

## Christchurch City Council – Private Plan Change 19 Marshs Road Industrial - Summary of Decisions Requested and Submissions

Submitter Number	Submitter Name	Organisation	Point Number	Position	Submission Summary	Decision Sought
1	Mark Anisy		1.1	Oppose	Submitter opposes the proposal. Submitter states that rezoning the proposed area will lead to an increase in truck traffic, traffic congestion, noise, road dust, truck pollution, road damage, destruction of wildlife habitat, and negatively impact property values. Submitter states rezoning may also result in an increase to property rates, at a time when there are burdens on household budgets.	The decision sought by the submitter is that Council decline the private plan change or reduce the proposed rezoning area.
2	Lynn Cottam and Grant Hamilton		2.1	Neutral	Submitter requests more information about the proposal. Wanting to understand how proposal will impact their property. Their concerns are around the future road as it appears to be on their section, and they have had no communication regarding that. Concerned regarding runoff onto their property from proposed future road, as they already get run-off from their driveway. Concerned run-off will increase with addition of impermeable road. Requesting more information regarding stormwater and the location and nature of the proposed road, including proposed street lighting and stormwater. Not opposed to the proposal.	The decision sought by the submitter is that further information on roading, stormwater outcomes as it relates to 687 Main South Road is provided.
3	Ryan Brosnahan	Christchurch International Airport Limited	3.1	Neutral	CIAL is not opposed in principle to PC19 but does not support it proceeding at this time. 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.	The decision sought by the submitter is that the applicant provides further information assessing 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. The submitter seeks that this further information should be prepared by a suitably qualified person with expertise in aviation bird hazard management.
3	Ryan Brosnahan	Christchurch International Airport Limited	3.2	Neutral	CIAL is not opposed in principle to PC19 but does not support it proceeding at this time. 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.	The decision sought by the submitter is that 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.
4	John Edward Stewart		4.1	Oppose	Submitter does not support the rezoning of the site to Heavy Industrial, due to the effect of Heavy Industrial activity on the people that live on Main South Road and Marsh's Road, and also the lack of consideration of the outlook people will get when they pass the building.	The decision sought by the submitter is that the current zoning is maintained.
4	John Edward Stewart		4.2	Oppose	Submitter does not support the rezoning of the site to Heavy Industrial, due to the effect of Heavy Industrial activity on the people that live on Main South Road and Marsh's Road, and also the lack of consideration of the outlook people will get when they pass the building.	The decision sought by the submitter is that a good setback be provided if any Industrial Properties are to be built along Main South Road (SH1).
5	Rachael Carruthers	Selwyn District Council	5.1	Neutral	The submitter outlines that a Tier 1 territorial authority, such as CCC, may allow urban rezoning of highly productive land only if all three tests in Clause 3.6(1) are met. Since the Clause 3.6(1)(a) test has not been satisfied and other assessments are incomplete, approving the plan change request is not an option.	The decision sought by the submitter is that CCC apply the NPS-HPL tests consistently with Environment Court direction and refuses the plan change.
5	Rachael Carruthers	Selwyn District Council	5.2	Neutral	The submitter is concerned by the Marshs Road frontage and plant screening, noting that the frontage consists of a deciduous hedge or residential landscaping, offering limited screening, particularly for residential properties on the Selwyn side. Existing Christchurch District Plan standard 16.5.4.2.4 is considered insufficient to adequately screen industrial activities.	The decision sought by the submitter is that landscaping be maintained in perpetuity rather than only for five years, as currently specified, using wording similar to Selwyn Plan Rule GIZ-REQ5.16: "All planting and landscaping required by [insert reference] shall be maintained, and any dead, diseased, or damaged plants shall be removed and replaced."
5	Rachael Carruthers	Selwyn District Council	5.3	Neutral	the submitter states that the proposal relies on Industrial Heavy Zone noise standards, which are designed for within-zone receivers, not rural zones where stricter limits apply (e.g., 6.1.5.2.1 Table 1, rows (b) and (h)). The receiving environment at 22–42 Marshs Road is more sensitive than existing heavy industrial interfaces, with dwellings approximately 10m from the road on small clustered sites.	The decision sought by the submitter is further consideration of whether proposed landscaping and setbacks adequately mitigate noise effects for these sensitive receivers. They further request that additional mitigation measures, such as space for bunding if necessary be considered to ensure compliance with Christchurch District Plan noise limits.

