent zoning change is approved.

The decision I / we would like the Council to make is

I ask that the Council decline the proposed rezoning of land along Marshes Road to Heavy Industrial.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Daryna

Last name: Tofanchuk

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

The proposed rezoning of land along Marshs Road, Templeton, from Rural–Urban Fringe to Heavy Industrial, including all associated provisions that would enable large-scale industrial development, heavy industrial activity, and long-term industrial use in close proximity to existing residential properties.

This includes reliance on future infrastructure solutions, such as a proposed parallel road intended to divert industrial traffic away from Marshs Road, and the application of Heavy Industrial zoning to land immediately adjacent to established residential dwellings.

The reasons for my / our submission are:

I strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.

I live on Marshs Road on the Selwyn District Council side, directly opposite the land proposed for rezoning under Christchurch City Council. Although the council boundary runs through the road, the effects of this plan change will be experienced equally by residents on both sides. Noise, vibration, traffic, safety risks, and visual impacts do not stop at a district boundary and must be considered as cross-boundary effects.

Traffic and heavy vehicle impacts — reliance on an uncertain future road

The Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00am through to 5:00pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and detour to travel in the Hornby direction.

While the applicant has indicated that a new parallel road may be developed in the future to divert industrial traffic away from Marshs Road, there is no certainty regarding the timing, delivery, or feasibility of this road. It may take several years to be constructed, if it is constructed at all. The proposed route also relies on land that is currently zoned for residential use and has not yet been sold, meaning its delivery is dependent on future land acquisition and agreement from landowners. There is a real risk that this road may be delayed indefinitely, altered, or not proceed as anticipated.

In the meantime, heavy vehicle traffic would continue to use Marshs Road, as it has already done for the past four to five years, further increasing safety risks for residents, cyclists, walkers, and dog walkers who regularly use the road. Permanent rezoning to Heavy Industrial should not be approved on the basis of uncertain or unenforceable future infrastructure solutions.

Infrastructure limitations

Marshs Road is not designed to support sustained heavy industrial traffic. While I cannot provide exact dates, the road has been

subject to ongoing disruptions and repairs since heavy traffic increased. Prior to this, the road functioned well. Since then, works appear to occur approximately every six to twelve months, indicating increasing strain on infrastructure that is not fit for industrial-scale use.

Industrial activity adjacent to residential living

Beyond traffic concerns, the fundamental issue is the introduction of Heavy Industrial zoning directly adjacent to an established residential area.

At present, Marshs Road is surrounded by open paddocks, greenery, and a semi-rural outlook that provides visual amenity and a reasonable level of quiet that residents value. Rezoning to Heavy Industrial would permanently alter the character of the area, replacing open green space with large-scale buildings, industrial activity, lighting, noise, and vibration. Even with buffers or future road changes, Heavy Industrial activity so close to homes is inherently incompatible with residential living.

Environmental impacts

The area supports a variety of wildlife. Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. Increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.

Long-term residential impacts and implied outcomes

The Council's website contains a range of documents supporting this plan change. While none of these documents explicitly state that existing residents are expected to leave, when read together they indicate a long-term planning outcome in which residential use becomes increasingly incompatible with surrounding Heavy Industrial activity.

The decision I / we would like the Council to make is

I request that the Council reject the proposed rezoning of land along Marshs Road from Rural–Urban Fringe to Heavy Industrial and retain the current zoning.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026
First name: Tayla **Last name:** Paulsen
On behalf of: Scott Paulsen
Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**
directly affected by an effect of the subject matter of the submission that:
a. adversely affects the environment, and
 I am not **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 The proposed rezoning of land along Marshs Road, Templeton, from Rural–Urban Fringe to Heavy Industrial, including all associated provisions that would enable large-scale industrial development, heavy industrial activity, and long-term industrial use in close proximity to existing residential properties.

This includes reliance on future infrastructure solutions, such as a proposed parallel road intended to divert industrial traffic away from Marshs Road, and the application of Heavy Industrial zoning to land immediately adjacent to established residential dwellings.

The reasons for my / our submission are:
 I strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.

I live on Marshs Road on the Christchurch District Council side, my home would be considered heavy industrial instead of residential, my backyard would directly up against factories etc. The effects of this plan change will be experienced equally by residents on both sides. Noise, vibration, traffic, safety risks, and visual impacts do not stop at a district boundary and must be considered as cross-boundary effects. Not to mention the environmental changes and the danger to native wildlife.

Traffic and heavy vehicle impacts — reliance on an uncertain future road:
 The Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00am through to 5:00pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and detour to travel in the Hornby direction.

While the applicant has indicated that a new parallel road may be developed in the future to divert industrial traffic away from Marshs Road, there is no certainty regarding the timing, delivery, or feasibility of this road. It may take several years to be constructed, if it is constructed at all. The proposed route also relies on land that is currently zoned for residential use and has not yet been sold, meaning its delivery is dependent on future land acquisition and agreement from landowners. There is a real risk

that this road may be delayed indefinitely, altered, or not proceed as anticipated.

In the meantime, heavy vehicle traffic would continue to use Marshs Road, as it has already done for the past four to five years, further increasing safety risks for residents, cyclists, walkers, and dog walkers who regularly use the road. Permanent rezoning to Heavy Industrial should not be approved on the basis of uncertain or unenforceable future infrastructure solutions.

Infrastructure limitations:

Marshs Road is not designed to support sustained heavy industrial traffic. While I cannot provide exact dates, the road has been subject to ongoing disruptions and repairs since heavy traffic increased. Prior to this, the road functioned well. Since then, works appear to occur approximately every six to twelve months, indicating increasing strain on infrastructure that is not fit for industrial-scale use.

Industrial activity adjacent to residential living:

Beyond traffic concerns, the fundamental issue is the introduction of Heavy Industrial zoning directly adjacent to an established residential area.

At present, Marshs Road is surrounded by open paddocks, greenery, and a semi-rural outlook that provides visual amenity and a reasonable level of quiet that residents value. Rezoning to Heavy Industrial would permanently alter the character of the area, replacing open green space with large-scale buildings, industrial activity, lighting, noise, and vibration. Even with buffers or future road changes, Heavy Industrial activity so close to homes is inherently incompatible with residential living.

Environmental impacts:

The area supports a variety of wildlife. Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. Increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.

