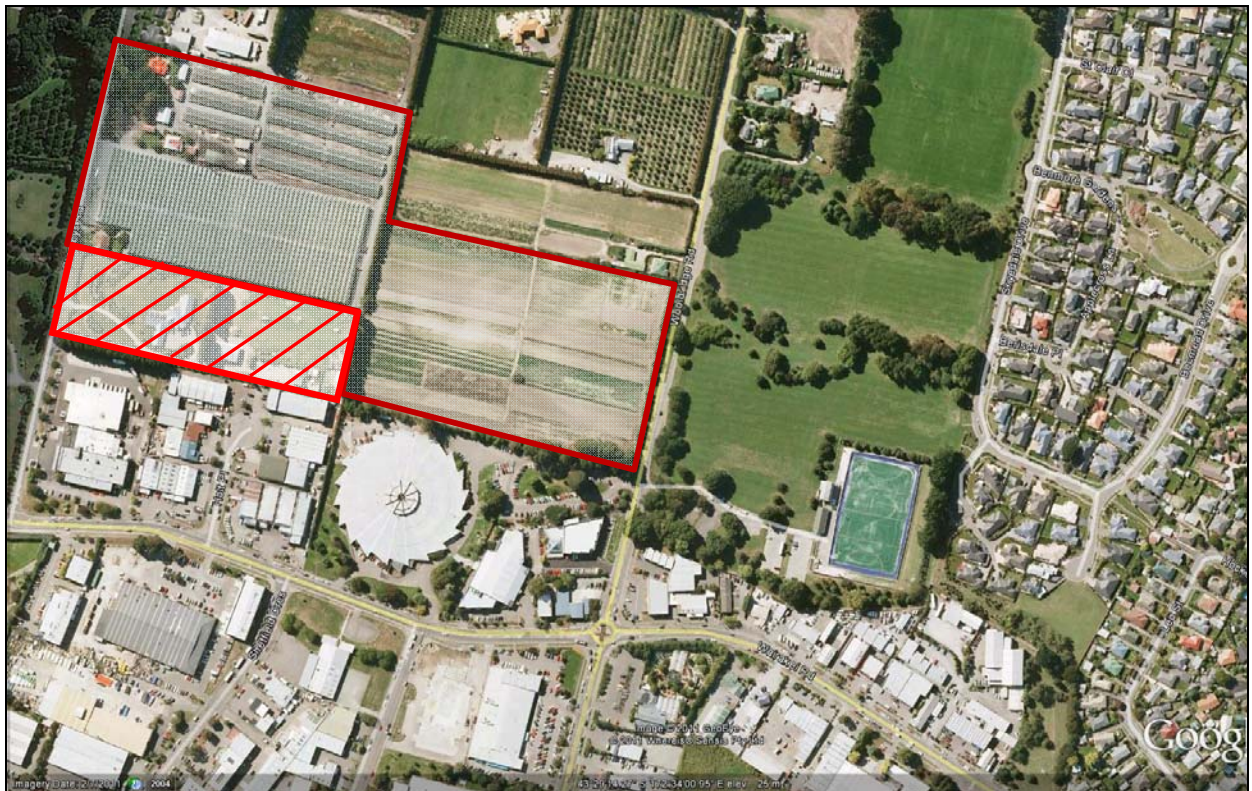


Resource Management Act 1991

Christchurch City Council

Christchurch City Plan

**Privately Requested
Proposed Plan Change**



**Proposed Business 4 and 4T Zones
Wooldridge Road, Stanleys Road, Christchurch**

Tait Limited and The Tait Foundation

**REQUEST TO CHANGE THE CHRISTCHURCH CITY PLAN UNDER CLAUSE 21 OF THE
FIRST SCHEDULE OF THE RESOURCE MANAGEMENT ACT 1991**

REQUEST BY: **Tait Limited and The Tait Foundation**
C/- McCracken & Associates Limited, P O Box 2551, Christchurch,
8140 Attn. Kim McCracken

TO: The Christchurch City Council

INVOLVING THE: The Christchurch City Plan

1. The location to which this application relates is:

An area of approximately 10.31ha located at 245 Wooldridge Road and 6, 32 and 62 Stanleys Road, Burnside, Christchurch.

2. The names of the owners and occupiers of the land to which this application relates are as follows:

Description	Area	Title Reference	Address
Lot 1, DP 27034	4.07 ha	CB8K/1081	245 Wooldridge Road
Lot 1, DP 25641	2.02 ha	CB7B/835	62 Stanleys Road
Lot 2, DP 25641	2.27ha	CB7B/836	32 Stanleys Road
Lot 1, DP 4323	1.95ha	CB8K/1081	6 Stanleys Road

The titles are attached as **Appendix 1** to this Plan Change request.

3. The Proposed Plan Change seeks to rezone the subject land from Rural 5 to Business 4 and 4T Zones and includes the following changes to the City Plan and Maps:

- Amend the Christchurch City Plan Planning Maps 23A and 24A to rezone the subject land from Rural 5 to Business 4 and 4T Zones
- The inclusion of new rules for the site being:
 - (i) an Outline Development Plan for the area of the Business 4T Zone
 - (ii) controls on building design and appearance for the area of Business 4T Zone

- (iii) specific controls on building height, open space and site coverage in the Business 4T Zone and
- Consequential changes to text where necessary, including but not limited to the renumbering of clauses as appropriate.



Signed:

Kim McCracken

for and on behalf of Tait Limited and The Tait Foundation

Dated: September, 2012

Telephone: (03) 977 7714

Email: office@rgmc.co.nz

Tait Limited and The Tait Foundation

PO Box 1645

Christchurch

Attention: Mr A Ridgway

Telephone: (03) 358 6688

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1. PURPOSE OF THE PLAN CHANGE REQUEST

1.1 Introduction

This is a request by Tait Limited and The Tait Foundation (TL) to change parts of the Christchurch City Plan (City Plan) pursuant to section 73(2) and Part 2 (Clause 21(1) and 22) of the First Schedule of the Resource Management Act 1991 (RMA).

The request relates to the rezoning of land at 245 Wooldridge Road and 6, 32 and 62 Stanleys Road, Christchurch (the "Site"). The request seeks to have approximately 10.31ha of Rural 5 zoned land rezoned Business 4 (Suburban Industrial) and 4T (Suburban Industrial-Technology Park). The Plan Change also includes an Outline Development Plan which covers the larger part of the land subject to the plan change request.

The land is principally in two parcels. The area of the land owned and controlled by the applicant (TL) occupies approximately 8.36ha and will be subject to an Outline Development Plan and a number of site specific development controls. The area of land located at 6 Stanleys Road (1.96ha) will be rezoned Business 4 and be subject to the provisions of that zone as currently set out in the City Plan.

The applicant wishes to develop the larger part of land for a business and technology campus in a manner which will integrate with and consolidate the established and developing business and information and technology industry in Christchurch, and which supports the consolidation of the north west Christchurch area for further business activity. The changes being proposed to the City Plan are detailed in Section 2 of this document.

Section 74 of the RMA requires that the Council, when changing its Plan, has regard to the provisions of Part II of the RMA, its functions under Section 31 and its duties under Section 32. Accordingly, an assessment of the potential effects on the environment and a Section 32 assessment have been completed as part of this Plan Change Request, as detailed in Sections 4 and 5 of this document.

The applicant (TL) proposes to change the City Plan by rezoning the subject land from its existing Rural 5 zoning to B4 and B4T Zone. The business zoning will

provide for a range of business, research and manufacturing activity but with particular regard to the applicant's activity in this area of the City. The current rural zoning restricts the extent to which business development is permitted on the site, and therefore the plan change request is seen as the appropriate method to facilitate the establishment of business activity on the land.

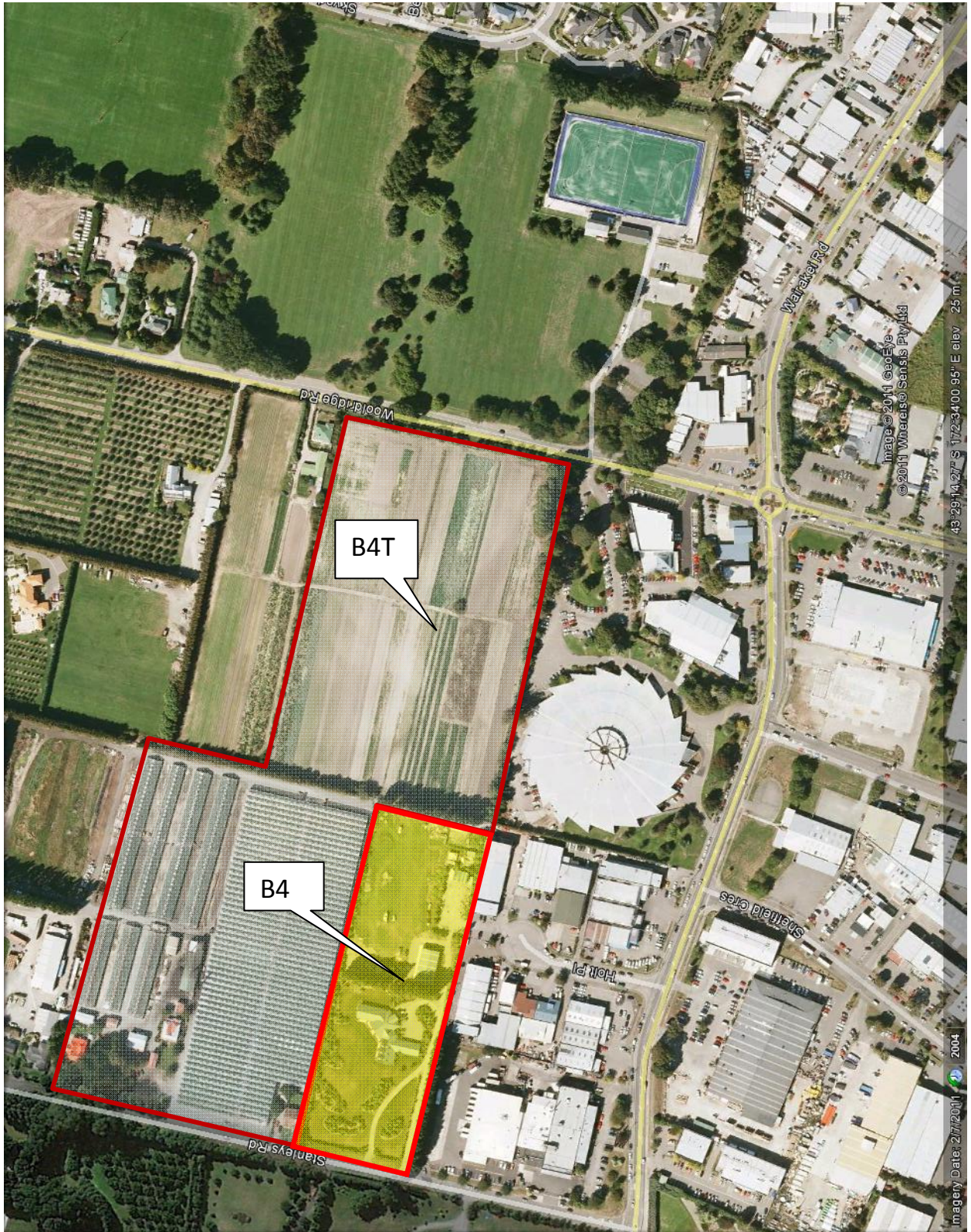
The site is identified on Plan 1 (over) and on the title plans Appendix 1 to the Plan Change.