6	Julianne Keryn Farrell		6.1	Oppose	The submitter opposes the proposed plan change. The submitter considers the potential impacts of the rezoning to be significant. The submitter states that the introduction of a Heavy Industrial Zone in such close proximity to residential properties would result in increased noise, dust, and traffic, including a greater number of heavy trucks. The submitter raises concerns about road safety, particularly at the Marshs Road / Main South Road intersection. The submitter enjoys walking, biking, and the general outlook of the area, and consider that the proposed rezoning would destroy these qualities. The submitter states that the proposed 20-metre setbacks from residential properties would be insufficient. The submitter questions the need for an additional 23 hectares of industrial land.	The decision sought by the submitter is that the Council declines the private plan change request.
7	Warren & Pauline Newell		7.1	Oppose	The submitted opposes the proposal. The submitter has provided photos of the Cottonsoft building and states that the scale and bulk of the building has been a major source of disappointment and discussion within the community. In relation to Marshs Road, the submitter raises further questions regarding access to and from the proposed sections should the rezoning be approved. They state a preference for the existing landscaping to be retained in its current form (see attached photos). The submitter considers the proposed 20-metre setback for heavy industrial development to be minimal and insufficient due to the associated effects of industrial land use. The submitter considers that there is sufficient land already zoned for heavy industrial purposes in the surrounding area and that further expansion would unnecessarily encroach on the Templeton boundary.	The decision sought by the submitter is that the Council reject the private plan change request.
8	Mario Baterina		8.1	Oppose	The submitter opposed the proposal. The submitter states 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. The submitter also states that the proposed plan change would also significantly diminish the residential value of the property and unfairly impact their family's investment and financial security as they are also using it for their home occupation.	The decision sought by the submitter is that the Council rejects the private plan change request
9	Jolene Eagar		9.1	Oppose	The submitter opposes the proposal. The submitter considers that the proposed rezoning would produce adverse effects related to reduced residential amenity, increased noise, lighting, traffic, and visual impacts, and reverse sensitivity conflicts. The submitter states that approving Heavy Industrial zoning in this gateway location would set an undesirable precedent for industrial sprawl along key transport corridors, erosion of gateway design principles, and the incremental loss of green edges and	The decision sought by the submitter is that the Council rejects the private plan change request