Long-term residential impacts and implied outcomes:

The Council's website contains a range of documents supporting this plan change. While none of these documents explicitly state that existing residents are expected to leave, when read together they indicate a long-term planning outcome in which residential use becomes increasingly incompatible with surrounding Heavy Industrial activity.

The decision I / we would like the Council to make is

I request that the Council reject the proposed rezoning of land along Marshs Road from Rural–Urban Fringe to Heavy Industrial and retain the current zoning.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Tayla

Last name: Paulsen

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

The proposed rezoning of land along Marshs Road, Templeton, from Rural–Urban Fringe to Heavy Industrial, including all associated provisions that would enable large-scale industrial development, heavy industrial activity, and long-term industrial use in close proximity to existing residential properties.

This includes reliance on future infrastructure solutions, such as a proposed parallel road intended to divert industrial traffic away from Marshs Road, and the application of Heavy Industrial zoning to land immediately adjacent to established residential dwellings.

The reasons for my / our submission are:

I strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.

I live on Marshs Road on the Christchurch District Council side, my home would be considered heavy industrial instead of residential, my backyard would directly up against factories etc. The effects of this plan change will be experienced equally by residents on both sides. Noise, vibration, traffic, safety risks, and visual impacts do not stop at a district boundary and must be considered as cross-boundary effects. Not to mention the environmental changes and the danger to native wildlife.

Traffic and heavy vehicle impacts — reliance on an uncertain future road:

The Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00am through to 5:00pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and detour to travel in the Hornby direction.

While the applicant has indicated that a new parallel road may be developed in the future to divert industrial traffic away from Marshs Road, there is no certainty regarding the timing, delivery, or feasibility of this road. It may take several years to be constructed, if it is constructed at all. The proposed route also relies on land that is currently zoned for residential use and has not yet been sold, meaning its delivery is dependent on future land acquisition and agreement from landowners. There is a real risk that this road may be delayed indefinitely, altered, or not proceed as anticipated.

In the meantime, heavy vehicle traffic would continue to use Marshs Road, as it has already done for the past four to five years, further increasing safety risks for residents, cyclists, walkers, and dog walkers who regularly use the road. Permanent rezoning to Heavy Industrial should not be approved on the basis of uncertain or unenforceable future infrastructure solutions.

Infrastructure limitations:

Marshs Road is not designed to support sustained heavy industrial traffic. While I cannot provide exact dates, the road has been subject to ongoing disruptions and repairs since heavy traffic increased. Prior to this, the road functioned well. Since then, works appear to occur approximately every six to twelve months, indicating increasing strain on infrastructure that is not fit for industrial-scale use.

Industrial activity adjacent to residential living:

Beyond traffic concerns, the fundamental issue is the introduction of Heavy Industrial zoning directly adjacent to an established residential area.

At present, Marshs Road is surrounded by open paddocks, greenery, and a semi-rural outlook that provides visual amenity and a reasonable level of quiet that residents value. Rezoning to Heavy Industrial would permanently alter the character of the area, replacing open green space with large-scale buildings, industrial activity, lighting, noise, and vibration. Even with buffers or future road changes, Heavy Industrial activity so close to homes is inherently incompatible with residential living.

Environmental impacts:

The area supports a variety of wildlife. Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. Increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.

Long-term residential impacts and implied outcomes:

The Council's website contains a range of documents supporting this plan change. While none of these documents explicitly state that existing residents are expected to leave, when read together they indicate a long-term planning outcome in which residential use becomes increasingly incompatible with surrounding Heavy Industrial activity.

The decision I / we would like the Council to make is

I request that the Council reject the proposed rezoning of land along Marshs Road from Rural–Urban Fringe to Heavy Industrial and retain the current zoning.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: kelvin francis sevicke

Last name: jones

Preferred method of contact Postal

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

The reasons for my / our submission are:

I are opposed to changing the Zone to industrial zone and having no building setback of industrial heavy activities

The decision I / we would like the Council to make is

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Fong Chih John CHANG,

Last name:

(Hung Gin Bonnie Tong & Kitty Ping Ping Tong as well)

On behalf of:

(Hung Gin Bonnie Tong & Kitty Ping Ping Tong as well)

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

1. Our living environment is seriously affected.
2. A draw back of NZ tourist business.

The reasons for my / our submission are:

1. we are 3 seniors, the private plan change will seriously affect our live hood.
2. Main South Road (SH1) is very important to tourists, most tourists in South Island land at Christchurch airport will most probably pass through our and our neighbors' front doors. Resident property with beautiful plant will nourish tourists' desire of scenery. Exposing industrial items will do nothing good to our tourist business.

The decision I / we would like the Council to make is
 Keep the properties right on the Main South Road unchanged.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: James a

Last name: hubball

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are

I am writing to express my concerns regarding the recent submission and the provisions outlined in the reports.

I regret to inform you that I cannot support the submission as I believe my health may be seriously impacted by the predicted increase in traffic and the establishment of more factories in our vicinity.

Specifically, I have concerns regarding the works taking place close to my home, particularly with the ongoing plumbing and pipework under the pavement in front of my property. This situation is likely to create significant inconvenience for me and my family.

Moreover, I believe that the boundaries for the buildings should be adjusted to be considerably further back than the proposed 70 meters to mitigate some of these concerns.

I am open to discussions regarding the possibility of vacating my home but would need a fair offer to consider the potential benefits of moving again.

I am happy to engage with Calder Stewart to find a solution that satisfies all parties involved.

The reasons for my / our submission are:

my concerns regarding the proposed changes in our local area and how they may adversely affect our community, including my health and the well-being of my loved ones.

I also noticed that my property at 681 was mentioned in the report as having a waste pit, a claim that was later corrected. However, it reappeared on a picture of my neighbor's property, with a label incorrectly suggesting my property has a waste pit, which it does not. This misinformation is troubling.

I genuinely appreciate my home and the surrounding environment. The reserve at the rear of my property is not only a beautiful area but also serves as an essential space for me to walk my dog and enjoy the outdoors. I worry that the sweeping changes

could negatively impact this immediate environment, possibly pushing families, including ours, to seek housing further from town, thereby affecting our quality of life.

I would greatly appreciate your thoughts on this matter and any further information you might be able to share regarding the ongoing discussions.

Thank you for your attention to these pressing issues.

The decision I / we would like the Council to make is

I am writing to express my deep concerns about the proposed plan that is currently under consideration.

It has come to my attention that this plan may significantly impact the air quality and noise levels in our neighborhood. As a resident, I believe it is crucial for us to maintain a reasonable level of quality in our environment, and I fear that the current proposal falls short of this expectation.