1.2 The Applicant

Tait Limited is a global organisation, having developed business from its core expertise in mobile radio communications. The company was established in 1962 under the name of Tait Electronics Limited but was changed to Tait Limited in January 2012 reflecting the transition from electronics manufacturer to global communications solutions provider, delivering leading edge communications systems and solutions into over 100 countries worldwide. The organisation has had significant global success in technology leadership in the radio communication business. Tait has over 5,000 customers in Europe, North and South America, Eastern and Western Europe, Middle East, UK, Russia, Australia, the wider Asia Pacific, Pacific and Caribbean Islands with a specific focus on two segments being public safety (power, fire service and emergency response) and utilities.

The company is committed to the Canterbury and New Zealand economy, with a strategic plan focused on delivering growth through a commitment to investment in research, people and technology in a very high quality, energy efficient and low environmental impact campus workplace.

Plan 1



Over 90% of TL Limited's business revenue is export driven and the company relies heavily on transportation by air to deliver its products and services in a timely and cost effective manner. The close proximity of the Tait facility to the airport and its close working relationship with the airport has been of significant benefit to the organisation and its global customers.

The international business success of the company has had a significant impact on the New Zealand economy through the continued expansion and growth in employee numbers with the company now employing over 660 people in Christchurch and 250 overseas.

The applicant's operation is about technology leadership and in 2011 the company re-invested 14.4% of revenue in Research and Development, dramatically exceeding the New Zealand and global average for Research and Development by technology companies. The table below illustrates the NZ\$ investment undertaken by Tait in Research and Development.

2008	2009	2010	2011
\$19,273K	\$22,287K	\$23,542K	\$29,846K

Over the past decade, Tait has invested in excess of NZ \$100m to develop a complete range of new digital products and systems targeted primarily at the public safety market.

Tait uses more than 500 local suppliers for raw materials, services, capital equipment and on-costs. Growth in the company has had direct benefit to local suppliers resulting in further employment within the NZ economy. The company spends in excess of \$40m annually with over 300 New Zealand organisations.

In order to deliver on its vision to become a world leading communications business, the company has embarked on a development change which will lead to significant growth which the existing Tait campus will not be able to sustain. The move from product line manufacturing and sales to becoming a total solutions provider will result in a significant increase in employees with exceptional skills in service, research and development.

TL is committed to developing a new business environment which will support the growth of the organisation as well as provide a leading edge centre of excellence for the Tait business and partner companies.

A purpose designed work environment is essential in competing for, attracting and retaining employees who are part of the global services, research and technology employment market.

The Tait operation currently occupies several sites in the area. In particular, the company operates from 558 Wairakei Road being the adjoining Tait “sawtooth” building. This complex is accessed from both Wairakei Road and Wooldridge Road with the principal car parking located at the Wooldridge Road entrance. The company also occupies office space in Roydvale Avenue all provided with off-street parking.

The vision for the Business 4T Zone part of the site is a low-level, well landscaped campus complex with buildings developed on an environmentally and energy sustainable basis. In particular, it is the objective of the plan change to establish:

- A work environment set in a low building density office campus;
- To develop new buildings using New Zealand based timber technology;
- To provide a work place capable of retaining and attracting staff in a competitive global employment market; and
- To add amenity and facilities of value to and supportive of the community.

The balance area of the land will be subject to the Business 4 Zone provisions and link with the adjoining Business 4 Zone activities to the immediate south.

1.3 Description of the Site, Locality and Land Use

The site is located between Wooldridge Road and Stanleys Road in Russley-Burnside with established access points to both Wairakei Road and Wooldridge Roads. Access also exists to Stanleys Road. The land is currently zoned Rural 5 and adjoins a commercial and business hub of over 100ha at Burnside which is zoned both Business 4 and Business 4T.

The application site is in four titles and is currently either vacant or used for low level horticultural and market garden activity with a part of the site (Stanleys Road end) formerly used for glasshouse production. A substantial dwelling and outbuildings exist on the property at 6 Stanleys Road (Rural 5 Zone).

Land to the immediate south of the site is zoned Business 4 and includes the offices, research, manufacturing and car parking of Tait Limited and a number of established business activities serviced from Wairakei Road, Stanleys Road and Holt Place. Part of the southern boundary of the site will include retention of some existing established trees. The land to the south of Wairakei Road comprises a mixture of commercial, technology, office, storage, manufacturing and retail businesses and is zoned Business 4 and Business 4T.

Land to the immediate north of the site is zoned Rural 5 and has been used for horticulture and glasshouse production. The northern boundary of the site has a line of established shelter belt trees and native flax and toi-toi planting.

The western boundary of the site (Stanleys Road) has a line of shelter belt trees and faces a number of well-established residential dwellings on larger sites across Stanleys Road.

Wooldridge Road forms the east boundary of the site and there is an unformed vehicle access at the north eastern corner to the "site". Land to the immediate east across Wooldridge Road is zoned Open Space 2 Zone (O2 Nunweek Park) while the land beyond Nunweek Park to the east (some 220m from the Site) is zoned Living 1A. To the south east of the Site, on the opposite side of Wooldridge Road and running to the corner of Wairakei and Wooldridge Roads, the land is zoned Business 4 including office activities adjoining Nunweek Park.

The site and surrounding area has a generally flat contour, (Refer Appendix 10). Wooldridge Road has an open character where it bisects the rural zone and Nunweek Park, in contrast to the built up urban business character where it passes through the existing B4 Zone. A dominance of vegetation, shelter belt trees and the open space of Nunweek Park contribute to the amenity of Wooldridge Road. The road narrows along the park frontage and there are no footpaths within the rural sector of Wooldridge Road. Stanleys Road opposite the site has an enclosed rural character, narrow carriageway (6m) and no footpath.

The site is located between the 50 and 55dBA air noise contours (Christchurch International Airport Limited), as identified in the Proposed Canterbury Regional Policy Statement - Development of Greater Christchurch, Chapter 12A. (Refer Plan 2 over)

1.4 **Sustainable Development**

The plan change and the development outcomes it will provide for have been designed to achieve a high level of environmental sustainability and energy efficiency having regard to the principles set out in both the Christchurch City Plan and the Canterbury Regional Policy Statement. Those principles can be summarised as follows:

- Urban consolidation;
- Energy efficient transport
- Energy efficiency through building design
- Use of planting to encourage carbon sinks; and
- Use of infrastructure.

1.4.1 Urban Consolidation

The site is located adjacent to the applicant's business, the established B4 and B4T Zones and in close proximity of the Airport, the applicant's principle mode of freight transport. The land is well integrated with the applicant's current business activities and in association with the proposed area of B4 zoning will consolidate the business and employment node in this area of the City. It also sits within an area of the City identified as potentially suitable for expanded urban or business activity as now identified in the City Council's North West Area Review. Urban consolidation is the principal objective of both plans (City Plan and Regional Policy Statement) directed at achieving a sustainable urban growth outcome.

1.4.2 Transport

The land is accessible to a wide range of transport modes, including good access to public transport. The plan change outcome will improve local transport accessibility through expanded pathways, walkways and cycleways and by providing parking for

the public recreation area of Nunweek Park, making efficient use of the parking resource for both the applicant and the community.

In addition, the applicant is working to develop a transport strategy for the Business 4T part of the site designed to significantly expand access to the site by walking, cycling and public transport including high quality on-site amenities to make those modes of transport more attractive to staff. Provisions are included within the plan change to incentivise the delivery of that outcome and to reduce private car usage and improve energy efficiency.

1.4.3 Building Design

Provisions are included with the plan change to encourage and improve building and site design both in terms of energy efficiency and as an attractive environmentally sustainable built form and work environment. The assessment matters encourage buildings which are developed with good access to sunlight, solar heating, timber technology, recycling of heat and water and natural ventilation.

1.4.4 Landscape and Planting

The landscape and planting provisions for the wider site have been designed to increase sustainability, with plant species chosen to minimize the need for irrigation and fertilizer. Where irrigation is required, it will be supplemented by roof collection. Stormwater treatment will take place through vegetated swales with water used in the amenity areas returned to ground water.

1.4.5 Infrastructure

The plan change and resulting activity has been located and designed to make efficient use of existing infrastructure, be it the waste water or stormwater systems, roading infrastructure or public transport. To the extent any infrastructure may require upgrading this will largely be limited to improvements in the local road network which will be required, not just because of the outcome of the plan change but also because of changes to the wider land use patterns and transport networks in the area.

Overall, the land and resulting development will represent a very high level of compliance in terms of the City and Regional Council's objectives for environmental sustainability and energy efficiency.

1.5 **Background and Strategic Considerations**

1.5.1 Proposed Regional Policy Statement (RPS) – Chapter 12A (C12A)

Chapter 12A to the Proposed Regional Policy Statement sets out the objective and policy framework for how future urban growth is to be accommodated over the next 35 years within the Greater Christchurch area.

The site is within the Metropolitan Urban Limits (MUL) identified in C12A, (in particular Policy 12), Special Treatment Areas (STA1). The subject land is located in STA1 where the policy provides for the future of the land to be assessed in terms of a medium to long-term sustainable future. The commissioner's report (decision) on Chapter 12A noted the following in respect of STA1.

Taking all of those various factors into account in weighing the risks and benefits it does not seem to us to be an appropriate resource management treatment to leave this land exclusively as rural land over the next 35 years.

In our view, the long term future for this area lies in some form of urban activity. In some parts of it that is probably preferably in higher quality business accommodation, such as the technology park to the north east of Memorial Avenue/Johns Road intersection. We have heard detailed evidence in relation to such a proposal from Memorial Avenue Investments Limited on the other side of Memorial Avenue. It is our view that well-planned development of that type is appropriate, and needs to be provided for by this area being including within the Urban Limits and marked as Special Treatment Area for a different purposes, ie not residential.

Our view is that the evidence before us, with the exception of the Memorial Avenue Investments proposal, was insufficient for us to be able to conclude in a s.32 sense what was the preferable long-term use of those areas, and in any event we think that that is a function of the city Council not the regional

council What we have firmly concluded, though, is that in a s.32 assessment sense to leave this land unable to be developed for any urban purposes over the next 35 years it illogical, and not an appropriately long-term resource management planning approach to the use of the land. It would constitute an island of rural land squeezed between urban activities serving no particular purpose and with an inability to be further used for intensive residential development.

Having regard to the above, the proposed plan change accords with the purpose and direction of that decision.

