

APPENDIX ONE

Copy of Plan Change as Updated by Recommendations in this Report

(Please note – up-dated District Plan pages are to be made available for the hearing)

**ASHBURTON DISTRICT PLAN
PROPOSED PLAN CHANGE NO 2
NORTH EAST ASHBURTON BUSINESS PARK**

Date of Notification: 13 December 2006

Date Operative:

Explanation

The North East Ashburton Business Park is a 126ha site located on land bounded by Northpark Road, Company Road, the Main South Railway Line and the PPCS freezing works. The site provides opportunity to accommodate future business growth for Ashburton as well as consolidate Ashburton's position as an important transport/freight hub for Canterbury. The site is accessible to both State Highway 1 and the main trunk railway line. The length of frontage to the railway line provides an opportunity to relocate the rail siding facilities away from the centre of Ashburton (Kapuka) town. This has significant benefits for Ashburton's town centre in terms of enhancing amenity as well as traffic efficiency and safety, which has been compromised by train movements closing down crossings while shunting and loading activities are undertaken. The length of rail frontage available at the North East Ashburton Business Park will enable longer trains to be accommodated without compromise to the roading network and provide space for future rail storage and loading activities. Special provision has been made within the zone, both spatially and in terms of rules requiring mitigation for noise effects, for rail siding and loading activities.

The North East Ashburton Business Park provides for a range of business activities from office, storage and warehousing activities through to service activities, processing and manufacturing.

As the Business Park immediately adjoins the Rural Residential Zone to the west development of the zone is required to conform with an Outline Development Plan to ensure that mitigation for potential noise and visual effects are implemented. This Outline Development Plan requires a ~~50~~75m buffer to be put in place with mounding and planting along the Rural-Residential interface. In addition, activities are to be graduated across the site with office and lighter service activities located on that half of the site closest to the Rural Residential Zone and the heavier, manufacturing activities closer to the eastern boundary, adjoining the freezing works.

External road connections are limited to those shown on the Outline Development Plan. Development within the zone is subject to rules that will enable development, and also encourage a higher level of internal amenity for those working and undertaking business. The amenity values offered by the buffer on the external boundary of the zone to the west is to be complemented by internal "shelterbelt"

planting to be established on Council reserves crossing the zone and connecting walk and cycle ways. A central area of open space is to be developed adjacent to a small area of commercial development limited to food outlets servicing the zone.”

Amendments

Planning Maps

- 1 Amend Planning Maps 32 and 55 to rezone the land shown on the attached plan from Rural B to Business 9 (North East Ashburton Business Park) and from Rural B to Rural Residential.

Objectives and Policies - Transport

- 2 Amend 3.7.3 Objectives, 3.7.3.1 Efficiency – Objective 1, Policies, 3.7.3.2 by adding a new fifth bullet point under Policy 3 as follows:

- *Encouraging the provision of walk and cycleways between residential and business areas.*

- 3 Amend 3.7.3 Objectives, 3.7.3.1 Efficiency – Objective 1, Policies, 3.7.3.2 by adding two new policies as policies 8 and 9 and renumber the following policy accordingly:

8 *To work with Transit New Zealand to ensure the continued, efficient functioning of State Highway 1 as development takes place at the North East Ashburton Business Park.*

9 *To recognise and provide for a rail ~~operational siding and loading~~ facility at the North East Ashburton Business Park to encourage the use of rail as an efficient form of transportation and support the development of a transport hub at Ashburton.*

~~4 Amend 3.7.3.3 Implementation Methods by altering the second bullet point under 1 to read as follows (new wording underlined):~~

~~*Control vehicle access and vehicle crossings onto State Highway 1 and in particular, to work with Transit New Zealand with respect to up-grade intersections with State Highway 1 to service the North East Ashburton Business Park.*~~

~~54 Amend 3.7.3.3 Implementation Methods by adding two new bullet points as follows:~~

- ~~*Provide for rail operations siding and loading activities in the North East Ashburton Business Park.*~~
- ~~*Provide for walk and cycle way connections to any new subdivisions for business development.*~~

~~65 Amend 3.7.3.4 Explanation and Reasons by:~~

- a) Adding a new sentence at the end of the first paragraph to read as follows:

In addition, the provision of pedestrian and cycle ways between business and residential areas will reduce reliance on fossil fuel and contribute to the on-going efficient use of the road network.

b) Adding a new sentence at the end of the second paragraph to read as follows:

This requires the up-grading of road intersections to both the local and state highway road networks as part of any rezoning or subdivision for new areas of development.

6 Amend 3.7.3.6 Policies by adding a new Policy 9 as follows:

To provide intersection up-grades of Northpark and Works Roads to address the adverse effects of traffic from the Business 9 Zone on the safety and level of service with State Highway 1.

7 Amend 3.7.3.7 Implementation Methods by adding the following new clause:

The use of non-regulatory methods to achieve an appropriate level of service at intersections with State Highway 1 affected by the Business 9 Zone:

- Private party agreement regarding appropriate trigger levels for upgrade and funding of Northpark and Works Roads with State Highway 1;*
- Council traffic management plan and monitoring mechanisms.*

78 Amend 3.7.3.11 Implementation Methods by adding a new point 3 as follows and renumbering the following method accordingly:

3 Through the use of rules requiring intersections and roads associated with new development and subdivision to be up-graded or designed in such a way as to avoid or mitigate adverse effects on the surrounding environment.

Objectives and Policies – Subdivision and Financial Contributions

9 Amend 3.8.3.2 by adding new policies 14 and 15 as follows:

14 To ensure that any subdivision in the Business 9 Zone provides a Structure Plan for the area to ensure the internal layout of the zone achieves comprehensive, connected and co-ordinated development and encourages movement from the zone to use appropriate connections to the wider transport network.

15 To ensure that any subdivision in the Business 9 Zone is undertaken in general accordance with the Outline Development Plan except for the buffer which shall conform with the Outline Development Plan.