The increased noise pollution and potential degradation of our outdoor spaces would make it increasingly difficult for my fellow neighbors and me to enjoy our homes and the natural surroundings we cherish.

I strongly urge you to reconsider this plan and work towards a revised proposal that takes into account the well-being of the residents and the environmental impact it would impose.

Thank you for your attention to this matter. I look forward to your response.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Stacey

Last name: Crockett-Hunt

Preferred method of contact Postal

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission directly affected by an effect of the subject matter of the submission that:**
a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 Rezoning area from RuUF to IH

The reasons for my / our submission are:

I am against this change of zoning not only due to the disturbance throughout all hours of noise, light and pollution in general. I am against it because this ultimately means the heavy industrial warehouses will be as close as 20m from our properties. That is far too close for a choice that we didn't get to make. We didn't purchase these properties knowing that was going to be the case. By zoning the land heavy industrial people can do whatever they choose, whenever they choose and we will become strong handed in to putting up with all of it. What kind of life is that? Unsettled sleep, constant droning sounds, beeping, crashing and every other noise you could think of. All of this will negatively effect residents mental health.

This must be put to Calder Stewart to do the right thing and give the residents an option. Either buy out the residents for more than property values or give residents a substantial payout for continuing to live with the nightmare that awaits. This means that the homeowners whom are nearing retirement have an option that works for them also.

This proposed change devalues our properties which we all worked so hard to purchase. We won't be able to sell them for what they are currently worth because who would want to purchase them with huge warehouses 20m from the fence.

The decision I / we would like the Council to make is
 Decline the plan until Calder Stewart have a fair payout for the residents for at least what the houses are worth

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Ben

Last name: Niven

Preferred method of contact

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 Changing Zoning on residential houses on Main South Rd without compensation

The reasons for my / our submission are:
 I 100% oppose the proposed plan change!

By Calder Stewart changing the zoning on all the houses along main south Rd they are effectively trying to muzzle the residents from being able to complain about noise, smell and whatever other activity will be going on in the industrial area behind our houses.

They are also trying to devalue our house prices so they can buy them cheaply in the future.

As stated to Calder Stewart, by myself probably 2 years ago when they proposed to changed the zoning and had a meeting with the residents-

A) Their sound mitigation plan was terrible and wouldn't stop any of the noise from the industrial buildings behind the houses. Making all the residents quality of life terrible.

B) I am happy for them to do this change IF Calder Stewart either pay all the residents a substantial payment for having to put up with the horrible living condition this plan change will inflict on us all.
 Or Calder Stewart to buy our houses and properties so we can move somewhere else.

If the council allows Calder Stewart to enact this plan change without proper compensation they are effectively sentencing the residents of main south Rd to a poor quality of life and massive loses to our property values.
 Yes, the land itself would technically be worth more being heavy industrial but the houses will be worth absolutely nothing.

As Stated at the start of my email -

I 100% oppose this plan change unless Calder Stewart compensates us for the horrible living conditions they are trying to force onto us.

Please contact me for the public meetings I am happy to speak about how much of a terrible deal the current proposal is for the residents.

The decision I / we would like the Council to make is

I would like the council to decline the plan change.

If the council wants to accept the change which I assume they do, conditions are as follows-

- 1). Sound mitigation plan needs to be totally overhauled with effective sound deadening eg. Stockbanks built to stop sound from traveling
- 2). Residents need substantial compensation for the poor quality of life and dramatic drop in house value this change will inflict.
- 3). If preferred, Calder Stewart to buy the residential properties and houses on Main South Rd so residents can move and Calder Stewart can develop the land.

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Jason Raymond

Last name: Williams

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**

directly affected by an effect of the subject matter of the submission that:

a. adversely affects the environment, and

I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Oppose

The specific provisions of the plan change that my / our submission relates to are
 companies get to push us around

The reasons for my / our submission are:

Sorry bnut were getting told about this one rather than the eco gas plant going into the same vicinity

So as from now im against everything you propose if it affects us in a negative way so Calder Stewart Can Back off

Until we Get a Apoligy from Pioneer Energy and ecan and Bull Shit Castel im against it

The decision I / we would like the Council to make is
 Say No

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026
First name: Canterbury **Last name:** Regional Council
Organisation: Canterbury Regional Council

Preferred method of contact

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**
directly affected by an effect of the subject matter of the submission that:
a. adversely affects the environment, and
 I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Neutral

The specific provisions of the plan change that my / our submission relates to are
 This is a submission on Private Plan Change 19 – Marshs Road Industrial (PPC). We submit a neutral submission on this application/proposed plan change.

Canterbury Regional Council (CRC) could not gain an advantage in trade competition through this submission.

The reasons for my / our submission are:

Adverse Effects on Groundwater

3.1. CRC's primary concern is in relation to potential adverse effects on groundwater quality as a result of the change in zoning from RuUF to IH. The Canterbury Regional Policy Statement (CRPS) prioritises management of freshwater to safeguard its lifesupporting capacity, provide drinking water, support customary uses, preserve mauri and natural character, and protect freshwater from adverse effects of inappropriate subdivision, use, or development.

3.2. Objective 7.2.1 requires that the region's fresh water resources are sustainably managed to enable people and communities to provide for their economic and social well-being... whilst Policy 7.3.6 sets minimum water quality standards for groundwater resources and requires the management of activities which may affect water quality (including land uses), singularly or cumulatively, to maintain water quality at or above the minimum standard set for that water body.

3.3. Policy 7.3.7 looks to avoid, remedy or mitigate adverse effects of changes in land uses on the quality of fresh water by... controlling changes in land uses to ensure water quality standards are maintained or... improved. As the PPC seeks a change in land use that may adversely affect the quality of fresh water, it must be managed appropriately to ensure that these adverse effects are avoided, remedied or mitigated so that water quality standards are not breached.

3.4. The site is located within the Christchurch Groundwater Protection Zone. Freshwater quality in the Christchurch-West Melton groundwater system must be carefully managed, as must land uses and discharges within the groundwater protection zones.

3.5. Local groundwater typically lies between 10 m and 15 m below ground level, with the shallowest recorded depth at 8 m. It is unconfined to semi-confined relative to the surface. GNS QMap geology and nearby bore logs indicate that groundwater is hosted within alluvial fan deposits of the Springston Formation, comprising unweathered, variably sorted gravel, sand, silt, and clay.