1.5.2 North West Review Area (NWRA)

During the hearings process on Plan Change 1 to the RPS (Proposed Chapter 12A) the decision of the commissioners (December 2011) identified that, while residential zoning for the area is considered inappropriate because of reverse sensitivity concerns regarding the operation of the Christchurch International Airport, similarly there were also limitations on the ability to conduct productive rural economic activity in the area. The recommendation of the commissioner's report was that the "north west" area of the city required further investigation as to how the area is to be developed and addressed in the City Plan and confirmed that some of the land in the "north west" may be suitable for high quality business/office activity. As a result the area is identified in the RPS as part of the NWRA subject to Policy 12 of the Regional Policy Statement, Chapter 12A. The City Council has initiated the North West Area Review (NWRA) to implement the first step in identifying appropriate future land use activity in this sector of the City.

The NWRA comprises approximately 880ha of land generally situated between the airport and the city's urban edge and includes the application site. The area is strategically significant in that it forms part of the gateway to Christchurch and provides key linkages to the CBD, international airport and the State Highway network.

At present the area is typical of many urban fringe locations. Agriculture, horticulture and lifestyle blocks are the predominant land uses, although urban activities have increasingly started to influence the character of the area. These include the airport, sporadic business development, rural residential lifestyle

dwellings and a number of small commercial and tourist activities. There is limited infrastructure currently available within the area, although those services do exist in close proximity of the application site.

The NWRA has now been completed and adopted by the City Council and in terms of industrial land has identified both a demand and suitable locations for such in north west Christchurch. The applicant participated in the consultative process with the City Council regarding the NWRA including the appropriateness or suitability of the plan change site (as part of the wider locality) being identified for future urban (business) activity. The proposed plan change accords with the findings and provisions of the NWRA and in particular is located within an area of approximately 50ha identified for business purposes north of Wairakei Road between Wooldridge Road and Russley Road.

1.6 Approach and Key Features of the Plan Change

The zoning proposed for the site is Business 4 (Suburban Industrial) and Business 4T (Suburban Industrial - Technology Park) a zoning regime already established in this particular area of the City.

1.6.1 Business 4T Zone

The objective of the Business 4T Zone is to provide for a range of sustainable and integrated business, employment and research outcomes in an attractive, open, sustainable work and research environment being:

- *A zone environment where the density and scale of building development is low within a park-like industrial character;*
- *High standards of landscaping and visual amenity;*
- *A street scene characterised by significant landscaped setbacks but principally to ensure higher levels of landscape treatments and amenity;*

While applying the provisions of the Business 4T Zone for the larger part of the site, additional methods are proposed which will address resource management issues specific to the applicant's desired development outcome. In particular, the following matters have been recognised through the regulatory framework:

- reverse sensitivity effects on activities within the adjoining Rural 5 Zone,
- effects on landscape and amenity
- integration with the adjoining business land to the south
- effects on the transport network; and
- the timing of infrastructure works

To address those issues, a number of amendments have been made to the general provisions for the Business 4T Zone including:

- a) The provision of an Outline Development Plan (ODP) to provide for the integration of buildings, car parking, vehicle and pedestrian circulation, support and amenities for the local community, landscaping, planting, stormwater management and access;
- b) Provision for new buildings to be subject to an urban design assessment; and
- c) Specific provisions in relation to building height, open space and building coverage.

The Outline Development Plan (ODP) will be the key method to ensure the integration of development and achieve the proposed environmental outcomes. The ODP covers all of the land controlled by the applicant for the plan change but currently excludes the land at 6 Stanleys Road (Proposed area of Business 4 Zone) although new linkages to that land are provided for. The purpose of the ODP is to:

- create an open and permeable development that fits comfortably on the site
- support the underlying physical and visual qualities of the site
- create a strong connection to the existing Tait premises to the south
- build a strong relationship with the adjacent open space; and
- integrate buildings and associated functions into the landscape.

There are four principal elements to the ODP. These are:

- the movement network, being to create a slow road environment giving priority to pedestrians and cyclists within a comprehensively landscaped setting
- to carefully consider the distribution of buildings to ensure integration of the built environment within the landscape setting
- a green corridor within a distinct 'park like' setting with strong visual links and views through the site and to Nunweek Park. This will be supported by extensive boundary and road frontage landscaping; and

- the creation of a central water feature incorporated as part of the stormwater system.

The benefits of utilising the major area of the land for a business campus are significant and include:

- A larger part of the site is in single ownership and can be developed in an integrated, sustainable and comprehensive manner
- The land is well suited to the use and will not impact adversely on any neighbouring activities;
- The land is located alongside adjoining established areas of business zoning and in close proximity of a wide range of amenities;
- The site has excellent and immediate access to support facilities and employment;
- The area is well served by all forms of transport be it the airport, road network, bus services, walking or cycling, with good access to recreation and open space;
- It will give support to a number of other Christchurch businesses and facilities;
- It can be developed in a manner which will improve wider community amenity in the area through walking access, a landscape and site design compatible with Nunweek Park, overflow car parking for the park and a meeting place for the community; and
- The activity will make a major contribution to the economic, employment, social and cultural recovery of Christchurch post earthquake.

The result will be to consolidate an important economic activity of benefit to both the city and the country undertaken in highly innovative buildings and expansive landscape setting and which is attractive to a worldwide employment market.

1.6.2 Business 4 Zone

The area of land to be rezoned Business 4 can integrate with and form a logical and consolidated extension to the established adjoining Business 4 Zone. In addition, the proposed area of Business 4 Zoning can link and be integrated with the proposed area of Business 4T Zoning expanding opportunities for integrated vehicle access, landscaping and general site development.

2. PROPOSED AMENDMENTS TO THE CITY PLAN

Refer to the separate Plan Change 73 document for the proposed amendments to the City Plan.

3. STATUTORY FRAMEWORK

3.1 Introduction

This report has been prepared in accordance with s.32 of the Resource Management Act 1991 (RMA) and assesses the alternatives, benefits and costs of allowing the establishment of a Business 4 and 4T Zones on the subject land. (Refer also Section 5 of this application – s32 analysis).

TL has sought a privately requested plan change to allow 10.31ha of land currently zoned Rural 5 to be rezoned for business purposes. This is in recognition of the particular physical and locational circumstances of the site including its limited ownership, ability to consolidate a significant established business activity in close proximity of a wide range of support facilities and amenities including the University, accessible to all transport modes, and to establish a globally significant business campus which will support, retain and encourage employment in a competitive worldwide market.

The site is zoned Rural 5 and no special notations in terms of the City Plan affect the site apart from two protected trees. Given the surrounding uses and activities, namely the configuration of the adjacent business zones, the airport, nearby parks, service facilities and the proximity of, and good access to all transport modes, then the site represents a logical and sustainable area of land for business activity both Business 4 and 4T Zones.

This section 32 evaluation (Section 5 of this report) should not be considered as full and final. The RMA anticipates the evaluation under section 32 of the Act as an evolving process with a further evaluation required by the Council before making any decision on a Plan Change (s32(2)(a)). Additional evaluations may also be required if the Council considers amendments to the provisions of the proposed Plan Change are needed before the Change is formally presented to the Council for adoption.

This Plan Change application does not propose any significant changes to the current objectives and policies of the City Plan. The analysis to which these methods have already been put, particularly the Business 4 and 4T Zone provisions, avoids the need for further evaluation as part of this Plan Change. There is a need

however, to examine the extent to which the methods chosen, being the Business 4 and 4T Zone, including the proposed ODP and applicable rules, is the most appropriate way of achieving the existing objectives and policies of the City Plan. In this respect, the key issue is whether the existing outcomes sought in the City Plan will continue to be met through the rezoning of this site for a business campus.

The proposed use of the land for business zone purposes can generally comply with all the expected outcomes sought for a Business 4T Zone environment, supported by the provision of a comprehensive ODP which will reinforce the importance of urban consolidation, enhanced urban design, sustainable development and the integration of all the essential service elements necessary for urban business growth.

Where particular environmental issues have been identified these have been addressed to ensure no adverse effects. In particular, the ODP is augmented by additional provisions to address stormwater and methods to improve the performance and quality of site planning and building development.

A number of detailed investigations and environmental assessments were undertaken in support of the s32 analysis and these are set out in the Appendices to the Plan Change and form part of the Assessment of Effects on the Environment.

3.2 Requests for Changes to Plans

Section 73(1A) of the Resource Management Act 1991 (“the Act”) gives a territorial authority the right to change its District Plan. In addition, section 73(2) enables any person to request a territorial authority to change a District Plan in the manner set out in the First Schedule of the Act. This Plan Change request has been prepared in accordance with Schedule 1, Clause 21 of the Act.

Under Clause 22 of the First Schedule, a plan change request must:

- a) Explain the purpose and reasons for the request;
- b) Assess the environmental effects in such detail as corresponds with the scale and significance of actual and potential effects anticipated from the implementation of the plan change;
- c) Contain an evaluation under s32 of the objectives, policies, rules or other methods proposed.

In making a determination on the request under Clause 25 (2) the Council may adopt the request, or part of the request, as if it were a proposed plan by the territorial authority, or accept the request, in whole or part, and proceed to notify.

It is concluded that there are no reasons to reject the request and that the request be notified in accordance with Clause 25(2)(b).

The process for dealing with a Plan Change once it has been publicly notified and submissions received is set out in the First Schedule of the Act. In the case of a private plan change request, the procedure in Part 1 of the First Schedule will, with all necessary modifications, apply except as set out in sub-clauses (2) to (9) of Clause 29 of Part 2 of the Schedule. In this case, the following is necessary:

- d) There needs to be a hearing into submissions on the proposed Plan Change (Clause 8(b) Part I);
- e) The person who made the request for the Plan Change has the right to appear at the hearing under Clause 8(b);
- f) After considering the Plan Change the local authority may decline, approve, or approve with modifications the Plan Change and shall give reasons for its decision;
- g) The decision to decline or approve shall be served on every person who made a submission and the person who made the request; and
- h) Every person who made a submission on the Plan Change and the person who made the request may refer the decision to the Environment Court.

3.3 Section 74 and 75 – Matters to be considered

The matters to be considered in respect of a Plan Change are set out in sections 74 and 75 of the Act. In summary, before a plan change can be incorporated into a District Plan, the key matters that need to be addressed are:

- (a) Consistency with other provisions of the district plan;
- (b) Whether it gives effect to the regional policy statement and any relevant regional plans;
- (c) The functions of a territorial authority under section 31;
- (d) Whether the plan change will lead to the most appropriate outcome under s32;
- (e) Actual and potential adverse effects anticipated from the implementation of the Plan Change; and

- (f) The purpose and principles within Part 2 of the Act.

Each of the above matters is addressed below.

3.4 The Christchurch City Plan

The purpose of the Plan Change is to provide for business zoned land in the north west area of Christchurch, principally to accommodate the existing and future development of the applicant's and related businesses. No changes to the principal City Plan objectives and policies are proposed. The existing City Plan objectives (Volume 2), including those for Urban Growth (Part 6) and Business (Part 12) of the City Plan set the policy context or framework for an assessment of the Plan Change.

The objectives and policies of the City Plan are taken as giving effect to the Canterbury Regional Policy Statement. Accordingly, any methods that implement and achieve those objectives and policies of the City Plan will give effect to the Canterbury Regional Policy Statement including Chapter 12A Development of Greater Christchurch, of the Regional Policy Statement. This is addressed separately.