10 Add a new clause Implementation Methods, number as 3.8.3.3 and renumber all following clauses accordingly:

Implementation Methods

To require a Structure Plan and Outline Development Plan to be prepared for the Business 9 Zone before development proceeds.”

| 811 Amend **3.8.3.8 Amenity Protection – Objective 3 3.8.3.9 Policies**, by adding a new policy 9 as follows:

9 To ensure that any subdivision in the North East Ashburton Business Park (Business 9 Zone) is undertaken in accordance with a comprehensive structure plan for the area.

| 912 Amend **3.8.3.10 Explanation and Reasons** by adding the following new wording to the end of the fourth paragraph:

For large land areas being developed, such as the North East Ashburton Business Park, it is appropriate to require a comprehensive plan, such as a structure plan. A structure plan can assist in avoiding ad hoc or uncoordinated development, avoiding, remedying or mitigating adverse effects on the surrounding environment and ensuring that a higher level of internal amenity within the business zone is delivered.

| 1013 Amend **3.8.3.14 Implementation Methods** by adding new bullet points as follows:

- *structure plans*
- *landscape treatment*
- *infrastructure for noise mitigation*
- *cycle and walkway connections*

Objectives and Policies - Business

| 1114 Amend **4.3.3. Objectives and Policies, 4.3.3.1 Amenity within Business Areas – Objective 1, 4.3.3.2 Policies** by adding four new bullet points to **Policy 1** as follows:

- *To require the publicly accessible and administrative parts of buildings e.g., office and reception areas, to face the road within specified parts of the Business 9 (North East Ashburton Business Park) with a maintained, grassed frontage.*
- *To require the Business 9 (North East Ashburton Business Park) to be divided with cycle and walkway connections with a high standard of tree planting.*
- *To require a centrally located open space area in the Business 9 (North East Ashburton Business Park) to provide an amenity area for people working and visiting the Zone.*
- *To use design guidelines for assessment of new built development in the Business 9 (North East Ashburton Business Park).*

| 1215 Amend **4.3.3.3 Implementation Methods** by adding two new Implementation Methods 2 and 3 and renumbering the following methods accordingly.

2 The use of rules requiring a structure plan for large areas of land subject to development. A structure plan enables a comprehensive plan for the layout of roads, cycle and pedestrian routes and their connections, landscape treatment, mitigation and amenity areas. This avoids an ad hoc development approach and achieves a higher standard of internal amenity.

3 *The use of design guidelines to assess the design and appearance of buildings in areas of higher business amenity.*

1316 Amend **4.3.3.4 Explanation and Reasons** by adding the following new second paragraph:

A requirement for a structure plan for large land areas of development enables a comprehensive plan to be developed for roading, landscape treatment, pedestrian and cycle accessibility and open space and amenity provisions for workers and visitors to the business area. Such an approach can effectively enhance the amenity of business areas by avoiding ad hoc and disjointed development.

1417 Amend **4.3.3.6 Policies** by adding the following new bullet points under Policy 1:

- *To require a landscaped buffer between rural-residential and business activities in the Business 9 Zone.*
- *To require the development of a structure plan incorporating landscape treatment, noise mitigation and control of the location of activities prior to subdivision and the establishment of activities in the Business 9 Zone.*

1518 Amend **4.3.3.6 Policies** by amending **Policy 2** to read as follows (new wording underlined) and adding new Policies 3 and 4:

2 ~~2~~ *—To avoid, remedy or mitigate vehicle conflicts, and potential traffic safety and efficiency, with regard to business activities along, and connecting to, State Highway 1.*

3 *To ensure that any land use in the Business 9 Zone is undertaken in general accordance with an Outline Development Plan.*

4 *To avoid, remedy or mitigate vehicle and pedestrian conflicts at the rail crossings on Northpark and Works Roads with respect to access to the Business 9 Zone.*

1619 Amend **4.3.3.7 Implementation Methods** by adding the following new point 4:

4 ~~4~~ *—The use of structure plans to direct the location of activities, buffers, landscape treatment, noise mitigation and roading layout and external road connections.*

Subdivision and Financial Contribution Rules

20 Amend **6.6.1** by adding the following to the end of the clause:

Note: Regional Council Consents

In addition to compliance with the provisions of the District Plan for subdivision and land use development, compliance is also required with Environment Canterbury plans and rules for activities where discharges may occur, including storm water and works affecting surface or groundwater.

1721 Amend 6.6.2.2 by adding the following new bullet point under Subdivision Design and Rooding, Access and Vehicle Crossings.

- *In respect of the Business 9 Zone regard shall also be had to the assessment matters under 6.6.6.2.17.*

1822 Add the following new rules to 6.6.5 Standards, 6.6.5.1 Zone Subdivision Standards as follows:

6.6.5.1.9 Business 9 Zone

a) *No new allotment shall be created in the Business 9 Zone, until such time as a Structure Plan has been lodged with the Council for the whole area of the Business 9 Zone, as part of a subdivision consent application.*

b) *The Structure Plan lodged with the Council shall be generally in accordance with 7.7.12 the Outline Development Plan for the Business 9 Zone, with the exception of the buffer which must conform in accordance with 7.7.12 the Outline Development Plan for the Business 9 Zone, as follows:*

- *the position of external access points; and*
- *connections with the rail ~~operations area~~~~siding activity area~~; and*
- *provision of curved road alignments to connect with both Northpark and Works Roads; and*
- *provision of a buffer, a minimum of ~~50~~75m width, for the full length of the zone boundary interface with the Rural-Residential Zone (excluding the access road with Northpark Road) to be vested in Council as Reserve; and*
- *provision of an open space area located centrally within the zone to be vested in Council as Reserve.*

In addition, the Structure Plan shall include the following:

Road Layout

- *the proposed internal road layout shall show connections with the external road network and the rail ~~operations siding activity~~ area as specified in 7.7.12 Outline Development Plan for the Business 9 Zone.*
- *Walk and cycle way connections to the buffer shall be identified.*

Landscape, Cycle and Walk Way Breaks

- *The Business 9 Zone shall be divided into at least 4 precincts or quadrants within the site. These precinct or quadrant breaks shall be provided as open space of a minimum of 20m width, vested in Council as either road or reserve. Where the break is not a road, one side of the break shall be a road. (See Assessment Matter 6.6.6.2.17 for example of the layout and treatment of the precinct break).*
- *Cycle and walk ways shall be identified within the break.*

- *Planting shall be provided within the break using large tree species (such as those used for shelter belts). No shrub planting is permitted. If the break is a road, this requirement shall apply to the tree planting in the road.*

Landscape Treatment – Buffer (as identified in 7.7.12 Outline Development Plan for the Business 9 Zone)

- *A mound of 3m height shall be provided for the purpose of acoustic mitigation of noise effects from the Business 9 Zone.*
- *The mound shall be generally sited towards the Business 9 boundary, avoiding a straight alignment and shall be formed to grade gently into the landscape.*
- *The alignment, width and finish of walk and cycle path ways shall be identified, and shall demonstrate regard for public safety by avoiding the creation of public spaces which are not open to public surveillance.*
- *Walk and cycle connections to the Business 9 Zone shall be identified.*
- *A planting plan shall be provided detailing species, location, and maintenance. At the time of planting all trees shall have a minimum height of 1.5m or be at least 3 years of age.*
- *The planting plan shall demonstrate, by visual simulation, how the layout and density of planting will mitigate adverse visual effects from the built environment within the Business 9 Zone on Rural Residential amenity values and outlook.*
- *The alignment of cycleways and walkways shall demonstrate regard for rail safety.*

Lighting

The location and type of lighting shall be identified and shall demonstrate how the lighting will assist with public safety on the walk and cycle ways; and avoid any adverse glare or light spill effects on the adjoining rural-residential zone.