3.6. Heavy industrial operations often involve chemicals, heavy metals, and hydrocarbons that could contaminate groundwater if spilled or carried into stormwater drains. According to the Infrastructure Report, site runoff (excluding roof water) will be directed into a soakage basin incorporating first-flush treatment, retention storage, and rapid infiltration. These components must be appropriately sized and engineered to prevent contaminants from reaching groundwater.

3.7. Controls should address leak and spill prevention, stormwater interactions with exposed chemicals, and other pathways that could lead to soil or groundwater contamination. High-risk activities, such as underground hazardous-substance tanks or above-ground storage where materials could contact stormwater, may require detailed management plans.

3.8. The Infrastructure Report (Annexure D) notes that roughly 40% of site drainage will originate from roof runoff, which will infiltrate rapidly. Accumulated bird droppings and nesting debris may pose contamination risks if infiltrated. Therefore, bird deterrents are recommended, and non-corrosive roofing materials should be used and maintained regularly to reduce leaching.

3.9. Construction phase earthworks and related stormwater will also need to be managed in a way to mitigate effects on groundwater quality with an adequate ESCP and treatment where required.

3.10. Subject to the implementation of appropriate mitigation measures, the site may be suitable for heavy industrial use. Individual activities may still require specific resource consents and further technical assessments on a case-by-case basis and should carefully consider the potential adverse effects on groundwater with the implementation of measures to avoid or mitigate effects as appropriate.

Contaminated Land

3.11. Objective 17.2.1 requires the protection of people and the environment from both onsite and off-site adverse effects of contaminated land. This is reinforced by Policy 17.3.2 which requires that the actual or potential adverse effects of contamination, or discharges from contaminated land shall be avoided, remedied or mitigated in a manner that does not lead to further significant adverse effects.

3.12. The issues related to existing contamination raised in the Preliminary Site Investigation (Annexure G to the PPC Request) can be readily addressed through implementing industry best practice methods and therefore is not a significant concern to CRC.

3.13. However, the PPC would enable new Hazardous Activities and Industries List (HAIL) activities on the site, which must be appropriately controlled and monitored to prevent potential adverse effects on land and groundwater quality.

Out of Sequence Development

3.14. The PPC provides general consistency with of the relevant entire region provisions contained in Chapter 5 of the CRPS. CRC generally agrees with the assessment provided in the PPC request in this regard. However, the site is located within the Greater Christchurch area and therefore Chapter 6 of the CRPS is also directly relevant. The site is not located within an area identified as a Future Development Area, Greenfield Priority Area, or an Existing Urban Area within Map A.

3.15. Objective 6.2.1 of the CRPS sets out the recovery framework for Greater Christchurch. It requires a framework that avoid[s] urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS and that it integrates strategic and other infrastructure and services with land use development.

3.16. Further to this, Policy 6.3.1 seeks to give effect to the urban form identified in Map A and 'to ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS'. Policy 6.3.6 seeks to promote 'the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A'.

3.17. To ensure that resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. Provision of new business land should be focused around existing infrastructure to minimise public costs and, in particular, to achieve integration with transport networks. Locating appropriate business land close to existing and future residential development helps to achieve a greater range of travel options as well as reducing energy usage.

3.18. As the proposed area has not been identified as an additional greenfield priority area for business land in Map A, the PPC is inconsistent with these provisions. In relation to the remaining Chapter 6 provisions, the PPC demonstrates a greater degree of alignment. The site is located immediately adjacent (to the north and east) to an identified Greenfield Priority Area and industrially zoned land.

3.19. Further, the operative ODP1 signals anticipated future development in this location through the connection of a minor

arterial road between Shands Road Main and Main South Road (SH1) which intersects through the site. There is a public transportation line (Route 5), and the South Express Cycleway that runs approximately 400m north of the site, although SH1 forms a barrier that limits direct accessibility. The Infrastructure Report (Annexure D) confirms that the site can be serviced by existing water, wastewater, and stormwater infrastructure.

3.20. Objective 5.2.1 requires that development is located and designed so that it functions in a way that achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth. As discussed above, the site is not located within an Existing Urban Area but is located directly adjacent. It is also noted that a portion of the site has already been developed for small-lot residential use.

3.21. Whilst the PPC does not fully align with the CRPS provisions for urban form and sequencing, it is acknowledged that Policy 8 of the National Policy Statement for Urban Development provides a potential pathway for considering out-of-sequence proposals. Policy 8 requires local authorities to be responsive to private plan changes that would add significantly to development capacity and contribute to a wellfunctioning urban environment, even where such development is unanticipated or outside planned sequencing. Whether the proposal satisfies the significance threshold in Policy 8 is a critical consideration in assessing whether this pathway can be relied upon.

Versatile soils

3.22. The CRPS defines versatile soils as land classified as Land Use Capability I or II in the New Zealand Land Resource Inventory. As such, the soils on the site are considered be versatile under the CRPS.

3.23. Objective 15.2.1 of the CRPS seeks to maintain and enhance the quality and productive capacity of Canterbury's soils. Policy 15.3.1 reinforces this by requiring land uses and management practices that avoid significant long-term adverse effects on soil quality and that promote practices which maintain or improve it. As the PPC will enable development on versatile soils, it is inconsistent with these provisions.

3.24. A secure foundation for the long-term supply of food for domestic and export markets requires the productive capacity of soils to be maintained. The productive potential of land could be severely limited, export opportunities lost, and the region's economy may be affected as a result of inappropriate development of versatile soils.

3.25. It is noted that there will be situations where soil will be degraded as a result of landuses and where it is not necessarily appropriate to foreclose a development option purely for soil conservation or soil quality reasons, such as in existing urban locations, or when alternative areas or options are not available. As discussed above, the site is not identified as an existing urban location.

Natural Hazards

3.26. Objective 11.2.1 seeks to avoid new subdivision, use and development of land that increases risks associated with natural hazards. Policy 11.3.1 reinforces this by seeking to avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas.

3.27. The site is not located within a mapped natural hazard zone, and whilst overland flow from rainfall runoff is possible at the site during a flood event, this can be effectively managed through detailed design and mitigation measures at the development stage. Accordingly, the PPC is considered consistent with the natural hazard provisions of Chapter 11 of the CRPS.

Regional consenting requirements

3.28. A range of regional consenting requirements may apply to activities typical of a IH Zone. Operators will need to undertake a thorough assessment of the regional consenting requirements and ensure all relevant resource consents are obtained prior to commencing any activity.