A number of consents may be required in relation to the development of this land. These could include subdivision and land use consents from the City Council, and consents from Environment Canterbury (i.e. discharge consents). The processes associated with the management and discharge of stormwater are being undertaken at the same time as this plan change request.

Section 32(3)(a) requires a Plan Change to be assessed in terms of which objectives and policies are the most appropriate means of achieving the purpose of the Act. The proposed rezoning does not introduce any significant new or untested planning methods to the City Plan or allow for a type of development not provided for within the City Plan. To this end, the provisions relating to business development have already been tested against Part II of the Act. This assessment is directed at the implementation of a particular type of business zone as the most appropriate method of achieving the purpose of the Act, when compared to other options. In this case the rezoning sought will allow a greater level of business development to occur than the present zoning. Whether or not the proposed change is necessary to achieve the

purpose of the Act ultimately turns on the adverse effects of the proposal. Such effects have been evaluated and are set out in detail in Part 4 of the Plan Change document and the relevant Appendices.

Appendix 2 provides a detailed assessment of the Plan Change against the relevant objectives and policies of the City Plan.

3.5 Regional Policy Statement

The RPS and Proposed Chapter 12A to the RPS are relevant matters and these are addressed in Appendix 2. Of particular relevance, is Chapter 12A – Development of Greater Christchurch and the critical matter is whether the rezoning as proposed would make the City Plan inconsistent with the RPS. The land is within the Metropolitan Urban Limits (MUL) and is part of an area being considered for urban development, including possible future business land. (Refer Policy 12, Special Treatment Area (STA1).

It also adjoins the Business 4 Zone at Burnside and has good access to all modes of transport, including private vehicle, public transport, cycling and walkways, and is located with access to a wide range of community facilities. Chapter 12A is about “consolidation” as the principal policy direction or method to achieve a more sustainable urban form. By providing business opportunities in the form proposed, the plan change is concluded to be highly consistent with Chapter 12A of the RPS.

3.6 Regional Land Transport Strategy (RLTS)

The RLTS (2008-18) supports the greater use of public passenger transport which is assisted by encouraging new development to locate and be designed with good and efficient access to public transport. There is often a difficult balance between locating development in positions which are highly accessible to all the major transport modes and networks. However, this site is located where the opportunity exists for comprehensive access for all modes of transport and achieves this outcome at a very high level, particularly in terms of pedestrian and cycle access.

There are existing bus services within close proximity of the site and the potential exists to create improved pedestrian access to, through and from the site as well as to community facilities at Burnside.

The location of the site is ideal for utilising all transport modes and providing for an enhanced energy efficient and sustainable business and employment community. The development, by way of the ODP, provides the basis for the consolidation of urban activity with the potential for increased public transport use. As a consequence, the outcome proposed is concluded to be highly supportive of Policy 4.1 (Location and Land Use), Policy 4.3 (Integrating Transport and Land Use) and Policy 4.4 (Economic Development) of the RLTS. (Refer Appendix 2)

3.7 Natural Resources Regional Plan (NRRP)

Preliminary investigations have been undertaken to ensure a solution exists to address stormwater management. An application has been made for resource consent to discharge stormwater which consent will be addressed at the same time as the plan change request. Any future development will also be serviced by reticulated sewerage and water systems and this will not cause a conflict with the NRRP. (Refer Appendix 5).

3.8 North West Review Area (NWRA)

The Council has completed the NWRA report which addresses, amongst other matters, the need and desirability of additional business land in the north west area of the City. The review is a response to the decision on Proposed Plan Change No. 1 to the Regional Policy Statement and addresses the legal, financial and processing implications of any changes to the land use pattern in this area of the City. Of significance to this plan change request is that the NWRA includes the subject land within one of the areas identified for future urban business growth.

3.9 Recovery Strategy for Greater Christchurch

The Recovery Strategy is the reference document to guide and coordinate work and recovery plans under the Canterbury Earthquake Recovery Act. The Vision and Goals for Recovery (Section 04) of the strategy includes:

- leading and working with strategic partners in both the public and private sector;
- restoring the confidence of the business sector;
- renewing the region's reputation as a safe and desirable place to live;
- ensuring a range of employment options to attract and retain a high calibre workforce;
- enabling a business friendly environment that retains and attracts business;
- aligning provision of education and training; and
- ensuring secure, innovation and technology supports recovery and growth

as well as

- supporting innovative design;
- efficiently using infrastructure;
- developing sustainable transport systems, and
- zoning sufficient land for recovery needs.

The outcome of the Plan Change will be to provide a positive response across a broad range of the recovery strategy goals. The applicant is a major employer seeking to expand employment opportunities in the City. It will provide employment at a very skilled level and supports the education sector through its involvement with the University. It is a world leader in communication technology and systems and has identified land for the expansion of its business activities in an area generally recommended by the NWRA as suitable for future business growth.

3.10 Section 31 – Consistency with RMA Functions

The functions of the Council are outlined in section 31 of the Act. The following functions are of particular relevance to the Plan Change:

- (a) *the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of the land and associated natural and physical resources of the district;*
- (b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of:*
 - (i) *the avoidance or mitigation of natural hazards; and*
 - (ii) *the prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances;*

- (iia) the prevention or mitigation of any adverse effects of the development, subdivision or use of contaminated land*
- (d) the control of the emission of noise and the mitigation of the effects of noise*

3.11 Integrated Management – section 31 (a)

Section 31 makes it clear that integrated management relates to both the management of effects at the site level and the integrated management of a district's natural and physical resources at a wider strategic level. At the site level then regard must be had to the integration with and regard for adjoining activities and in particular the amenity of the adjoining open space and rural land resource. It must also have regard to the roading network and essential infrastructure. At a strategic level regard must be had to the wider city infrastructure and any adverse impacts thereon but also to the ability to integrate the plan change activity with the adjoining B4 Zone and related activities. The Plan Change takes an integrated approach to rezoning, having regard to the site, its environs and the wider planning policy context.

3.12 Avoidance or Mitigation of Natural Hazards – section 31 (b) (i)

The site is not identified as having any natural hazards. A separate geotechnical assessment is provided in Appendix 6.

3.13 The prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances – section 31 (b) (ii)

No significant storage of hazardous substances is proposed. Rules limiting the quantities of such substances within the Business 4T Zone are already included in the City Plan while the area of Business 4 Zoning will be subject to the established applicable rules for that zone.

3.14 Prevention or Mitigation of Contaminated Land – section 31 (b) (iia)

The assessment (Appendix 7) of this document concludes that there is no risk of contamination in a manner which would mitigate against development.

3.15 Emission of Noise – section 31 (d)

Refer to the discussion on noise and reverse sensitivity in the assessment of effects, Section 4 of this request.

3.16 Section 32 Evaluation

Section 32 sets out the manner by which any proposed objective, policy, rule or other method is to be evaluated. This evaluation is set out in detail in Section 5 and Appendix 2 of this plan change request.

3.17 Adverse Effects on the Environment

The actual and potential adverse effects on the environment that are anticipated from the implementation of the Plan Change are discussed in the assessment of effects, Section 4 of this request with, where relevant, specific reference to the various assessments and reports attached as appendices.

3.18 Part 2 – Purpose and Principles of the Act

3.18.1 Section 5(1)

Under section 5(1), the overall purpose of the Act is to promote the sustainable management of natural and physical resources. The proposed zone promotes the sustainable management of natural and physical resources by providing for an appropriate use of the land given its proximity to strategic infrastructure, the principal objectives of the RPS, including to make provision for some additional business land in the north west area of the City, proximity to the existing Business 4 Zone and the needs of the applicant, Tait Limited to accommodate future growth as part of its established Christchurch and worldwide operation.

Continued use of the site for any significant horticultural purposes is constrained by the Site's location and proximity to the existing B4 zone. Given the goal of providing for business land in the north west area of the City, retaining the existing rural zoning of the site is not the best or most sustainable use of the land. Extending urban business zoning to the site will better achieve the purpose of the Act and significantly enhance the economic and social wellbeing of both the applicant and the City.

The proposed zoning promotes the sustainable management of physical resources. Any adverse effect of the development on the roading network is considered short term and infrastructure can be provided for in a manner that efficiently utilises the systems already in place for the growth of north west Christchurch, minimizing the need for additional major new services. Previous use of part of the site in a manner which is likely to have resulted in minor ground contamination can be mitigated.

3.18.2 Section 5(2) (a) – (c)

Section 5(2) defines “sustainable management” as:

Managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations;*
and
- (b) Safeguarding the life supporting capacity of air, water, soil and ecosystems;*
and
- (c) Avoiding, remedying, mitigating any adverse effects of activities on the environment.*

Utilising the land for business activity will help meet some of the future greenfield business land needs in Christchurch. It will also support a choice of business environments in the city, a supply of appropriately located business land within reasonable proximity of, and with access to strategic infrastructure (road network, the airport, University and other related services), and provide the opportunity to create an attractive urban environment and work place necessary to attract and retain staff. The Plan Change request and resulting provisions address the landscape, urban design and on-site amenity objectives and provide for an integrated zoning outcome, while avoiding or mitigating any adverse effects on the rural character of the land to the north and west or the open space amenity of Nunweek Park.

The adverse effects of development of the site under the proposed B4T zoning are outlined in Section 4 of this request, which concludes that all adverse effects can be appropriately managed and will be less than minor.

3.19 Section 7 – Other Matters

The relevant “other matters” under section 7 include the following:

- (b) the efficient use and development of natural and physical resources;*
- (ba) the efficiency of the end use of energy;*
- (c) the maintenance and enhancement of amenity values;*
- (f) maintenance and enhancement of the quality of the environment;*
- (g) any finite characteristics of natural and physical resources;*
- (i) the effects of climate change; and*
- (j) the benefits to be derived from the use and development of renewable energy.*

In considering the “efficiency” of the site for the proposed zoning, the following factors are paramount:

- the desirability of providing for a well located supply of business land;*
- the ability to achieve a well-planned and integrated urban business environment;*
- the proximity to strategic infrastructure;*
- the efficient and sustainable extension and provision of services such as roads, wastewater, stormwater, water supply and flood protection;*
- restricted ability for the site to be used reasonably and economically for rural activity; and*
- the opportunity to develop a business environment in an energy efficient and sustainable manner.*

The general area is identified at a strategic level in the RPS as a potential option for the extension of business activity. The site will supply business land for the anticipated growth of the applicant’s activities which are a significant element of the Christchurch and New Zealand business economy, as well as community wellbeing. The area can readily integrate with the land to the south, and the ODP covering the greater part of the site provides for efficient and well planned connections to the road network and infrastructure. The site can be connected to all the essential services. The development outcome is consolidated and integrated by way of the small extension to the Business 4 Zone.

Under sections 7(c) and 7(f), particular regard must be had to the maintenance and

enhancement of amenity values and the maintenance and enhancement of the quality of the environment. The amenity of the existing rural environment will be changed, but the plan change provides for a sensitive development outcome that mitigates the effects on the adjoining rural character and open space activities, with the requirement for landscape treatment and setbacks from the land to the north, south and east, the provision of an ODP with expanded landscaping, and resource consent provisions to deal with the design and appearance of new buildings on the site. Given the type of activity proposed, noise is not anticipated to be an issue and can be addressed by the imposition of the B4 and B4T Zone noise standards of the City Plan.