Central Open Space

- *Identification of the open space in relation to the internal road layout.*
- *Identification of the boundaries of the central open space which will adjoin road reserve and boundaries which will adjoin allotments, recognising that it is desirable for public surveillance of the space to have people passing by regularly or looking over the space from work places. At least one boundary of the open space area shall directly adjoin allotments where food retail outlets can provide services complementary to the open space*
- *A planting plan shall be provided detailing species, location and maintenance, open space areas, provision for outdoor seating, lighting and walk and cycle connections.*

Note: See 6.6.6.2.17 for further assessment matters to be applied at the time of subdivision.

- c) Any subdivision in the Business 9 Zone shall be in accordance with the Structure Plan, lodged under b) above.
- d) No allotment shall be created in the Business 9 Zone which has direct access where vehicle access is limited to Company Road. All access to the Business 9 zone shall be limited to the three main access points in 7.7.12 Outline Development Plan (see Zone Standard 7.7.5.2.10 Company Road Access).
- e) A condition shall be imposed on the resource consent for the subdivision, creating the first allotment in the Business 9 Zone, that the roading connections to the Business 9 Zone from Northpark Road and Works Road be formed and constructed prior to the title being issued for any allotments. The intersections shall be in accordance with 7.7.12 the Outline Development Plan for the Business 9 Zone, and in respect of Northpark Road, shall discourage or prevent heavy traffic from travelling south along Northpark Road, both when exiting from the Business 9 Zone and also when travelling south from State Highway 1.

1923 Amend **6.6.6.2 Assessment Matters** by adding the following new Assessment Matters under 6.6.6.2.3 – Roading, Access and vehicle Crossings and 6.6.6.2.17 Business 9 Zone Structure Plan as follows:

6.6.6.2.3

w) In the case of access to any subdivision in the Business 9 Zone, the effects of the traffic generated by a subdivision on the Works Road/State Highway 1 and Northpark Road / State Highway 1 intersections and the need for a financial contribution toward the intersections to mitigate the effects of subdivision.

6.6.6.2.17 Business 9 Zone Structure Plan

- a) The extent to which the proposed road reserve will provide sufficient area for street planting, walk and cycle ways consistent with the road reserve cross section for the Business 9 Zone.
- b) The extent to which the proposed street planting will be consistent with the road reserve cross section, including the precinct or quadrant break within the Business 9 Zone. Where the proposed planting is inconsistent, the extent to which the planting proposed will achieve the same principles of providing a visual break across the site and an enhanced street amenity.

Insert road cross sections as attached.

2024 Amend **6.6.5.2.2. Roading, Access and Vehicle Crossings Roading Standards** by amending the table for Roading Standards by adding a row for Business 9 as follows:

Type of Road	Road Width (m)		Carriageway width (m)		Kerb and Channel	Footpath
	Min	Max	Min	Max		
Business 9	17.5	24	8.0	13.0	Both sides	One side plus street tree

						planting both sides
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Note: Refer also to Assessment matters for street design in 6.6.6.2.17.

2125 Amend **6.6.7 Reasons for Rules** by adding the following new clause **6.6.7.20 Business 9 Zone**:

The Business 9 Zone represents an extension of the urban area. It adjoins land zoned for Rural Residential purposes where there are established residential homes. In addition, the Business 9 Zone introduces business traffic patterns and volumes into a rural area. The layout of roading, activities, landscape treatments and connections for pedestrians and cyclists are therefore of importance ~~to~~ ensuring adverse effects on surrounding areas, and traffic distributions on roading safety and hierarchy are avoided, remedied or mitigated and also that the zone has a higher standard of amenity as a Business Park.

The Business 9 Zone will have three main access points as identified in 7.7.12 Outline Development Plan. All subdivision must connect via internal roads to access these three main accesses to the zone. These access points ensure appropriate transport distribution to the external transport network.

Hazardous Substances Rules

26 Amend 6.8.1 by adding the following new clause as a Note:

Note: Regional Council consents. In addition to compliance with the Hazardous Substances rules of the District Plan, activities involving hazardous substances will also need to comply with Environment Canterbury plans and rules for hazardous substances.

227 Amend **6.8 Hazardous Substances, Table 1 Quantity Limits for Hazardous Substances Identified in Schedule 1, the second table for Business Zones and the Commercial Area of the Aquatic Park Zone**, by altering the last row to read as follows (new wording underlined):

8.2 Business 5, 6, 7 and 9 only

Outdoor Advertising Rules

2328 Amend **6.9 Outdoor Advertising 6.9.1.7 Non-Complying Activities** by adding the following new clause:

c) In Area 1 of the Business 9 Zone, any signs, including those on the walls of buildings, directly adjoining or facing the buffer, as shown on 7.7.12 the Outline Development Plan for the Business 9 Zone, separating the Business 9 and Rural Residential Zones.

2429 Amend **6.9.3 Reasons for Rules** by adding the following new paragraph:

Advertising at the boundary of the Business 9 zone and the buffer separating this zone from the adjoining Rural Residential zone is considered to adversely affect the outlook, amenity and landscape values of the buffer and the rural-residential zone.

Business Zone Statement

2530 Amend **7.7 Business Zones, 7.7.1 Zone Statements** by adding the following new Zone Statement.

BUSINESS 9 (NORTH EAST ASHBURTON BUSINESS PARK)

The North East Ashburton Business Park is a 123ha site located on land bounded by Northpark Road, Company Road, the Main South Railway Line and the PPCS freezing works. The site provides opportunity to accommodate future business growth for Ashburton as well as consolidate Ashburton's position as an important transport/freight hub for Canterbury. The site is accessible to both State Highway 1 and the main trunk railway line. The length of frontage to the railway line provides an opportunity to relocate the rail ~~siding facilities operations~~ away from the centre of Ashburton (Kapuka) town, will enable longer trains to be accommodated without compromise to the roading network and provide space for future rail ~~storage and loading activities operations~~. Special provision has been made within the zone, both spatially and in terms of rules requiring mitigation of noise effects, for rail ~~operations siding and loading activities~~.