3.29. Based on the information available in the PPC request, the Canterbury Land and Water Regional Plan (LWRP), which regulates specific land uses and discharges to land and water, will be relevant. The PPC request sets out that potable water, operational stormwater, and wastewater services are intended to be supplied through CCC's reticulated networks and/or global consents. If these services are not provided through CCC's network, the relevant regional rules will apply, and resource consents may be required.

3.30. Several resource consents are likely to be required under the LWRP to enable the proposed development following the PPC. These may include:

- a. Land use consent for earthworks (Rules 5.175–5.176).
- b. Discharge consent for construction-phase stormwater to land (Rules 5.94A–5.94B).
- c. Discharge consent for contaminants entering land or groundwater where Water Treatment Chemicals are used, depending on methodology (Rules 5.98–5.100).

d. Land use consent for the use and storage of hazardous substances (Rules 5.179–5.184).

3.31. These requirements are in addition to activity-specific rules relevant to heavy industrial operations, which must be addressed before undertaking any activity on individual lots. Because the site is located within the Christchurch Groundwater Protection Zone, many activities cannot be undertaken as permitted activities.

3.32. The Canterbury Air Regional Plan (CARP) regulates a range of discharges to air that may apply to Heavy Industrial Zone activities. The site is located within the Christchurch / Ōtautahi Clean Air Zone. Rules 7.20–7.30 regulate large-scale fuelburning devices, and Rules 7.31–7.64 regulate industrial, trade, and commercial activities. Depending on the specific activities established on the site (should the PPC proceed), several air discharge consents may be required. In many cases, industrial activities trigger Rule 7.63, the catch-all Discretionary Activity rule.

3.33. While no regional resource consents are considered unobtainable, some may present challenges that should be fully understood and addressed as part of the PPC process and by any future developers if the site is rezoned.

1 Appendix 16.8.8 South West Hornby Industrial Area of the Christchurch City District Plan

The decision I / we would like the Council to make is

3.34. CRC requests that the concerns identified above be addressed as part of the PPC, particularly in relation to the controls relevant to potential adverse effects on groundwater quality.

Attached Documents

Name
CCC - PC19 - Marshs Road Private Plan Change - Submission

Notice of Submission on Private Plan Change 19– Christchurch City Council

Submission made by electronic means

1. SUBMITTER DETAILS

Name of Submitter: Canterbury Regional Council

Physical Address: 200 Tuam Street

Postal Address: PO Box 345

Email Address: regional.planning@ecan.govt.nz

Telephone: 027 358 9769

My Address for service for receiving documents and communication about this application is: james.ling@ecan.govt.nz

2. APPLICATION DETAILS

Application Reference Number: Private Plan Change 19 – Marshs Road Industrial

Name of Applicant: Calder Stewart Development Limited

Application Site Address: On the south-east corner of Marshs Road and Main South Road (SHNo1), Hornby

Description of the Proposed Activity: Calder Stewart Development Ltd has requested a Private Plan Change (**PPC19**) to rezone approximately 23 hectares of Rural Urban Fringe Zone (**RuUF**) to Industrial Heavy Zone (**IH**). The request includes the rezoning of 34 residential properties sized 800m² each, and five larger lifestyle blocks ranging from 2ha to 4ha in size.

The site is located at the intersection of Marshs Road and Main South Road (**SH1**) in Hornby.

PPC19 proposes to extend the South West Hornby Industrial Area Outline Development Plan (**ODP**) (Appendix 16.8.8) and to service the area via a new minor arterial road. The proposed road would provide access to the area from the SH1/Pound Road intersection.

The request also proposes changes to the provisions Chapter 16.5.4 Industrial Heavy Zone (South West Hornby) Area Specific Rules. The key proposed change is the addition of 16.5.4.2.3 (a)(iii)(A) and (B) which would require a 20m building setback of industrial heavy activities from residential properties to apply until 1 January 2036. After 1 January 2036 no setback would apply.

3. SUBMISSION DETAILS

This is a submission on Private Plan Change 19 – Marshs Road Industrial (**PPC**).

We submit a neutral submission on this application/proposed plan change.

Canterbury Regional Council (**CRC**) could not gain an advantage in trade competition through this submission.

The reasons for our submission are:

Adverse Effects on Groundwater

- 3.1. CRC's primary concern is in relation to potential adverse effects on groundwater quality as a result of the change in zoning from RuUF to IH. The Canterbury Regional Policy Statement (**CRPS**) prioritises management of freshwater to safeguard its life-supporting capacity, provide drinking water, support customary uses, preserve mauri and natural character, and protect freshwater from adverse effects of inappropriate subdivision, use, or development.
- 3.2. Objective 7.2.1 requires that *the region's fresh water resources are sustainably managed to enable people and communities to provide for their economic and social well-being...* whilst Policy 7.3.6 sets minimum water quality standards for groundwater resources and requires the management of *activities which may affect water quality (including land uses), singularly or cumulatively, to maintain water quality at or above the minimum standard set for that water body.*
- 3.3. Policy 7.3.7 looks to *avoid, remedy or mitigate adverse effects of changes in land uses on the quality of fresh water by... controlling changes in land uses to ensure water quality standards are maintained or... improved.* As the PPC seeks a change in land use that may adversely affect the quality of fresh water, it must be managed appropriately to ensure that these adverse effects are avoided, remedied or mitigated so that water quality standards are not breached.
- 3.4. The site is located within the Christchurch Groundwater Protection Zone. Freshwater quality in the Christchurch-West Melton groundwater system must be carefully managed, as must land uses and discharges within the groundwater protection zones.
- 3.5. Local groundwater typically lies between 10 m and 15 m below ground level, with the shallowest recorded depth at 8 m. It is unconfined to semi-confined relative to the surface. GNS QMap geology and nearby bore logs indicate that groundwater is hosted within alluvial fan deposits of the Springston Formation, comprising unweathered, variably sorted gravel, sand, silt, and clay.
- 3.6. Heavy industrial operations often involve chemicals, heavy metals, and hydrocarbons that could contaminate groundwater if spilled or carried into stormwater drains. According to the Infrastructure Report, site runoff (excluding roof water) will be directed into a soakage basin incorporating first-flush treatment, retention storage, and rapid

infiltration. These components must be appropriately sized and engineered to prevent contaminants from reaching groundwater.