Under section 7(g) the Act requires particular regard to be had to any finite characteristics of natural and physical resources. The rural resource is finite, although in this case the subject land cannot be efficiently maximised as a rural resource because of the size of the lots and the restrictions the City Plan places on intensive farming activities close to residential activity. It is also important to recognise that the City Plan, Section 13, Rural - Objective 1.1 states that the rural resource is to be managed to achieve a number of outcomes including scope for the extension of urban activities.

In terms of section 7(i) and (j) the outcome represents an energy efficient and sustainable outcome for new business activity both at a macro level in terms of urban consolidation and use of infrastructure, and at a micro level where new development within the Business 4T Zone area will enhance all forms of transport, expand open space and provide for an assessment of new building in terms of the energy efficient design.

3.20 Section 6 and 8 – Matters of National Importance / Treaty of Waitangi

There are no matters of national importance or in respect of the Treaty of Waitangi that will be impacted by the plan change.

3.19 Conclusion

Having regard to the above, it is concluded that the objectives and policies of the City Plan are met and the Proposed Plan Change will achieve the principles and purpose

of the Act for the following reasons:

- The use of the site in the manner proposed would be more efficient than the current rural zoning given both the City Plan and Regional Policy Statement objectives for urban activity and business growth;
- Development of the site as proposed does not present any environmental risk;
- The site is situated in a location which can provide for integrated and sustainable development for business activities including all the necessary servicing and infrastructure for those activities, as well as access to all transport nodes be it private car, cycle, bus or walking. The methods proposed will enhance the opportunity for business use and the critical amenity considerations necessary for an attractive business and research compass;
- The proposed rezoning will allow positive benefits to accrue to the local , regional and national economy;
- The development can be designed in a manner which will ensure an integrated outcome for future urban growth; and
- The outcome will make a valuable contribution to earthquake recovery.

In summary, the conclusion of the s.32 assessment (Part 5) is that the proposed Plan Change is the most appropriate method relative to other means of achieving the purpose of the Act.

4. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

4.1 Introduction

The Assessment of Effects on the Environment (AEE) has been prepared in accordance with the provisions of Part 2 of the First Schedule of the Resource Management Act 1991. The Act requires that where environmental effects are anticipated, then the plan change request must identify and address those effects at a level that reflects the scale or significance of the effect. The introduction summarises the critical effects which are addressed in the specialist reports, being:

- (i) Urban Design and Visual Impact Assessments
- (ii) Infrastructure Assessments
- (iii) Transport Assessment
- (iv) Geotechnical and Ground Conditions Assessment
- (v) Contamination Assessment

4.2 The Site

The site occupies approximately 10.31ha of land located in the Rural 5 Zone on the north-west side of Christchurch. The site is flat and used for low level horticulture and a substantial residential holding at 6 Stanleys Road. The site is bounded in the east by Nunweek Park, in the north by rural activity, in the south by the existing B4 Zone premises of Tait Limited and other business activities, and in the west by Rural 5 Zoned land across Stanleys Road.

The site has frontage to Wooldridge and Stanleys Roads, and access to Wairakei Road. The area is immediately adjacent to public transport routes and is in a locality where there is a significant potential for these services to be increased with the expanded urbanisation of the north west area of Christchurch.

The site is located within the "Metropolitan Urban Limits" boundary as set out in the Regional Policy Statement – Proposed Chapter 12A and is within an area identified as potentially suitable for future urban activity and currently being assessed for such through the NWAR.

The site comprises the following allotments:

Legal Description	CT/Appendix 1	Owner	Area (ha)
Lot 1, DP 27034	CB8K/1081	Tait Limited	4.20
Lot 1, DP 25641	CB7B/835	Tait Limited	2.02
Lot 2, DP 25641	CB7B/836	Tait Limited	2.27
Lot 1, DP 43230	CB21F/1054	A A Webster	1.95

4.3 The Proposal

The Plan Change request seeks to rezone the site from Rural 5 to Business 4 and 4T. The purpose of the Business 4T Zone is set out in the City Plan and seeks the following specific Environmental Results:

- (a) *A zone environment where the density and scale of building development is low with a “park-like” industrial character.*
- (b) *High standards of landscaping and visual amenity.*
- (c) *A street scene characterised by large setbacks.*

The above matters provide direction and guidance for the outcomes necessary if the subject land is to be rezoned Business 4T. All of these matters have been considered in the preparation of the Plan Change, and reflect the activities, built form and amenity the site will achieve when developed. This in turn forms the basis for the Outline Development Plan and the controls on building design and appearance.

In addition, the applicant is seeking to achieve a very high standard of building and site design within the area of the Business 4T Zone as well as a building complex and site design which is energy efficient and environmentally sustainability.

The objective of the Business 4 Zone is to provide for more conventional business activity and the Environmental Results are:

- (a) *A diverse range of light industrial activities, some office and commercial service activities and limited retail activities, with frontages of larger industrial enterprises set aside for parking, landscaping and offices.*
- (b) *A zone environment with a high density and scale of industrial, office and commercial service buildings. Some limited retail activity buildings*

establishing at a small to medium scale in reflection of traditional established activities. A proportion of smaller sites developed intensively.

- (c) Relatively high levels of traffic generation with standards for access and manoeuvring to mitigate adverse effects.*
- (d) Noise outcome limited at living zone boundaries to levels consistent with adjacent living zones and standards of amenity.*
- (e) A visually mixed environment, with a predominantly industrial character but with standards on development to improve and enhance street scene character, with requirements for frontage landscaping and street setbacks for buildings to mitigate building scale and storage areas as development and redevelopment takes place.*
- (f) Concentration of office or residential accommodation on site frontages, to enhance the visual impact of industrial and other activities.*
- (g) Residential occupation confined to on site management or security in reflection of the higher level of impacts from the dominant activities, and which is limited in scale and to protect the extent and operation of adjoining business activities. Provided that at 2 Waterman Place at Ferrymead greater provision is made for residential activity.*

The land to be rezoned Business 4 will achieve all of these outcomes and can integrate with the established adjoining B4 Zone activities to the south. It will also complete a more sustainable outcome for business zoning in the immediate area and link to and share servicing and access opportunities with the proposed area of the B4T Zone.

4.4 Assessment of Effects : Overview

Section 6 – Urban Growth, Volume 2 of the Operative City Plan identifies a number of matters or considerations which need to be taken into account when assessing the impact of urban growth. In respect of this particular plan change request, the following matters are relevant:

- effects on groundwater;
- geotechnical considerations;
- ground contamination;
- effects on adjoining properties and reverse sensitivity;
- stormwater management;
- visual impact and the effect on rural character;

- traffic effects;
- employment and economic activity;
- infrastructure servicing; and
- construction effects.

4.5 Stormwater and Groundwater Quality

An assessment of the groundwater conditions of the site has been undertaken. The site will be connected to the nearby Council stormwater network with on-site stormwater attenuation required to pre-development levels. The connection to the Council network will be in Wooldridge Road. The assessment undertaken (Refer Appendix 5) confirms that there is expected to be only a very low concentration of nutrients in the stormwater runoff. An application for stormwater discharge has been made to Environment Canterbury to be addressed at the same time as the plan change.

4.6 Geotechnical Considerations

Detailed site investigations have been undertaken by Eliot Sinclair and Partners and Lewis and Barrow Engineers. The reports assessed the ground conditions and confirm that there are no findings which would preclude development on the site subject to the need for the appropriate foundation design. The investigations did not encounter anything adverse with regards to ground conditions in terms of building requirements. These findings are supported by ten deep boreholes, 25 test pits and 24 scala penetrometric tests and concluded that from a geotechnical perspective the site is suitable for the proposed plan change. (Appendix 6)

4.7 Contamination

Preliminary site investigation reports were undertaken in accordance with the Contaminated Land Management Guidelines No. 1 (MFE, October 2011).

The completed environmental investigations are included. (Refer Appendix 7)

4.8 Adjoining Properties and Reverse Sensitivity

There is potential for reverse sensitivity effects to be experienced from adjoining rural and residential properties. Adjoining rural land does and will still function alongside the various Business 4 Zones, and the inclusion of the subject land within the Business 4 and 4T Zones does not alter that position. The subject site, although zoned Rural 5, will be largely accessed from the existing road network and in part through the existing adjoining business zones on land already owned by the applicant. Provision is also made to improve the access opportunities between the proposed area of Business 4 and 4T Zoned land by way of new or shared access links. These are identified on the ODP.

The larger part of the site will be subject to a comprehensive Outline Development Plan which specifically addresses the impacts on the surrounding rural zone and adjoining neighbours. The larger part of the land will be subject to a range of controls on site coverage, building height, open space and internal connectivity so as to minimize any impact on the adjoining rural neighbours. The small area of Business 4 Zone will largely be separated from any rural neighbours by the amenity provisions and building setbacks of the Business 4T Zone.

More specifically the Outline Development Plan consolidates the principal road access points to Wooldridge Road and Wairakei Road with limited access to Stanleys Road. It significantly increases the area of landscaping as against the current city plan standards and will provide for better integration of the built form along the rural boundary by way of increased building setbacks, a height limit, an assessment process for the design of new buildings and a recommended planting regime.

4.9 Effect on Rural Character

The Urban Design and Landscape assessment (Appendix 3) identifies that the existing landscape environment has a low to moderate level of amenity value because of land use fragmentation and lack of visual coherence. The assessments identify and consider the landscape values of the site and locality and the objectives of the City Plan. The conclusion is that the development is appropriate within the local setting and that the preparation and implementation of the Outline Development Plan and the landscape and urban design provisions of that plan for the Business 4T Zone area will enhance visual coherence and amenity in this sector of the city. In particular, regard must be had to the integration of the applicant's site, (Wooldridge

Road frontage) and Nunweek Park. Significant areas of complimentary planting are proposed on this frontage with buildings kept to a maximum of 11m in height within a 50m setback from the road frontages, a building setback minimum of 20m from the Wooldridge Road frontage and 10m from other boundaries. The area of the proposed B4T Zone will consolidate an attractive amenity boundary to the urban area and buffer the area of B4 Zoning from much of the adjoining rural property.

4.10 Visual Impact and Urban Design

The character of the area is diverse but with a significant concentration of business activity and nearby lifestyle properties, open space and residential activities.

The purpose of the urban design assessment is to describe the existing environment of the site and locality, the changing character of the area, the nature of the rezoning and to assess any potential adverse effects of business activity on the site and surrounding area.

The impact of the development on Wooldridge Road will be to largely enhance the visual character of the site and neighbourhood with an increased area of open space and new planting. Some areas of existing mature vegetation will be retained. The outlook from Wooldridge Road will be to a substantial area of landscaped amenity accessible to the public and which will relate well to the open space of Nunweek Park. The character and visual amenity of Stanleys Road will also be retained through increased street frontage setbacks for buildings and low density built form across the major part of the site.

The urban design assessment has had regard to the mixed character of the surrounding environment and concluded that the proposed rezoning can effect a significant improvement on the visual amenity in the neighbourhood.

The proposed ODP will introduce requirements for building density, open space, the movement network and integration with the adjoining community.