The North East Ashburton Business Park provides for a range of business activities from office, storage and warehousing activities through to service activities, processing and manufacturing.

Development of the zone is required to conform with an Outline Development Plan to ensure that mitigation of potential noise and visual effects at the boundary of the adjoining rural residential zone and traffic safety and efficiency on the adjoining road network. This Outline Development Plan requires a ~~5075~~m buffer to be put in place with mounding and planting along the Rural-Residential interface. In addition, activities are to be graduated across the site with office and lighter service activities located on that half of the site closest to the Rural Residential Zone and the heavier, manufacturing activities closer to the eastern boundary, adjoining the freezing works.

External road connections are limited to those shown on the Outline Development Plan. Development within the zone is subject to rules that will enable development, and also encourage a higher level of internal amenity for those working and undertaking business.

2631 Amend **7.7 Business Zones, 7.7.2 Environmental Results Anticipated** by adding the following new bullet points.

- "A new rail ~~operational siding and loading~~ facility to the north east of Ashburton town.

- A Business 9 Zone to the north east of Ashburton town which provides for a graduated, range of business activities with light activities closer to the western boundary and heavier processing activities adjoining the freezing works.
- A Business 9 Zone with a higher standard of internal amenity consistent with the concept of a business park achieved through Council established and maintained shelterbelt planting, an open space amenity area, walk and cycle connections, requirements for offices to be located at the front of buildings and design and appearance control over buildings in Area 1, as defined on an Outline plan"
- Appropriate up-grades to the Northpark Road and Works Road intersections with State Highway 1 achieved through the designation of land and non-regulatory methods to ensure the safety and appropriate level of service at those intersections from traffic generated by the Business 9 Zone.
- A Business 9 Zone which addresses the adverse effects of traffic by ensuring the layout of the zone through compliance with a Structure Plan and Outline Development Plan.

Business Zone Rules – Activities

2732 Amend **7.7.4.1 Permitted Activities** by adding a new column to the table called "9" and tick the rows for "Commercial Activities", "Industrial Activities", "Service Activities" and "Food and Produce Processing".

2833 Amend **7.7.4.4 Non Complying Activities** by adding reference to the Business 9 to the relevant clauses as follows (new text underlined):

The following activities shall be Non-Complying Activities:

- b) Residential Activities;** in the Business 3A, 3D, 5, 6, 7 and 9 Zones, other than for custodial or site management purposes.
- c) Visitor Accommodation;** in the Business 3D, 6, 7 and 9 Zones.
- g) Mineral Extraction;** in the 1, 2, 3A, 3B, 3C, 3D, 8 and 9 Zones.

2934 Amend **Site Standard 7.7.4.5 Prohibited Activities** by adding a new clause as follows:

- b) Any provision for vehicular access to any site or activity in the Business 9 Zone from Taits Road.**

Business Zone Rules – Site Standards

3035 Amend **Site Standard 7.7.5.1.1 Height of Buildings** by adding the following new clause:

Business 9 *10m*

3136 Amend **Site Standard 7.7.5.1.2 Setback from Streets** by adding the following new clause:

Business 9

Buildings shall be set back the following minimum distances from the specified road boundaries:

Company Road- buildings over 5m and up to 10m in height 10m

Company Road – buildings up to and including 5m in height 5m

3237 Amend **Site Standard 7.7.5.1.3 Building Coverage** by adding the following new clause :

*Business 9: 75% building coverage
A minimum of 20% of the site shall be permeable, being free of paving, concrete or bitumen.*

3338 Amend **Site Standard 7.7.5.1.4 Setback from Neighbours** by adding the following new wording:

"In the Business 9 Zone, buildings shall be setback a minimum distance of 10m from one internal side boundary where the site directly adjoins the ~~50~~75m buffer, as defined in 7.7.12 Outline Development Plan for the Business 9 Zone This setback from an internal side boundary shall not apply to those parts of any building which are sited 20m or more from the boundary with the buffer."

3439 Amend **Site Standard 7.7.5.1.9 Landscaping** by adding the following new clause:

Business 9 For sites fronting Company Road 5m. A single row shelterbelt shall be established and maintained along the Company Road frontage using a fast growing species.

3540 Amend Site Standard **7.7.5.1.13 Design and Appearance** by adding the following new wording at the start of the rule (note this is intended to be a Site Standard, non-compliance with which would require a resource consent for a Discretionary Activity. The second amendment to the rule introduces a new Controlled Activity):

All building surfaces visible within 50m from the boundary of the buffer, as defined on 7.7.12 Outline Development Plan for the Business 9 Zone, shall be finished in colours from the following colour palette range:

BS 00A13, BS 4-050, BS 12B23, BS 12B21, BS 12B19, BS 10B23, BS 10B19, BS 16A07, BS 18B19, BS 10A05.

3641 Amend **Site Standard 7.7.5.1.13 Design and Appearance** by adding the following new wording at the end of the rule:

The following activities shall be Controlled Activities in respect of design and appearance:

- *All buildings and additions or alterations to an existing buildings within Area 1 of the Business 9 Zone as defined on 7.7.12 of the Outline Development Plan The*

matters to which Council shall have regard are contained in the North East Business Park Design Guidelines in 7.7.12.

42 Amend Site Standard 7.7.5.1.14 Offensive Processes by adding “Business 9” as shown underlined”

“No activity involving the following processes shall be undertaken within a Business 5 or 9 Zone.”

Business Zone Rules – Zone Standards

3743 Amend **Zone Standard 7.7.5.2 1 Commercial Activities and Retail Floorspace** by adding the following new clause:

Business 9: Retail display and sales shall be limited to single retail outlets not exceeding a gross floor area of 150m², located within buildings, except that this limitation shall not apply to:

- *Restaurant and food takeaway outlets;*
- *Goods produced or processed on the site and ancillary products to goods produced or processed on the site; and/or*
- *Outdoor display and sales including vehicle and machinery sales.*

3844 Amend **Zone Standard 7.7.5.2 2 Noise** as follows:

(1) Alter the first sentence to read as follows (new wording underlined):

On any site, activities shall be conducted such that the following noise levels are not exceeded, at the boundary of that site, or in the case of Business 6 Zones at any boundary of that zone, except for the Business 9 Zone, which shall comply with the Business 9 noise levels specified in the table below:

(2) Add the following new table and following text (as underlined) at the end of **7.7.5.2.2.**

Business 9 Noise Levels				
	Daytime 0700-2200 (daily)		Nighttime 2200-0700 (daily)	
	<u>L_{eq1hr}</u>	<u>L_{max}</u>	<u>L_{eq1hr}</u>	<u>L_{max}</u>
At the boundary of any other site zoned Business 9	65dBA	90dBA	55dBA	80dBA
At the boundary of the buffer zone as defined in 7.7.12 Outline Development Plan for the Business 9 Zone	55dBA	80dBA	45dBA	70dBA
At the boundary of any site zoned Rural Residential	50dBA	75dBA	40dBA	65dBA

At the boundary of any site zoned Rural	65dBA	85dBA	45dBA	70dBA
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except that these standards shall not apply to noise associated with temporary military training activities or to noise associated with emergency service emergency call outs."