- 3.7. Controls should address leak and spill prevention, stormwater interactions with exposed chemicals, and other pathways that could lead to soil or groundwater contamination. High-risk activities, such as underground hazardous-substance tanks or above-ground storage where materials could contact stormwater, may require detailed management plans.
- 3.8. The Infrastructure Report (Annexure D) notes that roughly 40% of site drainage will originate from roof runoff, which will infiltrate rapidly. Accumulated bird droppings and nesting debris may pose contamination risks if infiltrated. Therefore, bird deterrents are recommended, and non-corrosive roofing materials should be used and maintained regularly to reduce leaching.
- 3.9. Construction phase earthworks and related stormwater will also need to be managed in a way to mitigate effects on groundwater quality with an adequate ESCP and treatment where required.
- 3.10. Subject to the implementation of appropriate mitigation measures, the site may be suitable for heavy industrial use. Individual activities may still require specific resource consents and further technical assessments on a case-by-case basis and should carefully consider the potential adverse effects on groundwater with the implementation of measures to avoid or mitigate effects as appropriate.

Contaminated Land

- 3.11. Objective 17.2.1 requires the *protection of people and the environment from both on-site and off-site adverse effects of contaminated land*. This is reinforced by Policy 17.3.2 which requires that *the actual or potential adverse effects of contamination, or discharges from contaminated land shall be avoided, remedied or mitigated in a manner that does not lead to further significant adverse effects*.
- 3.12. The issues related to existing contamination raised in the Preliminary Site Investigation (Annexure G to the PPC Request) can be readily addressed through implementing industry best practice methods and therefore is not a significant concern to CRC.
- 3.13. However, the PPC would enable new Hazardous Activities and Industries List (**HAIL**) activities on the site, which must be appropriately controlled and monitored to prevent potential adverse effects on land and groundwater quality.

Out of Sequence Development

- 3.14. The PPC provides general consistency with of the relevant entire region provisions contained in Chapter 5 of the CRPS. CRC generally agrees with the assessment provided in the PPC request in this regard. However, the site is located within the Greater Christchurch area and therefore Chapter 6 of the CRPS is also directly relevant. The site is not located within an area identified as a Future Development Area, Greenfield Priority Area, or an Existing Urban Area within Map A.

- 3.15. Objective 6.2.1 of the CRPS sets out the recovery framework for Greater Christchurch. It requires a framework that *avoid[s] urban development outside of existing urban areas or greenfield priority areas for development, unless expressly provided for in the CRPS* and that it *integrates strategic and other infrastructure and services with land use development*.
- 3.16. Further to this, Policy 6.3.1 seeks to *give effect to the urban form identified in Map A* and *'to ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS'*. Policy 6.3.6 seeks to promote *'the utilisation and redevelopment of existing business land, and provides sufficient additional greenfield priority area land for business land through to 2028 as provided for in Map A'*.
- 3.17. To ensure that resources are managed efficiently and sustainably, the provisions identify where certain types of development can take place, and where they cannot take place. Provision of new business land should be focused around existing infrastructure to minimise public costs and, in particular, to achieve integration with transport networks. Locating appropriate business land close to existing and future residential development helps to achieve a greater range of travel options as well as reducing energy usage.
- 3.18. As the proposed area has not been identified as an additional greenfield priority area for business land in Map A, the PPC is inconsistent with these provisions. In relation to the remaining Chapter 6 provisions, the PPC demonstrates a greater degree of alignment. The site is located immediately adjacent (to the north and east) to an identified Greenfield Priority Area and industrially zoned land.
- 3.19. Further, the operative ODP1 signals anticipated future development in this location through the connection of a minor arterial road between Shands Road Main and Main South Road (SH1) which intersects through the site. There is a public transportation line (Route 5), and the South Express Cycleway that runs approximately 400m north of the site, although SH1 forms a barrier that limits direct accessibility. The Infrastructure Report (Annexure D) confirms that the site can be serviced by existing water, wastewater, and stormwater infrastructure.
- 3.20. Objective 5.2.1 requires that *development is located and designed so that it functions in a way that achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth*. As discussed above, the site is not located within an Existing Urban Area but is located directly adjacent. It is also noted that a portion of the site has already been developed for small-lot residential use.

¹ Appendix 16.8.8 South West Hornby Industrial Area of the Christchurch City District Plan

- 3.21. Whilst the PPC does not fully align with the CRPS provisions for urban form and sequencing, it is acknowledged that Policy 8 of the National Policy Statement for Urban Development provides a potential pathway for considering out-of-sequence proposals. Policy 8 requires local authorities to be responsive to private plan changes that would add significantly to development capacity and contribute to a well-functioning urban environment, even where such development is unanticipated or outside planned sequencing. Whether the proposal satisfies the significance threshold in Policy 8 is a critical consideration in assessing whether this pathway can be relied upon.

Versatile soils

- 3.22. The CRPS defines versatile soils as land classified as Land Use Capability I or II in the New Zealand Land Resource Inventory. As such, the soils on the site are considered be versatile under the CRPS.
- 3.23. Objective 15.2.1 of the CRPS seeks to maintain and enhance the quality and productive capacity of Canterbury's soils. Policy 15.3.1 reinforces this by requiring land uses and management practices that avoid significant long-term adverse effects on soil quality and that promote practices which maintain or improve it. As the PPC will enable development on versatile soils, it is inconsistent with these provisions.
- 3.24. A secure foundation for the long-term supply of food for domestic and export markets requires the productive capacity of soils to be maintained. The productive potential of land could be severely limited, export opportunities lost, and the region's economy may be affected as a result of inappropriate development of versatile soils.
- 3.25. It is noted that there will be situations where soil will be degraded as a result of land-uses and where it is not necessarily appropriate to foreclose a development option purely for soil conservation or soil quality reasons, such as in existing urban locations, or when alternative areas or options are not available. As discussed above, the site is not identified as an existing urban location.

Natural Hazards

- 3.26. Objective 11.2.1 seeks to *avoid new subdivision, use and development of land that increases risks associated with natural hazards*. Policy 11.3.1 reinforces this by seeking to *avoid new subdivision, use and development (except as provided for in Policy 11.3.4) of land in high hazard areas*.
- 3.27. The site is not located within a mapped natural hazard zone, and whilst overland flow from rainfall runoff is possible at the site during a flood event, this can be effectively managed through detailed design and mitigation measures at the development stage. Accordingly, the PPC is considered consistent with the natural hazard provisions of Chapter 11 of the CRPS.