There will also be a significant improvement in the built form in this part of the City particularly as it relates to the adjoining rural lifestyle and open space uses in the area. This will further enhance business activity, community wellbeing, transport, connectivity and provide for a safer community.

For the above reasons, it is concluded that any actual or potential adverse effects of the proposed plan change on the area and the established activities, or on the interface with the rural activity will be no more than minor. The existing environment is already significantly influenced by established (and likely to be expanded) business activity as well as access to a wide range of urban amenities.

4.11 Traffic

A detailed assessment of the traffic issues associated with the proposed plan change is set out in Appendix 4. That report has concluded that the additional traffic expected to be generated as a result of the rezoning can be accommodated on the adjacent road network recognising that upgrades are likely to be required in the near future as a consequence of a number of land use changes, including this proposed plan change taking place or proposed for the area. The site has good access to all principal transport modes. The upgrades that may be required over the medium term include:

- improvements to the intersection of Wooldridge Road, Roydvale Avenue and Wairakei Road;
- the introduction of traffic management measures at the Stanleys Road intersection with Wairakei Road; and
- consideration of traffic management measures at the Wooldridge Road intersection with Harewood Road; and

These matters are addressed in the transport assessment and provisions made in the rules to enable those improvements to occur in line with the development of the Business 4T Zone.

It is also relevant to note that a lower off-street parking ratio is being proposed for the first part of the development within the B4T Zone (Tait Campus) area but that will only be sustained if and when a comprehensive transport strategy is prepared and agreed with Council, the purpose of which will be to significantly reduce the use of the private car and encourage and incentivise other transport modes be it walking, cycling, public transport or park and ride.

Business development of the site is concluded to be highly supportive of the Canterbury Land Transport Freight Action Plan given that the operation relies heavily

on air freight and is located with easy access to the airport freight handling operations.

4.12 Noise

In rezoning the site it is important to ensure that the adjacent rural and residential properties continue to maintain their health, well-being and a level of operating amenity consistent with those activities.

The site will be subject to the amenity and noise requirements of the Business 4 and 4T Zones as well as the City Plan requirements for situations where business activities abut the Rural 5 Zone. No adverse noise or reverse sensitivity effects will result with all of the boundaries adjoining rural and residential activities requiring a minimum 10m setback and to be landscaped.

4.13 Glare

The site is located between the Business 4 Zone, Rural 4 Zone and the Open Space 2 Zone. Given the sensitive nature of the adjoining rural activities and the receiving environment of such, the applicant supports the provisions of the City Plan (Group 1 and 2) glare standards as part of the zoning outcome. The applicant has also consulted with the Christchurch International Airport Limited in regard to lighting and is satisfied that the development accords with the outcomes sought by the Civil Aviation Authority and the Airport Company.

4.14 Employment and Economic Activity

The outcome of the plan change will be the consolidation of a major employment node in Christchurch with the opportunity to significantly expand the economic and local wellbeing of the City. The applicant company currently employs 660 people within the Christchurch complex with expectations that this will increase significantly over the next five to ten years. The economic and employment value of the applicant can be summarised as follows:

- (i) Tait Limited is New Zealand's leading electronics and technology company.
- (ii) Tait Limited is Canterbury's largest private sector employer.

- (iii) Tait Limited exports to over 100 countries.
- (iv) Tait Limited has invested over \$100 million to develop a complete range of new digital products targeted at the public safety market.
- (v) Tait Limited uses more than 500 local suppliers for materials, services and equipment.
- (vi) Tait Limited has a significant relationship and commitment to the University of Canterbury as an investment “chair” partner in the Engineering Department, as well as involvement with the Christchurch Polytechnic and other New Zealand educational institutions promoting technology and career opportunities. TL was a founding investor in the NZi3 innovation institute at Canterbury University.

In addition, the small extension to the Business 4 Zone consolidates the areas of business activity in this sector of the City and can be integrated into the site development outcomes sought for the B4T Zone and contribute to the economic well-being and opportunity for the business community in the city.

4.15 Servicing Infrastructure

A detailed assessment has been undertaken in terms of essential infrastructure (Refer Appendix 5). Those assessments have concluded, in consultation with the City Council, that:

- a connection to the Council water supply can be achieved;
- a gravity connection to the Council sewer network is practicable but not before mid 2012; and
- a connection to the Council stormwater network is available, subject to the need for a stormwater discharge consent from Environment Canterbury.

4.16 Construction Effects

Any potential adverse effects resulting from construction activities will be managed by the appropriate construction management plan at the time of construction. The principal effects are noise and dust. A number of mechanisms exist to manage dust nuisance (damping down, planting) while noise nuisance is unlikely to be unreasonable or noticeable given the current traffic and nearby industrial environment.

4.17 Conclusion

The Plan Change will result in a number of beneficial effects most particularly by providing a zoning outcome which is consistent with the objectives and policies of the City Plan, is generally supportive of the outcomes of the RPS (Proposed Chapter 12A) and can include the more detailed outcomes sought by the RPS in terms of new greenfield development and urban design, Policy 7 (Development Form and Design) and Policy 8 (Outline Development Plans and Changes of Zoning in District Plans.)

The land is not being utilised for its most productive or efficient purpose and can provide for a more sustainable range of activities in terms of the City's natural and physical resources through the proposed zoning outcome. It will contribute significantly to the economic and social wellbeing of the community delivering a consolidated business and employment opportunity in a location which is highly accessible to a large residential workforce.

Use of the land in the manner proposed does not conflict with, or necessitate any significant changes to the critical and relevant city plan objectives and policies, and will satisfy a principal objective of the City Plan, being to provide for a range of business environments, accessible to employment, and developed to achieve a very high standard of site amenity.

The Proposed Plan Change is considered to be the most appropriate method of achieving the objectives and policies of the City Plan. All environmental effects, to the extent they have the potential to be adverse, can be mitigated and will allow business activity to be located and developed in a sustainable manner. Having regard to the Environmental Results anticipated for the Business 4 and 4T Zones, then the conclusion is:

- the outcome will be a substantial contribution to the city (and countries) social, economic, employment, research and educational well-being and the built environment;
- the site will provide for a high quality campus development in a landscaped setting with additional provisions to mitigate any adverse visual effects resulting from the scale of new building activity;

- the site has good access to the road and air freight networks essential to its wellbeing, and is capable of meeting all of the City Plan (Section 13) on-site traffic requirements;
- the site will generate additional noise but this is either compatible with existing or proposed business activities, or alternatively mitigated by additional amenity controls;
- the overall site and street scene will be enhanced by increased building setbacks, expanded landscape requirements, a limitation on building heights and the implementation of the ODP;
- activities requiring the storage of hazardous substances are controlled by an existing set of comprehensive City Plan controls; and
- that the area of B4 Zoning will make both a valuable economic contribution to city wellbeing plus integrate the wider B4T Zone proposed with the established business activity.

5. SECTION 32 ASSESSMENT – CONSIDERATION OF ALTERNATIVES, BENEFITS AND COSTS

5.1 Introduction

This assessment has been prepared in fulfillment of the requirements of Section 32 (1)(d) of the Act which requires the person who made a request for a Plan Change under Clause 25(2)(b) of Part 2 of Schedule 1 to consider alternatives, benefits and costs in an evaluation as stated in Clauses 32(3) to 32(6) of the Act.

This section 32 evaluation should not be considered as full and final. The RMA anticipates that the evaluation under section 32 of the Act is an evolving process with a further evaluation required by the Council before making any decision on a Plan Change. Additional evaluations may also be required if the Council considers amendments to the provisions of the proposed Plan Change are needed before the Change is formally presented to the Council for adoption.

This Plan Change application does not propose any significant changes to the objectives and policies of the City Plan. The analysis to which these provisions have been put avoids the need for further evaluation as part of this Plan Change. There is a need however, to examine the extent to which the methods chosen (rezoning, including the Proposed Outline Development Plan and applicable rules) are the most appropriate way of achieving the existing objectives and policies of the City Plan. In this respect, the principal issue is whether the existing outcomes sought by the City Plan will continue to be met through the rezoning of this site for a business campus.

As addressed in this assessment, the proposed use of the land for Business 4 and 4T Zone purposes can readily comply with the majority of the relevant standards for those zones. Furthermore, the existing provisions will be supplemented by the inclusion of a comprehensive ODP which will reinforce the importance of the visual amenity at the rural-urban, urban-open space interfaces and enable the higher standard of amenity and urban design outcomes sought by the City Plan and the Regional Policy Statement to be achieved.

A number of detailed investigations and environmental assessments were undertaken in support of the s32 analysis and these are set out in the Appendices to

the Plan Change documentation and the Assessment of Effects on the Environment.

Section 32(3) of the Act requires that an evaluation must examine:

- a. *the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and*
- b. *having regard to their efficiency and effectiveness, the policies, rules or other methods need to be assessed to determine whether they are the most appropriate for achieving the objectives.*

5.2 Methodology

Section 32 of the Resource Management Act 1991 does not require a comparison of options. The objective of the section 32 assessment is to provide an evaluation of provisions, rather than a comparison of options which endeavour to identify a 'winner'. Therefore, this s32 evaluates the Proposed Plan Change provisions against the relevant objectives and policies. (Refer Appendix 2).

The proposed Plan Change does not introduce any significant new objectives, but is seeking additions to the existing policy and rule framework, within the context of an additional area of Business 4 and 4T zoning and the provisions that apply thereto and an Outline Development Plan. The relevant part of section 32 is:

- (3) *An evaluation must examine:*
 - (b) *whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.*
- (4) *For the purposes of the examinations referred to in subsection (3) ..., an evaluation must take into account:*
 - (a) *the benefits and costs of policies, rules, or other methods; and*
 - (b) *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*

Accordingly, this section 32 assessment is concerned with the efficiency and effectiveness of proposed policies and rules and if these are appropriate for achieving the existing objectives of the City Plan.

For the purposes of this report, the terms “*appropriateness*”, “*efficiency*” and “*effectiveness*” are addressed in the following way:

Appropriateness – *being the relevancy, usefulness, achievability, or reasonableness.*

Efficiency – *ensuring that the benefits will outweigh the costs, either immediately or over time.*

Effectiveness - *being how successful a particular option will be in achieving the stated objective either immediately or over time.*

In addition to the above s32 requirements, this assessment also undertakes a comparison between planning techniques in terms of achieving the outcomes sought by the Proposed Plan Change, being the Proposed Plan Change, alternative zoning options and the resource consent process.

5.3 Alternative Options - Cost and Benefits

5.3.1 Option One: Status Quo: Leave the land zoned Rural 5 (R5)

This option involves retaining the Rural 5 (Airport Influences) zoning. Under this zoning the site will continue to be available for agricultural and horticulture use. The Rural 5 Zone's purpose is principally for the continuation of primary production while managing land use activities to avoid compromising airport operations and development.

The site area is 10.31ha. The land area is small and does not provide for any significant productive farming activity while its proximity to the urban area of the City will likely restrict more intensive primary production and commercial farming operations. The zone forms part of the Christchurch-West Melton ground water recharge area with consequences for those land use activities involving either discharges to, or abstraction of ground water. This will limit some primary productive activity including more intensive horticultural production.