~~39 Amend Zone Standard 7.7.5.2 5 Offensive Processes by adding the following text underlined:~~

~~No activity involving the following processes shall be undertaken within a Business 1, 2, 3, 4, 8 or 9 Zone.~~

~~4045~~ Add a new Zone Standard 7.7.5.2.9 Outline Development Plan and Limitations on Business 9 Zone Activities

No activity shall take place in the Business 9 Zone, except in accordance with 7.7.12 the Outline Development Plan for the Business 9 Zone.

No activity shall take place in the Business 9 Zone until such time as the landscape plans for the ~~5075~~5075m buffer and the central open space, as defined on 7.7.12 (the Outline Development for the Business 9 Zone), have been implemented. This shall include the construction of mounding.

Area 1

Activities within Area 1 of the Business 9 Zone shall be limited to offices, commercial activities and service activities, excluding the maintenance and refuelling of vehicles.

No activities which generate more than 10 heavy vehicle movements per day shall be established or operated in Area 1 of the Business 9 Zone until such time as a report from an acoustic engineer is received by Council, confirming that the activity will comply with the noise standards for the Business 9 Zone.

Within the Business 9 Zone, no buildings erected on sites within Area 1 and directly adjoining the ~~5075~~5075m buffer (as defined in 7.7.12 the Outline Development Plan for the Business 9 Zone) shall include openings in the form of doors or windows facing onto the buffer.

Rail

~~Activities within the Rail Operations Area activities~~ shall be limited to:

- the storage, consolidation, loading and unloading of goods for transport ~~purposes and distribution;~~ ~~and~~
- freight logistics;
- customer operations and
- the maintenance of locomotives, trains and network infrastructure.
- the area identified for rail operations activities ~~activity purposes~~ on 7.7.12 (the Outline Development Plan for the Business 9 Zone).

No ~~Rail Operations Area~~ activities (as defined above) shall be established or operated in the Business 9 Zone until such time as:

- a 5m acoustic barrier is established within the boundary of the Rail Operations Area~~rail activity area~~, immediately surrounding the area to be used for loading; and
- a layout plan for the Rail Operations Area is submitted which shows the proposed locations for the various activities; and
- a report from an acoustic engineer is received by Council, confirming that the length and position of the acoustic barrier is appropriate to mitigate the noise effects of the Rail Operations Activities~~rail activity~~ and ensure that the Business 9 noise standards will be achieved."

4146 Add a new **Zone Standard 7.7.5.2.10 Company Road Access**

"No activity or site in the Business 9 Zone shall have a vehicle crossing or direct vehicle access to Company Road (Note – this rule does not affect or remove the provision of a single road connection from the Business 9 Zone with Company Road as provided for in 7.7.12 Outline Development Plan for the Business 9 Zone)."

4247 Add the following plan as **7.7.12**.

Insert Outline Development Plan 7.7.12 (as attached) and the following design guidelines:

Design Guidelines for Buildings in the Business 9 Zone

The following guidelines are intended to provide for a good quality urban environment within the Business 9 Zone. This is considered important to attract quality business to the District, to create a place where people enjoy working, and to enhance the reputation, economic and social wellbeing of the District.

Information required to be provided with an application includes building shape, position on the site, general site layout (parking, storage etc), cladding materials, position of door and window openings and internal functions.

Public Activity

Publicly accessible parts of buildings should be located at the front of the building, closest to the road. Administration and office functions should therefore be located to the front with main doors and windows positioned accordingly.

Tall fences along the road frontage should be avoided.

Building Scale

Where buildings interface with public spaces such as roads and open spaces it is preferable to reduce the building height for that part of the building closest to the road.

At the public interface, where buildings front the road, the building mass should be reduced or broken by the use of either projected or recessive elements.

At the public interface, where walls with a length greater than 20m, are proposed the continuous built length should be reduced or broken by steps in plan. This is

where sections of walls are stepped back or varied e.g., 1m for every 20m of wall or part thereof or varied in alignment and/or the use of material or colour changes.

Building Finish

Materials favoured should be representative of the locality e.g, stone, concrete, steel and wood.

Large expanses of reflective materials should be avoided."

Business Zone - Assessment Matters

4348 Amend **7.9.3.3 Building Coverage** by adding the following new assessment matter:

- c) *The effect of increased building coverage, or reduction in permeable surfaces on stormwater treatment and discharge and the ability to meet any conditions of consent imposed on stormwater consents from Environment Canterbury in the Business 9 Zone.*

4449 Amend **7.9.3.4 Setback from Neighbours** by adding the following new assessment matter:

- e) *With respect to Area 1 in the Business 9 Zone, the effect of any reduced setback from side boundaries increasing the length and continuity of walls adjacent to the buffer boundary and the effect this may have on the outlook, amenity and landscape values experienced from the buffer and the Rural-Residential Zone.*

Business Zone Rules and Standards – Purpose and Reasons

4550 Amend **7.10.7.2 Setback from Streets** by adding the following new text to the Reason as underlined in the second paragraph.

In the Business 8 Zone, a 30m setback.....efficiency of the State Highway. In the Business 9 Zone a variable setback is prescribed from Company Road, depending on the height of the building. Buildings up to 5m in height need only be setback 5m, which is sufficient width to establish landscape planting. A 10m setback is required for buildings up 10m which have greater potential to impact on the view and amenity of Company Road. A setback is not required along Northpark Road as a 5075m buffer, vested in Council as reserve is proposed to achieve separation and amenity in this location.

4651 Amend **7.10.7.3 Building Coverage** by adding the following new **Purpose**.

To ensure sufficient open ground is available for stormwater percolation to ground.

4752 Amend **7.10.7.3 Building Coverage** by adding the following new text to the end of the last sentence of the last paragraph under **Reason**.

In the Business 9 Zone a new standard is introduced to maintain 20% of the site as a permeable surface to ensure that there is sufficient open ground for stormwater treatment and disposal on each site.