					buffer zones. The submitter questions whether this outcome represents an appropriate legacy for Christchurch and future generations.	
9	Jolene Eagar		9.2	Oppose	The submitter opposes the proposal. The submitter considers that the proposed rezoning would produce adverse effects related to reduced residential amenity, increased noise, lighting, traffic, and visual impacts, and reverse sensitivity conflicts. The submitter states that approving Heavy Industrial zoning in this gateway location would set an undesirable precedent for industrial sprawl along key transport corridors, erosion of gateway design principles, and the incremental loss of green edges and buffer zones. The submitter questions whether this outcome represents an appropriate legacy for Christchurch and future generations.	The decision sought by the submitter is if the proposal is accepted, ensure that: <ul style="list-style-type: none"> <li>- The proposal is required to provide permanent building setbacks from SH1 and residential properties -</li> <li>- Substantial landscaped buffers or bunds,</li> <li>- urban design and visual amenity controls</li> <li>- Recognition of Templeton’s role as a valued gateway village within Christchurch.</li> </ul>
10	Jolene Eagar	Templeton Residents' Association	10.1	Oppose	The submitter opposes the proposal. The submitter considers that the proposed rezoning would produce adverse effects related to reduced residential amenity, increased noise, lighting, traffic, and visual impacts, and reverse sensitivity conflicts. The submitter states that approving Heavy Industrial zoning in this gateway location would set an undesirable precedent for industrial sprawl along key transport corridors, erosion of gateway design principles, and the incremental loss of green edges and buffer zones. The submitter questions whether this outcome represents an appropriate legacy for Christchurch and future generations.	The decision sought by the submitter is that council decline the proposal in its current form.
10	Jolene Eagar	Templeton Residents' Association	10.2	Oppose	The submitter opposes the proposal. The submitter considers that the proposed rezoning would produce adverse effects related to reduced residential amenity, increased noise, lighting, traffic, and visual impacts, and reverse sensitivity conflicts. The submitter states that approving Heavy Industrial zoning in this gateway location would set an undesirable precedent for industrial sprawl along key transport corridors, erosion of gateway design principles, and the incremental loss of green edges and buffer zones. The submitter questions whether this outcome represents an appropriate legacy for Christchurch and future generations.	The decision sought by the submitter is if the proposal is accepted, ensure that <ul style="list-style-type: none"> <li>- The proposal is required to provide permanent building setbacks from SH1 and residential properties -</li> <li>- Substantial landscaped buffers or bunds,</li> <li>- urban design and visual amenity controls</li> <li>- Recognition of Templeton’s role as a valued gateway village within Christchurch.</li> </ul>

11	Dave Tucker		11.1	Support	<p>The submitter opposes the proposal. As a local resident, the submitter reports observing pukeko being struck by vehicles on a daily basis as the environment has changed dramatically due to habitat loss. They also note that hawks, pheasants, rabbits, ducks, and ducklings are being killed. The submitter states that Marshs Road has become a “very sad road” and considers this to be a direct consequence of industrial development, which they oppose. The submitter also raises concerns about increased traffic volumes, which they describe as horrendous. They state that on Monday 15 December, between 11.00 am and 11.30 am, they counted traffic on Marshs Road totalling 24 trucks, 83 cars, and one motorbike within a 30-minute period. The submitter states that they previously did not require gates on their property but installed them to keep visiting friends, children, and pets safe. They also question how much the proposed changes may increase local rates. The submitter states that they have enjoyed living in a rural environment for many years and asks decision-makers to consider how they would feel if concrete tilt-slab factories were constructed directly behind their homes. They express a preference for the land to be used for positive outcomes such as a reserve or park, rather than additional industrial development.</p>	<p>The decision sought by the submitter is that Council decline the plan change request.</p>
12	Maree Summers		12.1	Oppose	<p>The submitter strongly opposes the proposal. The submitter has lived in Marsh's Road for 25 years. The submitter states they have already had to endure the huge increase in traffic passing their house since the installation of the Southern Motorway. The submitter stated they originally purchased their house because of the rural location, which will be completely destroyed if the zoning change happens &amp; then the building of huge factories behind their house. The submitter states that if the Council is considering allowing industrial zoning in this location, the process should be slowed and several fundamental questions clearly addressed. These include what the proposal would mean for existing residents, how costs such as rates may change over time, what guarantees exist that traffic impacts would be resolved, and whether residential living could realistically continue once the zoning is in place. The submitter states that, in the absence of clear answers to these questions, the proposed rezoning should not proceed.</p>	<p>The decision sought by the submitter is that Council decline the plan change request.</p>

13	Gavin and Deborah Newell		13.1	Oppose	The submitter opposes the proposed plan change. The submitter states that the land in this area is among the most fertile in New Zealand and considers that covering it with concrete and asphalt would be disgraceful. The submitter notes that this area forms the gateway to Christchurch, the Garden City, and states that allowing commercial buildings to be constructed hard up against the boundary would present an inappropriate image for a green city.	The decision sought by the submitter is that Council decline the plan change request.
14	Alma Marasigan Baterina		14.1	Oppose	The submitter opposes the proposal. The submitter states that 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 sought by the submitter is that Council decline the plan change request.
15	Yager Akulov		15.1	Oppose	The submitter opposes the proposed plan change. The submitter states that they strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.	The decision sought by the submitter is that Council decline the plan change request.
15	Yager Akulov		15.2	Oppose	The submitter states that the Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00 am through to 5:00 pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and take a detour to travel in the Hornby direction. The submitter states that Marshs Road is not designed to support sustained heavy industrial traffic. They note that the road has required ongoing maintenance and repairs since heavy traffic increased, with works occurring approximately every six to twelve months, indicating increasing strain on infrastructure not fit for industrial-scale use. Prior to this increase in heavy traffic, the road functioned adequately.	The decision sought by the submitter is that Council decline the plan change request.