Given the site's proximity to the urban area and the existing Business 4 Zone, retaining the rural zoning would not maximise the benefits to be derived from the

locational advantages of the land or represent an efficient use of the land resource. Maintaining the landscape, rural outlook and low built form may better achieve the Rural 5 Zone objectives. However, the site has no significant landscape value in terms of the City Plan and has been identified as an area suitable for future urban growth, and already reflects urban as much as rural amenity given the nearby and adjoining urban land uses, be it business activities, the park or nearby residential activity.

Retaining the R5 zoning will result in an inefficient use of the land in comparison to other parts of the R5 zone which do not have the economic, transport and infrastructure advantages of this site, including proximity to the Airport, the strategic road network and the adjoining B4 and nearby B4T zoning.

Benefits	Costs
<ul style="list-style-type: none"> • No requirement to notify plan change. • No costs associated with the plan change process. • Some City Plan rural objectives would be maintained. 	<ul style="list-style-type: none"> • Limitations on the types of development. • Pressure on other “less appropriate” rural land to meet the demand for urban growth-business zoned land. • Potential benefits of integrated development are lost. • Use of the site with the current zoning is inefficient and uneconomic. • Will raise significant uncertainty over the future use of the site given its location and surrounding zoning. • Loss of a significant economic and employment opportunity for the City. • Less likely to achieve the outcomes of the RPS in terms of future business activity in the NWRA of the city.

In summary, the current rural zoning of the site is a reflection of the City Plan process carried out through the early 1990s. Since that time, the infrastructure, use and amenity of this sector of the city has changed, and has now been recognised as potentially suitable, at least in part, as a sustainable location for urban and business activity.

The costs or disadvantages of doing nothing outweigh the benefits and therefore the “do-nothing” option is not considered to be the best means of achieving the purpose of the Act or the objectives and policies of the City Plan.

5.3.2 Option Two: Rezoning Part of the land to Business 4T (Suburban Industrial - Technology Park)

The Business 4T Zone was established on land in close proximity of the site with the specific purpose of providing for a technology park within a campus or highly landscaped setting. The objective was to provide for those businesses wishing to become part of the technology and information industry to be grouped in a manner which would provide synergy and support within that sector of the business world. The outcome has in part been fulfilled but would be significantly strengthened and enhanced by the outcome of the current plan change application. In making the assessment, it is important to understand how well the applicant's proposal accords with the general development structure and goals of the existing Business 4T Zone.

Current Business 4T Zone Requirements

3-5.2.1	Site Density		N/A.
3-5.2.2	Open Space	Maximum coverage – 25%	It is proposed to lift this to 35% on the subject site but this will be done against an increased area of landscaping, integrated stormwater management and coordinated landscape regime.
3-5.2.3	Street Scene	Minimum building setback from road boundaries, 6 m	The site can achieve this outcome but increased setbacks are proposed along Wooldridge and Stanleys Roads – 20m.
3-5.2.4	Separation from Neighbours	(a) Minimum building setback from a boundary with a living zone. (b) Internal boundaries – 5m	There are no living zones bounding this site and no conflict will arise. 10m proposed.
3-5.2.5	Sunlight and Outlook for Neighbours	There is no recession plane requirement for sites located in the Business 3, 3B, 4, 4P, 4T, 5, 6 or 7 Zone that adjoin only sites that are not zoned Living, Cultural, Conservation or Open Space or that adjoin sites within the Special (Wigram) or (Hospital) Zone where living zone standards do not apply.	There are no living zones bounding this site.
3-5.2.6	Visual Amenity	(a) Offices and showrooms (except on rear sites/ shall be located at the	Will comply.

	<p>front of buildings facing the street,</p> <p>And</p> <p>(b) Outdoor storage shall be located behind the setbacks specified in 5.2.3.</p>	<p>Will comply.</p>
<p>3-5.2.7 Landscaped Areas</p>	<p>(a) Area and location of landscaping.</p> <p>Minimum percentage of the site set aside for landscaping is 20%</p> <p>And</p> <p>A landscaping strip with a minimum average width of 1.5 metres and a minimum width of 0.6 metres shall be provided along all road frontages except across vehicle crossings.</p> <p>(b) Trees</p> <p>(i) Sites with road frontages of at least 10 metres shall be planted with a minimum of one tree, plus one additional tree for every 10 metres of road frontage.</p> <p>(iii) one tree shall be planted for every 5 parking spaces required on the site.</p> <p>(c) Protection of trees and Landscaping</p> <p>(ii) No more than 10% of any landscaping strip (see Clause (a)) and planting</p>	<p>An area equal to 30% is provided for in the overall site layout for landscaping (refer ODP) and the minimum percentage of landscape areas is increased from 20% to 30%.</p> <p>Will comply and be increased to 10m.</p> <p>The site can achieve these outcomes and will exceed these provisions.</p> <p>The site can achieve these outcomes and will exceed this provision.</p>

		protection area shall be covered with any impervious surfaces.	
3-5.2.8	Development Plan	No Development Plan restrictions specified for the Business 4T Zone.	A new ODP is proposed which will greatly enhance environmental outcomes and mitigation as required.
3-5.2.9	Height (and 5.4.3)	The maximum height restriction is 15m and 20.	18m proposed.
3-5.4.2	Wastewater Discharge	Present limitations on capacity.	Can connect after April 2012.

In making the evaluation, a small number of changes are proposed to the provisions of the current Business 4T Zone rules to recognise the particular character and opportunities provided by that part of the site proposed for B4T zoning and the applicant's objectives for development on that area of land. These relate to open space (maximum coverage), landscaped areas, urban design, street and internal setbacks and off-street car parking.

The increase in the maximum coverage results from a detailed analysis of the development options for the site and is concluded as having no adverse effect for a number of reasons. Firstly, the site is to be developed in a comprehensive manner across approximately 8ha providing a much better opportunity to integrate buildings and open space and to develop that open space in a coordinated manner which will ensure both a better setting for the buildings, and be concentrated in particular areas of the site where it can contribute to public amenity such as the road frontages, pedestrian and cycle linkages and linkages to the adjoining open space.

Secondly, the area of landscaping required within the proposed Business 4T zone area of the site has been increased to 30% and thirdly, the outcome in terms of an integrated site development is secured by the Outline Development Plan. Fourthly, all buildings will be subject to an urban design assessment which will allow buildings to be designed and located in a manner that will mitigate any adverse visual effects and be integrated within the open space setting. Finally all buildings are subject to significantly increased street and internal boundary setbacks.

In respect of off-street parking, the amended standard reflects the ability to provide for integrated parking areas across the entire site, ensuring better access and use of the parking pool rather than pockets of dislocated parking with little or no integration. In addition, the site is highly accessible to public transport and is likely to involve an element of longer working days with reduced peak pressure on the parking resource. The applicant is currently working on a Transport Plan for the larger part of the site in order to reduce the level of off-street car parking and expand the use of public transport, walking and cycling. That plan will advance incentives for the use of all transport modes other than private car, designed to achieve wider City and Regional Council energy efficiency and sustainability goals. As a consequence, the plan change provides for the first 10,000m² of floor space within the proposed B4T Zone area to provide for car parking at the rate 2.5 spaces/100m² of floor space (for which there is some surveyed support, refer Appendix 4) and for any floor space beyond that level to provide for car parking at the rate of 4 spaces/100m². In addition, assessment matters are included to allow for the possible reduction in that higher rate of car parking requirement dependent on the provision of a comprehensive transport plan for the site which supports any such reduction.

The overall conclusion is that the land is of a size and dimension such that all of the principal Business 4T Zone environmental outcomes and standards can be met or exceeded, without the need for a change to the objectives and policies which guide development in the Business 4T Zone.

Benefit and Costs – Business 4T Zoning

Benefits	Costs
<ul style="list-style-type: none"> • Achieves urban growth and consolidation on land in a locality suitable for such. • Accords with the direction and approach set out for new urban development in the City Plan. • Provides for a comprehensive and defined area of business campus activity. • Is designed to integrate with existing development and achieve a high level of amenity. • A location which has access to public transport, the road network and air freight services. • Is generally self-sufficient and will be able to be serviced in respect of 	<ul style="list-style-type: none"> • Limited cost to Council recognizing that the greater cost of preparation and process will be met by the developer. • Reduction in an area of rural land which could be used for rural purposes. • Short term development impact on neighbouring properties until development is completed.

<p>infrastructure.</p> <ul style="list-style-type: none"> • Costs of infrastructure met by the development. • Will provide for a more efficient and sustainable outcome for the land than any alternative use. • Includes provisions to carefully manage stormwater. • In terms of locality, accords with the direction for urban business growth set out in Chapter 12A of the Regional Policy Statement. • The objectives, policies and rules of the Business 4T Zone have been tested through the statutory process and are appropriate in this locality. • The zone purpose is well understood. • The use of an ODP reduces uncertainty and gives security in terms of environmental outcomes. • Will improve the economic wellbeing of the Christchurch and New Zealand community better than if the land remained rural. • Ensures an ongoing supply of business land able to accommodate the applicant's business requirements in a manner which will enhance the ability to attract staff both locally and internationally. • Accords with the outcomes of the NWRA assessment; and • Supports and will contribute to the recovery of Greater Christchurch in terms of the Recovery Strategy (CER Act). 	
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The existing Business 4T Zone is well tested as an instrument to accommodate the type of activity proposed by the applicant. The Business 4T Zone is already well established in the locality and provides some synergy with the applicant's objectives for the area.

The suitability of the subject land for future business use is, in part, confirmed by Proposed Chapter 12A of the RPS and the preliminary assessments undertaken for the NWAR.

The proposed rezoning represents an efficient use of the site's resources. There is sufficient capacity in the water supply system to meet any additional demand while solutions exist to address wastewater disposal. To this end, no inefficient

extensions of any reticulated services are required. The costs of connecting to these services will be met by the applicant.

The plan change proposes a form of development that is already well established in the area. There will be a loss of rural zoned land but this is in a location where the long term best use of the land will be for integrated and sustainable business activity.

The establishment of connections to reticulated services will protect groundwater quality. Appropriate stormwater retention systems will be implemented. Business activities developed on the site will be done so in accordance with the City Plan Rules and a comprehensive Outline Development Plan which will ensure the amenity values of the adjacent properties including the rural environment and maintained or enhanced.

5.3.3 Option Three: Rezone to Business 4 (Suburban Industrial)

This option involves applying the Business 4 Zone standards to an area of 1.95ha of the site located alongside the existing B4 Zone and able to be integrated with that zone and the proposed B4T Zone. The Business 4 (Suburban Industrial) Zone covers light industrial, office and servicing areas in the city generally located within or adjoining suburban living areas. The zone's purpose is to provide for light industry, warehousing and service industries, and some commercial activities such as offices.