Regional consenting requirements

- 3.28. A range of regional consenting requirements may apply to activities typical of a IH Zone. Operators will need to undertake a thorough assessment of the regional consenting requirements and ensure all relevant resource consents are obtained prior to commencing any activity.
- 3.29. Based on the information available in the PPC request, the Canterbury Land and Water Regional Plan (**LWRP**), which regulates specific land uses and discharges to land and water, will be relevant. The PPC request sets out that potable water, operational stormwater, and wastewater services are intended to be supplied through CCC's reticulated networks and/or global consents. If these services are not provided through CCC's network, the relevant regional rules will apply, and resource consents may be required.
- 3.30. Several resource consents are likely to be required under the LWRP to enable the proposed development following the PPC. These may include:
- a. Land use consent for earthworks (Rules 5.175–5.176).
 - b. Discharge consent for construction-phase stormwater to land (Rules 5.94A–5.94B).
 - c. Discharge consent for contaminants entering land or groundwater where Water Treatment Chemicals are used, depending on methodology (Rules 5.98–5.100).
 - d. Land use consent for the use and storage of hazardous substances (Rules 5.179–5.184).
- 3.31. These requirements are in addition to activity-specific rules relevant to heavy industrial operations, which must be addressed before undertaking any activity on individual lots. Because the site is located within the Christchurch Groundwater Protection Zone, many activities cannot be undertaken as permitted activities.
- 3.32. The Canterbury Air Regional Plan (**CARP**) regulates a range of discharges to air that may apply to Heavy Industrial Zone activities. The site is located within the Christchurch / Ōtautahi Clean Air Zone. Rules 7.20–7.30 regulate large-scale fuel-burning devices, and Rules 7.31–7.64 regulate industrial, trade, and commercial activities. Depending on the specific activities established on the site (should the PPC proceed), several air discharge consents may be required. In many cases, industrial activities trigger Rule 7.63, the catch-all Discretionary Activity rule.
- 3.33. While no regional resource consents are considered unobtainable, some may present challenges that should be fully understood and addressed as part of the PPC process and by any future developers if the site is rezoned.

The decision we would like the Council to make is:

3.34. CRC requests that the concerns identified above be addressed as part of the PPC, particularly in relation to the controls relevant to potential adverse effects on groundwater quality.

4. SUBMISSION AT THE HEARING

We do not wish to be heard in support of our submission

5. SIGNATURE

A handwritten signature in black ink that reads "Amanda Thompson". The script is cursive and fluid, with the first name "Amanda" written in a larger, more prominent hand than the last name "Thompson".

Amanda Thompson

Team Leader Planning & Strategy

17 December 2025

PPC19 - Marshs Road Industrial Plan Change

Submitter Details

Submission Date: 29/01/2026

First name: Kate

Last name: Bonifacio

Organisation:

NZ Transport Agency Waka Kotahi

On behalf of:

NZ Transport Agency Waka Kotahi

Preferred method of contact Email

Resident or Ratepayer

Which Area is your property in?

**Trade competition and adverse effects: **

I could not **Gain an advantage in trade competition through this submission**
directly affected by an effect of the subject matter of the submission that:
a. adversely affects the environment, and
 I am **b. does not relate to the trade competition or the effects of trade competitions.**

Note to person making submission:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991

Feedback

Support/Oppose/Neutral all or part of the application
 Neutral

The specific provisions of the plan change that my / our submission relates to are
 Proposed Private Plan Change 19 which seeks to amend the Christchurch District Plan by rezoning the application site from Rural Urban Fringe (RuUF) to Industrial Heavy (IH) zone.

The reasons for my / our submission are:

5.1 NZTA is neutral on Proposed Private Plan Change 19 which seeks to seeks to amend the Christchurch City District Plan by rezoning the application site from Rural Urban Fringe (RuUF) to Industrial Heavy (IH) to the extent outlined in this submission to the extent outlined in this submission.

5.2 Having reviewed the consenting package for Private Plan Change 19, specifically the Integrated Transport Assessment (Stantec 20 April 2023), NZTA makes the following comments:

- The land currently zoned as RuUF will be rezoned as IH zone, with the existing access points to the state highway being removed and permanently closed once residential activity ceases.
- The proposed industrial land use is consistent with surrounding land use in this area.
- Access to the subject site will be from the state highway via a proposed fourth leg at the existing State Highway 1 (SH1) and Pound Road intersection. There will be no direct access to the state highway from

any lots created within the proposed industrial zoned site.

- The proposal will result in additional vehicle movements at the SH1/Marshs Road intersection as a result of the change in land use and as the site develops, which will exacerbate existing safety deficiencies at this intersection. It is considered that the applicant should provide mitigation to prevent right turn movements into and out of Marshs Road from SH1 resulting in a left-in and left-out intersection configuration. This would be a practical approach to managing safety effects on the state highway, as the modelling shows that 80% of traffic exiting Marshs Road already exits left and 41% of traffic entering Marshs Road enters left. The proposed new fourth leg of the SH1/Pound Road intersection would then provide access to the southern side of SH1 for all other movements.
- The applicants traffic modelling has been assessed, and it has been determined that the SH1/Pound Road intersection will operate with a Level of Service D after the site has been fully developed with the site generating 200 vehicle movements per hour. This is considered to be sufficient and will unlikely result in adverse effects on the efficiency of the state highway.
- In noting this NZTA also recommends the provision of an appropriate carriageway width and lane configurations for the volume of forecast traffic within the design life of the infrastructure. In particular the number of lanes both through and turning and stacking lengths should be adequate to accommodate the queued vehicles without generating excessive safety and/or congestion issues. The fourth leg should also be designed to accommodate this.

5.3 Based on the above, it is the view of NZTA that the applicant should provide further information regarding how the controls at the SH1/Marshs Road intersection will be implemented. NZTA also requests that appropriate conditions and/or rules be implemented to ensure that the upgrade of the SH1/Pound Road intersection be undertaken to an appropriate standard, including requiring a safety audit before it becomes operational.

5.4 In addition to above, NZTA seeks that a condition or rules be included as part of the plan change to address the concerns on the safe and efficient operation at the SH1/Marshs Road intersection by including controls to limit movements to left-in and left-out movements only.

The decision I / we would like the Council to make is

- (i) That the commissioner considers NZTA's submission and includes appropriate controls to ensure that the fourth leg of the SH1 and Pound Road intersection is appropriately constructed prior to its operation. It is

4noted that this will require a safety audit and prior to construction it will need approval from NZTA under the Government Roadway Powers Act 1989 as the road controlling authority.