15	Yager Akulov		15.3	Oppose	The submitter states that noise, vibration, traffic, safety risks, visual impacts, environmental changes, and risks to native wildlife must be considered as cross-boundary effects. The submitter states that a fundamental issue is the introduction of Heavy Industrial zoning directly adjacent to an established residential area. They consider that 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, the submitter states that Heavy Industrial activity so close to homes is inherently incompatible with residential living.	The decision sought by the submitter is that Council decline the plan change request.
15	Yager Akulov		15.4	Oppose	Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. They consider that increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.	The decision sought by the submitter is that Council decline the plan change request.
16	Daryna Tofanchuk		16.1	Oppose	The submitter opposes the proposed plan change. The submitter states that they strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.	The decision sought by the submitter is that Council decline the plan change request.
16	Daryna Tofanchuk		16.2	Oppose	The submitter states that the Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00 am through to 5:00 pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and take a detour to travel in the Hornby direction. The submitter states that Marshs Road is not designed to support sustained heavy industrial traffic. They note that the road has required ongoing maintenance and repairs since heavy traffic increased, with works occurring approximately every six to twelve months, indicating increasing strain on infrastructure not fit for industrial-scale use. Prior to this increase in heavy traffic, the road functioned adequately.	The decision sought by the submitter is that Council decline the plan change request.
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17	Scott Paulsen		17.1	Oppose	The submitter opposes the proposed plan change. The submitter states that they strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.	The decision sought by the submitter is that Council decline the plan change request.
17	Scott Paulsen		17.2	Oppose	The submitter states that the Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00 am through to 5:00 pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and take a detour to travel in the Hornby direction. The submitter states that Marshs Road is not designed to support sustained heavy industrial traffic. They note that the road has required ongoing maintenance and repairs since heavy traffic increased, with works occurring approximately every six to twelve months, indicating increasing strain on infrastructure not fit for industrial-scale use. Prior to this increase in heavy traffic, the road functioned adequately.	The decision sought by the submitter is that Council decline the plan change request.
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17	Scott Paulsen		17.4	Oppose	Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. They consider that increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.	The decision sought by the submitter is that Council decline the plan change request.
18	Tayla Paulsen		18.1	Oppose	The submitter opposes the proposed plan change. The submitter states that they strongly oppose the proposed rezoning due to its significant adverse effects on safety, liveability, environmental values, and residential amenity in the Marshs Road area.	The decision sought by the submitter is that Council decline the plan change request.
18	Tayla Paulsen		18.2	Oppose	The submitter states that the Marshs Road / State Highway 1 intersection is already unsafe and congested for much of the working day. From approximately 7:30–8:00 am through to 5:00 pm, it is effectively impossible to safely turn right from Marshs Road onto SH1, forcing residents to turn left toward Templeton and take a detour to travel in the Hornby direction. The submitter states that Marshs Road is not designed to support sustained heavy industrial traffic. They note that the road has required ongoing maintenance and repairs since heavy traffic increased, with works occurring approximately every six to twelve months, indicating increasing strain on infrastructure not fit for industrial-scale use. Prior to this increase in heavy traffic, the road functioned adequately.	The decision sought by the submitter is that Council decline the plan change request.