The site is well located to provide an extension for the existing B4 zone and to consolidate a logical pattern of urban development integrated efficiently with the B4T zone. In particular, it accords well in terms of the environmental results anticipated by that zone, namely:

- (a) *A diverse range of light industrial activities, some office and commercial service activities and limited retail activities, with frontages of larger industrial enterprises set aside for parking, landscaping and offices.*
- (b) *A zone environment with a high density and scale of industrial, office and commercial service buildings. Some limited retail activity buildings establishing at a small to medium scale in reflection of traditional established activities. A proportion of smaller sites developed intensively.*

- (c) *Relatively high levels of traffic generation with standards for access and manoeuvring to mitigate adverse effects.*
- (e) *A visually mixed environment, with a predominantly industrial character but with standards on development to improve and enhance street scene character, with requirements for frontage landscaping and street setbacks for buildings to mitigate building scale and storage areas as development and redevelopment takes place.*
- (f) *Concentration of office or residential accommodation on site frontages, to enhance the visual impact of industrial and other activities.*

Benefits and Costs – Business 4 Zoning

Benefits	Costs
<ul style="list-style-type: none"> • Would allow the activity to proceed. • Is consistent with the adjoining development. • Zoning methods are well tested. • The land is no longer suitable for rural use and was all of the same serving location and access benefits for the B4T Zone. 	<ul style="list-style-type: none"> • Limited or no cost to the Council. • Reduction in area of Rural land activity.

An assessment of the land in terms of the Business 4 Zone environmental outcomes must, by definition, be about whether activity can be developed in accordance with the zone purpose and rules without any adverse environmental effects. The land is located and the zone contains, the development standards and methods capable of achieving a small consolidated extension to the B4 Zone in this area of the City in a manner which will not detract from the surrounding established activities or zones.

5.3.4 Option Four: Apply for resource consents for the proposed development

Land use consent to establish buildings for office business, technology, research and development on the larger part of the site would be a Non-Complying Activity under Rule 2.5.5 Site coverage. The City Plan specifically seeks to protect the potential of rural land to be used for rural activities and ensure the protection of the visual amenity and the landscape character of rural sites. Site coverage rules for non-rural activities have been set at a significantly lower level than for rural activities, in order to discourage such uses, without assessment through a resource consent process.

The proposal to seek rezoning provides both flexibility for the landowners in terms of what occurs within the parameters of the Business 4 and 4T Zones, as well as providing certainty for the community. Resource consents do not provide long term certainty and would find little support within the policy framework of the City Plan.

Benefits	Costs
<ul style="list-style-type: none"> • Applications for non-complying activities would be considered on their merits against the relevant City Plan objectives and policies. • Council may have the ability to place stricter controls through consent conditions. 	<ul style="list-style-type: none"> • Administration would be costly and time consuming. • Potential for the property to be under utilised, • Development would occur on an ad hoc basis. • Limited opportunity to enhance the natural environment or improve mitigation in terms of stormwater management. • Minimal integration or management of the critical site resource issues or solutions.

5.3.6 Preferred Option: Rezone the land to Business 4 and 4T

The preferred approach is to rezone the site from Rural 5 to Business 4 and 4T. This outcome is considered the most efficient and effective method when compared to all other options. In particular:

- Rezoning the site enables a more strategic approach with additional and higher environmental outcomes for the land within the City Plan as part of an appropriate regulatory framework
- Applies Business Zones within an area identified as strategically appropriate for such by way of Proposed Chapter 12A to the RPS and the NWRA
- Can be established within the existing objective and policy framework of the City Plan
- The size and configuration of the land enables opportunities to integrate it efficiently into the existing B4 and B4T Zone objectives, policies, activities and infrastructure.
- Any potential adverse environmental effects can be appropriately managed, avoided or mitigated.
- It will strengthen the city economy and employment base;
- It is a more 'efficient' use of the land given the restrictions on primary production and rural activity located in close proximity to urban activity,
- It will provide the opportunity to establish an internationally recognized and developed business campus, and

- It accords with and supports the recovery strategy for Greater Christchurch.

5.3.6 Summary of Options

The purpose of the Plan Change is to provide for business zoned land that ensures a sustainable interface with both the adjoining urban and rural activities and provides a logical and efficient extension of the business zoned land to the south. The existing objectives for “business” set the policy framework for the B4 and B4T Zones. An assessment of the relevant City Plan and Regional Policy Statement objectives and policies is discussed in Appendix 2, and the outcomes sought by the plan change are assessed as achieving these objectives and policies at a very high level.

The provisions of the Business 4 and 4T Zones are the preferred option for the land. These zones reflect the outcomes and resulting amenity particularly for a new technology based business campus in this part of the City. Furthermore, the objective and purpose of the Business 4T Zone does not require any significant amendments to accommodate the desired outcomes for the land, while sustainable solutions exist for stormwater management, the treatment of wastewater and transport infrastructure. The location of the site provides the opportunity to consolidate an efficient business and employment outcome which will not undermine the viability or amenity of nearby activities.

The proposed Business 4 Zoning for a small part of the site will integrate well with the adjoining business zoning in the area.

The limited ownership of the land provides the opportunity to develop an integrated outcome in terms of activity, infrastructure and amenity. The principles established for the Business 4T Zone in particular, including a comprehensive Outline Development Plan, are designed to deliver higher and better infrastructure and amenity outcomes, notably in terms of consolidating high technology business use in an attractive campus environment having regard to the wider strategic urban form and amenity goals sought by the City Plan and the Regional Policy Statement.

All the costs in respect of development undertaken in accordance with the proposed zoning will be met by the developer. However, the zoning will deliver benefits to the wider community including:

- Confirmation and implementation of the urban consolidation objectives of the City Plan and the RPS (Proposed Chapter 12A)
- Achieve a business and employment outcome of significant value to the community's social, educational, employment and economic wellbeing.
- Provide a development outcome which will include elements of benefit to the public (eg additional off-street parking for public use, public walkway and cycle links and general social amenities).
- Provide the opportunity for integrated stormwater management; and
- Locate development in an area which will sustain and utilise all forms of transport and in particular energy efficient public transport, walking and cycling

5.4 Evaluation of Risk

Section 32 requires an evaluation of the risk of not acting in circumstances where there is uncertain or insufficient information about the subject matter in terms of policies, rules or other methods. In this case, there is sufficient information and no uncertainties regarding that information, to allow the environmental effects of the proposed re-zoning to be fully assessed. Given the information provided, the objectives and policies of the City Plan and the RPS in terms of consolidated sustainable and integrated urban growth, then the evaluation is that there is sufficient information and no risk of acting in the manner sought by the plan change. Rather, the risk of not acting is that the opportunity for new urban growth (business) does not result with a consequential loss of benefits in respect of community wellbeing be it health, the economy, amenity or an integrated attractive business and work environment.

5.5 Conclusion

Having regard to the above assessment, the overall conclusion is that the proposed Business 4 and 4T Zoning of the subject land will be a more effective and efficient method of achieving the City Plan objectives and policies than the existing zoning.

To leave the land zoned Rural 5 would represent a missed opportunity in terms of enhancing local, regional and national economic well being through the provisions of an expanded employment opportunity in close proximity to a comprehensive range of services and amenities, existing and proposed.

Applying for resource consents to establish the business activity would create inconsistencies with the objectives and policies and provide longer term uncertainty for both the applicant and the community.

Rezoning to Business 4 and 4T provides an effective and efficient method with significant social, economic and community benefits through new employment, sustainable transport, proximity to services and minimising any adverse environmental effects.

It is concluded that the present proposal will better achieve the purpose of the Act than the current rural zoning and is a more effective and efficient method of achieving the City Plan objectives than the current zoning.

6. CONSULTATION

The Fourth Schedule specifies that an AEE include:

Identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted (Clause 1(h)).

This is further clarified by Clause 1AA of the Fourth Schedule:

To avoid doubt, clause 1(h) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not oblige the applicant to consult with any person; or create any ground for expecting that the applicant will consult with any person.

Prior to lodging of the request, the applicant undertook some very preliminary consultation with a view to obtaining feedback from parties before finalising the content of the request.

6.1 Christchurch City Council

Preliminary discussions were held with the City Council in respect of the plan change request and the potential to use on the site for the purposes proposed. The principle issues raised at that time related to geotechnical/ground conditions, contamination, urban consolidation and access to transport. In response to this, a detailed urban design study and masterplan for the site have been completed. The studies looked at the most sustainable outcome in terms of the built form having regard to the desire to provide for an attractive energy efficient and sustainable work environment. In addition, a traffic impact study has been concluded and identified that although the locality will be subject to a number of strategic network changes over the next five to ten years, the development can be accommodated within the capacity of the road network. The site is also well serviced by public transport and close to a large residential community with easy access to the airport, a matter of critical importance to the applicant.

A geotechnical study has been completed for the site which confirms that the land is suitable for the purpose proposed. This is provided in Appendix 6.

In addition, a major assessment of ground contamination has been undertaken and confirms there are no impediments to development. (Appendix 7)

6.2 Clause 3 of the First Schedule

In terms of Clause 3 of the First Schedule of the RMA, consultation has been initiated with:

- The Ministry for the Environment
- Mahaanui Kurataiao Limited
- The University of Canterbury
- Environment Canterbury
- Christchurch International Airport
- CERA, and
- The owners of all the adjoining and generally surrounding properties to the Plan Change site.

7. CONCLUSION

- 7.1 Rezoning the land to provide for both a small increase in the area of B4 Zoning and for a B4T Zone encompassing a campus environment to deliver innovation and technology to a global market represents the most appropriate way for the City Plan to achieve the purpose of the RMA.
- 7.2 In terms of the proposed area of B4T Zone, then the change will enable the establishment of an attractive and innovative building complex within an open park setting in close proximity to other elements critical to the applicant's business be it employment, the airport, the road network or the University.
- 7.3 The outcome will be to consolidate an activity of high economic and social value to the community with the potential to expand its level of business innovation and production and the economic return to the community.
- 7.4 The existing Business 4T Zone provisions are designed to deliver a high quality low density business environment in an open, spacious, park like setting. The proposed rezoning adopts the Business 4T Zone provisions with some modifications which will ensure better integration of development, transport, built form and open space across the site, being the Outline Development Plan, increased landscaping, controls on building design and appearance and the opportunity to better integrate the car parking resource. It will also add to community amenity through facilities available to the community (eg overflow car parking, meeting places) as well as incorporate a public cycle/pedestrian link across the site which has the potential to link to other land in the future.
- 7.5 The proposed rezoning will increase the opportunity for employment, both locally given its accessibility to the residential community, and globally given the quality of the work environment. The expansion could give rise to adverse effects in terms of the adjoining rural area and open space but these matters are all addressed by the controls on building development, the expanded requirements for on-site open space, increased building setbacks and the integration of all the essential elements of the on-site development.
- 7.6 The area of B4 rezoning is not large but will return value to the community being located so as to provide for a small and logical extension to the B4 Zone and to

better integrate the wider proposed B4T Zone with the existing business community. The supporting assessments to the plan change request have determined that the extension to the B4 and B4T Zones can be supported in terms of built form, landscape, amenity, impact on neighbours, traffic, access to infrastructure and suitable ground conditions for building. Given the potential value of the expansion in terms of employment and to the economy, and in part as a base for a world leading technology company, it is concluded that the proposed B4 and B4T Zones are consistent with the purpose of the City Plan. As such, it is argued that the proposed plan change is the most effective and efficient method of achieving the City Plan objectives and the purpose of the RMA.