4853 Amend **7.10.7.4 Setback From Neighbours** by adding the following new wording to the end of the first paragraph under **Reason**:

A setback from neighbours is required in the Business 9 Zone between sites which directly adjoin the buffer. For properties within Area 1 of the Business 9 Zone a setback between buildings on neighbouring sites is appropriate to ensure that a continuous wall is not created which adversely affects the amenity and outlook from the buffer and rural residential zone.

4954 Amend **7.10.7.7 Outdoor Storage and Display** by adding the following new wording as a second paragraph under **Form**.

A requirement for outdoor storage to be screened from public view or located behind buildings.

5055 Amend **7.10.7.8 Landscaping** by adding the following new wording as a third paragraph under **Reason**.

In the Business 9 Zone the landscape treatment for the zone is to be provided within the road reserve by Council. This includes a grassed berm and shelterbelt planting along specific roads through the zone to provide an overall structure to planting, visually break up the large land area, to provide a visual link with the distinctive shelter belt planting in the surrounding rural land and to ensure landscape treatment is appropriately maintained. Along the Company Road frontage hedge planting is required to ensure that the road frontage maintains a pleasant visual amenity to the travelling public.

5156 Amend **7.10.7.10 Commercial Activities and Retail Floorspace** by adding the following new wording as the 11th paragraph under **Reason**.

In the Business 9 Zone retail activities are limited to single retail outlets and by floor area. These restrictions do not relate to products produced or processed on a site, food outlets, and outdoor displays and sales. The North East Business Park is a service and industrial centre with potential to develop as a transport hub. Retailing is not an appropriate activity within this zone and has the potential to adversely affect the viability of Ashburton town centre.

5257 Amend **7.10.7.11 Visitor Accommodation and Residential Activities** by amending the second and third paragraphs under **Form** to read as follows (new text underlined):

Exclusion of visitor accommodation from the Business 3D, 6, 7 and 9 Zones.

Exclusion of residential activities from the Business 3A, 3D, 5, 6, 7 and 9 Zones, except for custodial or site management purposes.

5358 Amend **7.10.7.11 Visitor Accommodation and Residential Activities** by amending the second, third and fourth paragraphs under **Reason** as follows:

With respect to the provisions.....in the Business 3A, 5, 6, 7 and 9 Zones.

The Business 5, 6 and 7.....abuts the railway line. The Business 9 Zone is also a mix of activities, with office, service and industrial activities. Up to 50% of the zone is

anticipated to be occupied by heavier industrial activities with potential to develop as a transport hub. The zone makes provision for a rail yard to enable the *servicing of industry by railloading and unloading of trains*. These are

With respect to thetherefore incompatible with visitor accommodation. The Business 9 Zone has a mix of lighter service and heavier industrial activities. The relocation of the Ashburton rail yard to this zone and its potential to develop as a transport hub make it similarly, incompatible with visitor accommodation.

5459 Amend **7.10.7.12 Design and Appearance** by adding the following new wording under **Form**:

Controlled Activity status applied to new buildings in Area 1 of the Business 9 Zone in terms of design and appearance.

Compliance with a colour palette for buildings on sites in Area 1 of the Business 9 Zone, where directly adjoining the buffer defined in 7.7.12 the Outline Development Plan for the Business 9 Zone.

5560 Amend **7.10.7.12 Design and Appearance** by adding the following new wording under **Purpose**:

To ensure the colours of buildings adjacent to the buffer (as defined in 7.7.12 the Outline Development Plan for the Business 9 Zone) and Rural Residential Zone do not create adverse visual effects when viewed from the buffer and Rural Residential Zone.

5661 Amend **7.10.7.12 Design and Appearance** by adding the following new wording under **Reason**:

Area 1 of the Business 9 Zone is intended to be developed with a higher level of internal amenity than other Business areas. In addition, Area 1 of the Business 9 Zone directly adjoins a buffer providing physical separation from an adjoining Rural-Residential Zone. A higher standard of building design is appropriate in this location. Similarly, the rule requiring compliance with a colour palette for buildings adjoining the buffer is to ensure that the visual outlook from the buffer and the rural residential zone is not adversely affected by brightly painted buildings which detract from the planting of the landscaped buffer.

5762 Amend **7.10.7.18 Industrial Activities and Mineral Extraction** by adding the following new wording under **Form** (new text underlined):

Exclusion of mineral extraction from the Business 1, 2, 3A, 3B, 3C, 3D, 4, 8 and 9 Zones.

5863 Amend **7.10.7.18 Industrial Activities and Mineral Extraction** by adding the following new wording under **Reasons** (new text underlined):

Mineral extraction is considered inappropriate in the Business 1, 2, 3, 4, 8 and 9 Zones.

5964 Add a new clause **7.10.7.23 Outline Development Plan and Limitations on Business 9 Zone Activities** as follows:

Form

Compliance required with Outline Development Plan contained in Schedule to the rules.

Requirement for activities to be located within specified Areas, in accordance with Outline Development Plan.

Requirement for three main road connections to the Zone and an indicative roading layout, in accordance with Outline Development Plan

Limitation on door and window openings in Area 1 where sites directly adjoin the buffer.

Limitation on activities undertaken within area for rail operational activity purposes, as shown on Outline Development Plan.

Requirement for noise mitigation for rail activities to be put in place prior to establishment of activities and for acoustic report.

Purpose

To ensure that development and activities within the Business 9 Zone can be undertaken without adversely affecting the amenity values, ~~and~~ noise environment of the adjoining Rural Residential Zone to the south and west and the roading network.

Reasons

The Business 9 Zone is located adjacent to a rural –residential zone along its western boundaries. To ensure that business activities do not adversely affect the amenity values of the rural residential area it is necessary to control the location of potentially more adverse industrial activities away from the rural residential boundary. Accordingly, the Business 9 Zone has been divided into two Areas. Area 1 closest to the rural residential zone only provides for offices, commercial and service activities with limitations on vehicle refuelling and maintenance and heavy vehicle trip numbers. These limitations are necessary to ensure the noise standards can be met at the rural residential boundary. Area 2 applies to that half of the site further away from the rural residential area and provides for heavier industrial activities. Area 2 is adjacent to the PPCS freezing works which is an established heavy processing activity and is not adversely affected by further industrial development on its boundary.