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18	Tayla Paulsen		18.4	Oppose	Residents regularly observe pheasants, quail, hawks, pukeko, and domestic cats being killed on or near the road. They consider that increased industrial development and heavy vehicle traffic will worsen habitat loss and wildlife mortality.	The decision sought by the submitter is that Council decline the plan change request.
19	Kelvin Francis Sevicke Jones		19.1	Oppose	The submitter opposes the proposed plan change.	The decision sought by the submitter is that Council decline the plan change request.
20	Fong Chih John Chang		20.1	Oppose	The submitter opposes the proposed plan change. The submitter states that their living environment will be seriously affected by the proposal. The submitter notes that they are three seniors and that the private plan change will significantly affect their livelihood. The submitter further states that Main South Road (State Highway 1) is an important route for tourism. Most tourists arriving in the South Island land at Christchurch Airport and are likely to pass through this area and past the submitters and neighbouring properties. Residential properties with attractive planting contribute positively to visitors' experience and desire for scenic environments. In contrast, exposure to industrial development would not benefit tourism in this area.	The decision sought by the submitter is that Council decline the plan change request.
21	James Hubball		21.1	Oppose	The submitter opposes the proposed plan change. The submitter advises that they cannot support the plan change, as they believe their health may be seriously impacted by the predicted increase in traffic and the establishment of additional factories in close proximity to their home. The submitter has specific concerns about works occurring near their property, particularly ongoing plumbing and pipework beneath the pavement in front of their home, which they state is likely to cause significant inconvenience to them and their family. The submitter further states that the proposed building boundaries should be set considerably further back than the proposed 70 metres in order to mitigate these concerns. The submitter raises concerns about inaccuracies in the reporting, noting that their property at 681 was incorrectly identified as having a waste pit. Although this	The decision sought by the submitter is that that a revised proposal be developed that appropriately considers resident well-being and environmental impacts.

					was later corrected, the submitter states that the misinformation reappeared in an image of a neighbouring property, with a label incorrectly suggesting that their property contains a waste pit. The submitter finds this misinformation troubling. The submitter states that they value their home and the surrounding environment, including the reserve at the rear of their property, which they use regularly to walk their dog and enjoy the outdoors. They are concerned that the proposed changes could negatively affect this environment and may push families, including their own, to seek housing further from town, thereby reducing quality of life. The submitter further states that the proposed plan may significantly impact air quality and noise levels in the neighbourhood. They believe it is important to maintain a reasonable level of environmental quality and are concerned that increased noise pollution and degradation of outdoor spaces would make it increasingly difficult for residents to enjoy their homes and natural surroundings. The submitter strongly urges reconsideration of the proposed plan and requests that a revised proposal be developed that appropriately considers resident well-being and environmental impacts.	
22	Stacey Crockett-Hunt		22.1	Oppose	The submitter opposes the proposed plan change. The submitter states that they are opposed to the proposed zoning change due to the disturbance it would cause through continuous noise, lighting, and pollution.	The decision sought by the submitter is that Council decline the proposed plan change until such time that Calder Stewart will pay residents a sum equal to the value of their properties.
22	Stacey Crockett-Hunt		22.2	Oppose	The submitter states that the change would allow heavy industrial warehouses to be located as close as 20 metres from residential properties, which they believe is far too close for a decision that residents did not choose. The submitter notes that they did not purchase their property with the expectation that heavy industrial development would occur so close to their home.	The decision sought by the submitter is that Council decline the proposed plan change until such time that Calder Stewart will pay residents a sum equal to the value of their properties.
22	Stacey Crockett-Hunt		22.3	Oppose	The submitter believes the matter must be put to Calder Stewart to do the right thing by providing residents with options. These options, they state, should include either purchasing affected properties for more than current market value or providing a substantial payment to residents who remain and continue living with the impacts of the proposed development. The submitter notes that this is particularly important for homeowners nearing retirement, so that they have an option that works for them. They believe the properties would become difficult to sell at their current value, as potential buyers would be unlikely to purchase homes located within 20 metres of large industrial warehouses.	The decision sought by the submitter is that Council decline the proposed plan change until such time that Calder Stewart will pay residents a sum equal to the value of their properties.