(ii) Additionally, controls should also be included to address the safety concerns that will be exacerbated as a result of the change in land use and the site being developed at the SH1 and Marshs Road intersection. It is recommended that physical changes be made to this intersection so that it operates with a left-in and left-out configuration. Appropriate timing of such upgrades should also be considered.

(iii) NZTA does wish to be heard in support of this submission.

Attached Documents

Name
Application 2025-0846 Submission on PPC 19 CCC

NZ Transport Agency Waka Kotahi Reference: 2025-0846

17 December 2025

Christchurch City Council
C/- Kirk Lightbody
Senior Policy Planner

Te Hononga Civic Offices,
53 Hereford Street,
Christchurch

PO Box 73012,
Christchurch 8154

Via email: Kirk.Lightbody@ccc.govt.nz

Dear Kirk,

Submission on Proposed Private Plan Change 19 - Marshs Road Industrial – Corner of Marshs & Main South Road, Christchurch

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the proposed private plan change 19.

We welcome the opportunity to discuss the contents of our submission with the relevant council officers as required.

If you have any questions, please contact me.

Yours sincerely



Kate Bonifacio
Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

Phone: 021 431 326

Email: Kate.Bonifacio@nzta.govt.nz

FORM 5, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

Submission on Proposed Private Plan Change 19 - Marshs Road Industrial – Corner Marshs & Main South Road, Christchurch

To: Christchurch City Council
Kirk Lightbody
Senior Policy Planner
PO Box 73012,
Christchurch 8154

Via email: Kirk.Lightbody@ccc.govt.nz

From: NZ Transport Agency Waka Kotahi
Level 1, BNZ Centre,
120 Hereford Street
PO Box 1479, Christchurch 8022

1. This is a submission on the following:

Proposed Private Plan Change 19 which seeks to amend the Christchurch District Plan by rezoning the application site from Rural Urban Fringe (RuUF) to Industrial Heavy (IH) zone.

2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.

3. Role of NZTA

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roadway Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

4. State highway environment and context

State highways are physical resources of local and national importance and as such, compromising the safe, effective and efficient operation would be contrary to several District Plan Objectives and Policies.

This plan change seeks to amend the Christchurch District Plan, in particular Planning Map 36A, by rezoning 25ha of land identified in Table 1 of the application from Rural Urban Fringe (RuUF) to Industrial Heavy (IH).

5. The submission of NZTA is:

- 5.1 NZTA is neutral on Proposed Private Plan Change 19 which seeks to amend the Christchurch City District Plan by rezoning the application site from Rural Urban Fringe (RuUF) to Industrial Heavy (IH) to the extent outlined in this submission to the extent outlined in this submission.
- 5.2 Having reviewed the consenting package for Private Plan Change 19, specifically the Integrated Transport Assessment (Stantec 20 April 2023), NZTA makes the following comments:
- The land currently zoned as RuUF will be rezoned as IH zone, with the existing access points to the state highway being removed and permanently closed once residential activity ceases.
 - The proposed industrial land use is consistent with surrounding land use in this area.
 - Access to the subject site will be from the state highway via a proposed fourth leg at the existing State Highway 1 (SH1) and Pound Road intersection. There will be no direct access to the state highway from any lots created within the proposed industrial zoned site.
 - The proposal will result in additional vehicle movements at the SH1/Marshs Road intersection as a result of the change in land use and as the site develops, which will exacerbate existing safety deficiencies at this intersection. It is considered that the applicant should provide mitigation to prevent right turn movements into and out of Marshs Road from SH1 resulting in a left-in and left-out intersection configuration. This would be a practical approach to managing safety effects on the state highway, as the modelling shows that 80% of traffic exiting Marshs Road already exits left and 41% of traffic entering Marshs Road enters left. The proposed new fourth leg of the SH1/Pound Road intersection would then provide access to the southern side of SH1 for all other movements.
 - The applicants traffic modelling has been assessed, and it has been determined that the SH1/Pound Road intersection will operate with a Level of Service D after the site has been fully developed with the site generating 200 vehicle movements per hour. This is considered to be sufficient and will unlikely result in adverse effects on the efficiency of the state highway.
 - In noting this NZTA also recommends the provision of an appropriate carriageway width and lane configurations for the volume of forecast traffic within the design life of the infrastructure. In particular the number of lanes both through and turning and stacking lengths should be adequate to accommodate the queued vehicles without generating excessive safety and/or congestion issues. The fourth leg should also be designed to accommodate this.
- 5.3 Based on the above, it is the view of NZTA that the applicant should provide further information regarding how the controls at the SH1/Marshs Road intersection will be implemented. NZTA also requests that appropriate conditions and/or rules be implemented to ensure that the upgrade of the SH1/Pound Road intersection be undertaken and to an appropriate standard, including requiring a safety audit before it becomes operational.
- 5.4 In addition to above, NZTA seeks that a condition or rules be included as part of the plan change to address the concerns on the safe and efficient operation at the SH1/Marshs Road intersection by including controls to limit movements to left-in and left-out movements only.

6. NZTA seeks the following decision from the local authority:

- (i) That the commissioner considers NZTA's submission and includes appropriate controls to ensure that the fourth leg of the SH1 and Pound Road intersection is appropriately constructed prior to its operation. It is

noted that this will require a safety audit and prior to construction it will need approval from NZTA under the Government Rounding Powers Act 1989 as the road controlling authority.

- (ii) Additionally, controls should also be included to address the safety concerns that will be exacerbated as a result of the change in land use and the site being developed at the SH1 and Marshs Road intersection. It is recommended that physical changes be made to this intersection so that it operates with a left-in and left-out configuration. Appropriate timing of such upgrades should also be considered.
- (iii) NZTA does wish to be heard in support of this submission.

7. NZTA is willing to work with the applicant and Christchurch City Council in advance of a hearing.

Signature:



Stuart Pearson

Senior Planner – Poutiaki Taiao / Environmental Planning

System Design, Transport Services

Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 17 December 2025

Address for service: NZ Transport Agency Waka Kotahi
Level 1, BNZ Centre,
120 Hereford Street
PO Box 1479, Christchurch 8022

Contact Person: Kate Bonifacio
Telephone Number: 021 431 326
Alternate Email: EnvironmentalPlanning@nzta.govt.nz