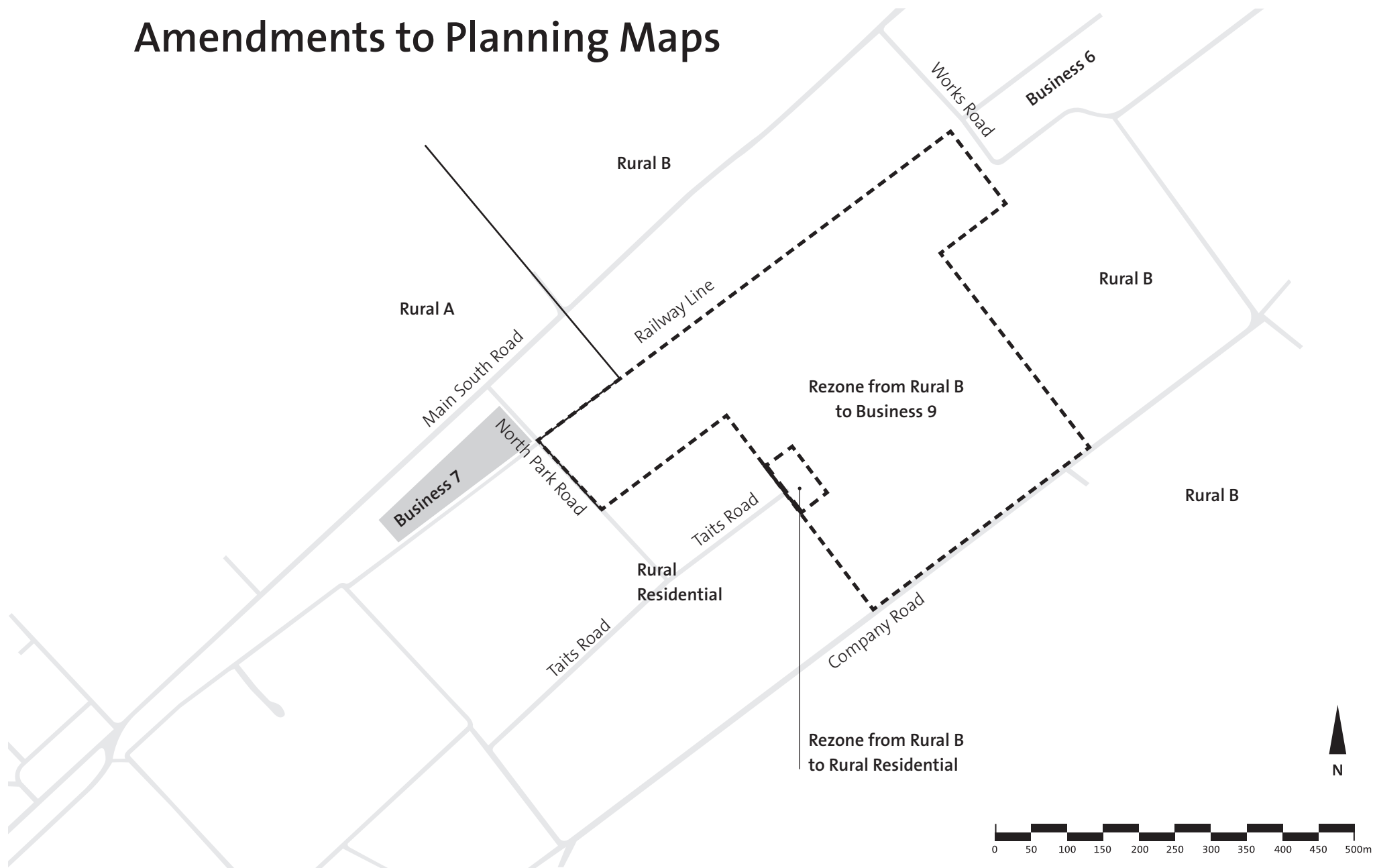
The outline development plan puts in place a 5075m buffer along the shared length of the Rural Residential/Business 9 boundary providing physical separation between residential and business activities. Fifty metres provides sufficient width to incorporate mounding and sufficient distance to ensure that noise effects are mitigated to the district plan standard at the rural residential boundary. The limitation on window and door openings for buildings on sites directly adjoining the buffer provides further mitigation of any adverse noise effects at the rural residential boundary.

The buffer also provides space for landscape planting, stormwater treatment and walk and cycleway connections to the Business Zone.

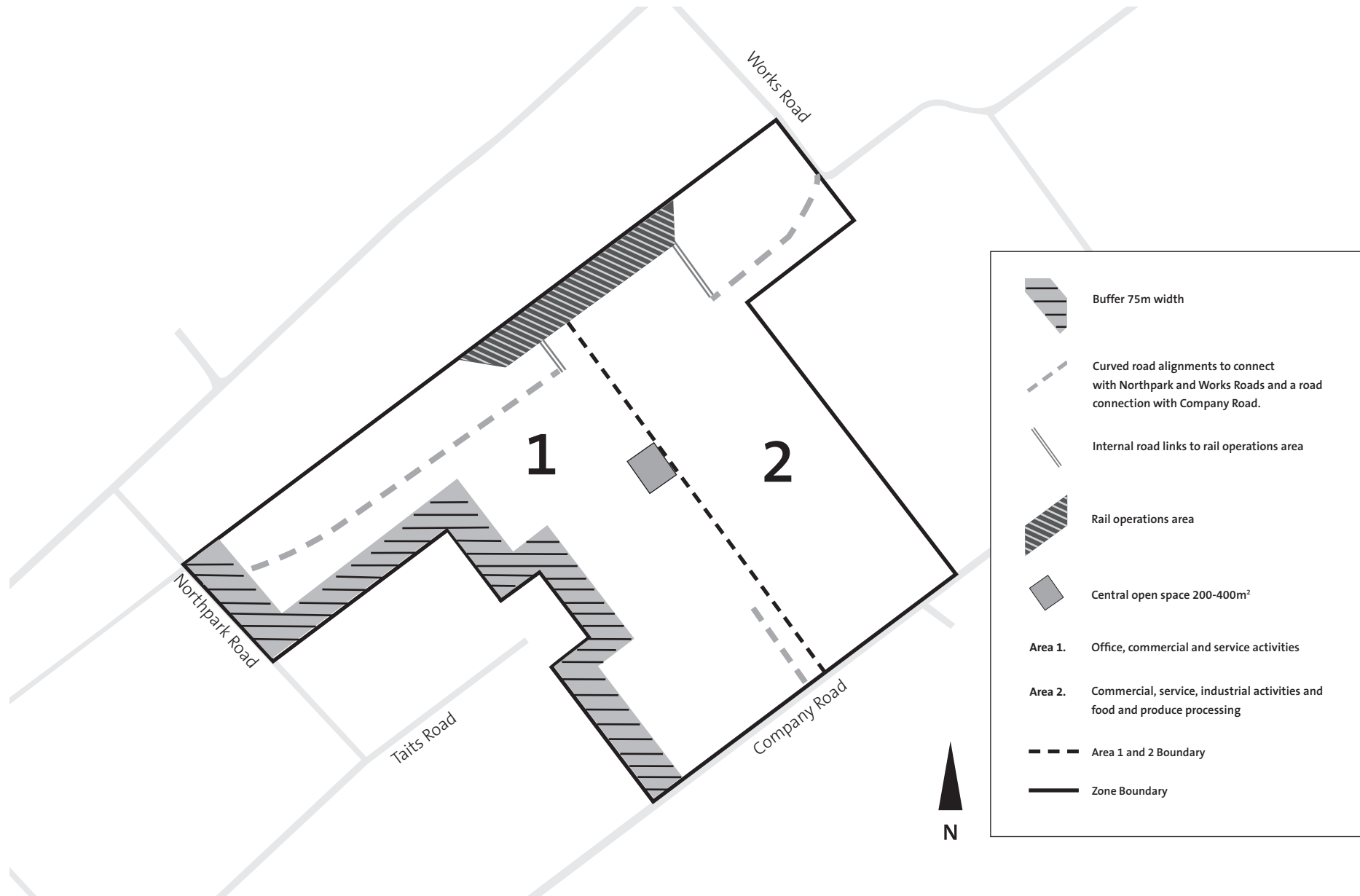
The Business 9 Zone provides an area for the Ashburton rail yard to be relocated away from the town centre to a new site. A rail yard has the potential to create adverse noise effects and the Outline Development plan locates the yard in a location, where coupled with an appropriate noise barrier, noise standards at the rural residential boundary are anticipated to be met. This mitigation must be in place prior to the establishment of any rail activities within the zone. The rule requires the added measure of an acoustic report to satisfy Council that the acoustic barrier erected as mitigation is of an appropriate standard prior to the activity commencing.