23	Ben Niven		23.1	Oppose	The submitter opposes the proposed plan change. The submitter believes that by Calder Stewart changing the zoning of the houses along Main South Road, residents would effectively be prevented from being able to complain about noise, odour, and other activities occurring in the industrial area behind their properties. The submitter further states that this rezoning would devalue residential property prices, enabling Calder Stewart to potentially purchase the properties cheaply in the future.	The decision sought by the submitter is that Council decline the proposed plan change
23	Ben Niven		23.2	Oppose	The submitter would only support the zoning change if Calder Stewart either provided all affected residents with substantial compensation for having to live with the adverse conditions created by the plan change, or purchased the residents' houses and properties so they could relocate elsewhere. The submitter states that if the Council allows Calder Stewart to proceed with the plan change without appropriate compensation, it would effectively sentence residents of Main South Road to a poor quality of life and significant losses in property value. While the land itself may technically increase in value if zoned Heavy Industrial, the submitter believes the residential houses would become effectively worthless. The submitter has requested to be contacted regarding public meetings and has indicated they are willing to speak publicly about what they consider to be a highly unfair proposal for affected residents.	If the Council is to approve the plan change, the submitter seeks the following conditions: <ul style="list-style-type: none"> <li>- The sound mitigation plan must be completely overhauled and include effective noise-reduction measures, such as stock banks, to prevent sound from travelling to nearby residential properties.</li> <li>- Residents must receive substantial compensation for the reduced quality of life and the significant decrease in property values that the plan change would cause.</li> <li>- Alternatively, Calder Stewart should purchase the residential properties and houses along Main South Road, allowing residents to relocate and enabling Calder Stewart to develop the land.</li> </ul>
24	Jason Raymond Williams		24.1	Oppose	The submitter opposes the proposed plan change. The submitter states that companies are pushing the community around. The submitter states that, from now on, they are against anything proposed that negatively affects them and that Calder Stewart should back off.	The decision sought by the submitter is that Council to decline the proposed plan change.
25	Canterbury Regional Council		25.1	Neutral	The submitter outlines concerns related to adverse effects on groundwater, contaminated land, out of sequence development, versatile soils, natural hazards, and regional consent requirements.	The decision sought by the submitter is the implementation of appropriate mitigation measures to avoid potential adverse effects on groundwater quality.

25	Canterbury Regional Council		25.2	Neutral	The submitter outlines concerns related to adverse effects on groundwater, contaminated land, out of sequence development, versatile soils, natural hazards, and regional consent requirements.	The decision sought by the submitter is that any new Hazardous Activities and Industries List (HAIL) activities on the site be appropriately controlled and monitored to prevent potential adverse effects on land and groundwater quality.
25	Canterbury Regional Council		25.3	Neutral	The submitter outlines concerns related to adverse effects on groundwater, contaminated land, out of sequence development, versatile soils, natural hazards, and regional consent requirements.	Submitter notes that NPS-UD Policy 8 is a critical consideration for this out-of-sequence development.
26	Kate Bonifacio	New Zealand Transport Agency Waka Kotahi	26.1	Neutral	The submitter is neutral to the proposal to the extent outlined in their submission. The submitter seeks to ensure that appropriate safety measures are included in the private plan change request.	The decision sought by the submitter is that the applicant provide further information regarding how the controls at the SH1/Marshs Road intersection will be implemented.
26	Kate Bonifacio	New Zealand Transport Agency Waka Kotahi	26.2	Neutral	The submitter is neutral to the proposal to the extent outlined in their submission. The submitter seeks to ensure that appropriate safety measures are included in the private plan change request.	The decision sought by the submitter is 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.
26	Kate Bonifacio	New Zealand Transport Agency Waka Kotahi	26.3	Neutral	The submitter is neutral to the proposal to the extent outlined in their submission. The submitter seeks to ensure that appropriate safety measures are included in the private plan change request.	The decision sought by the submitter is that planning controls 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.