The limitation on the number of access roads connecting with the local roading network and requirements for curved road alignments are to ensure that traffic is dispersed appropriately onto the wider roading network and that the roading layout accommodates easy access to those main road connections.

Amendments to Planning Maps

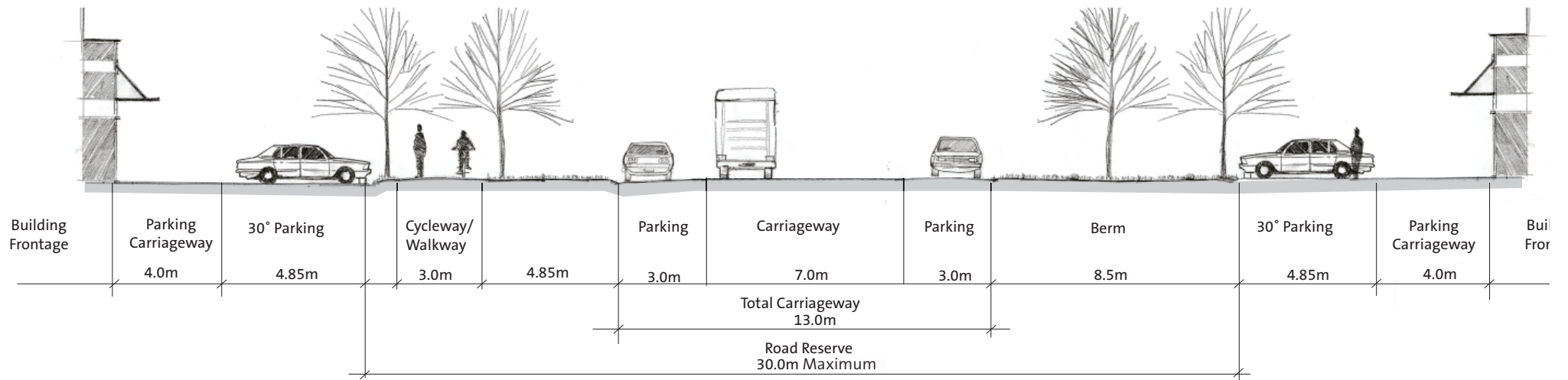


Outline Development Plan Business 9 Zone

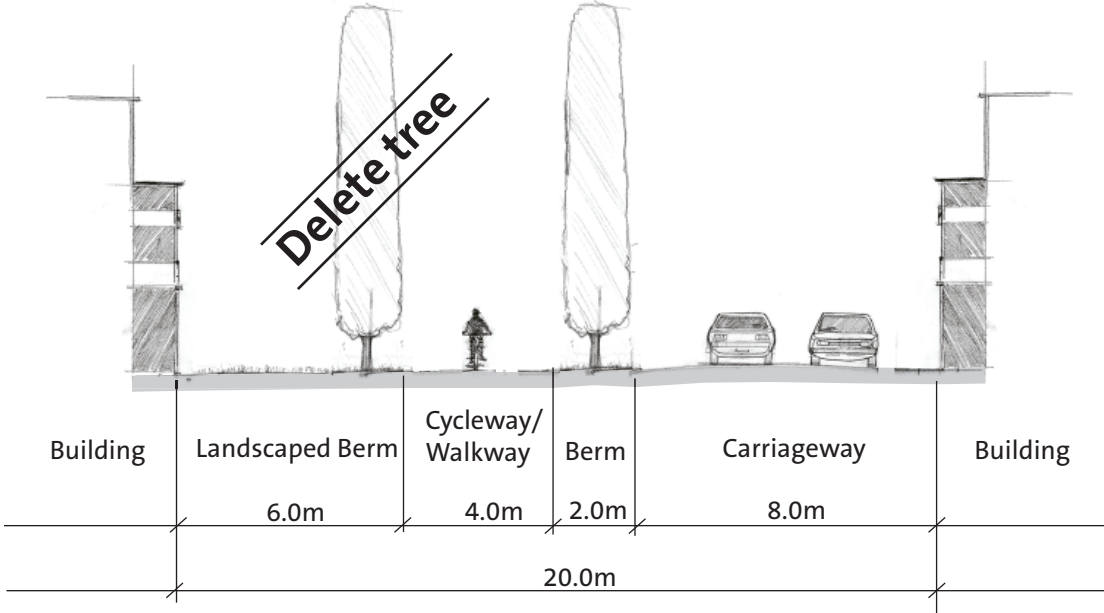


NORTHEAST ASHBURTON BUSINESS PARK

Business 9 zone SECTION A



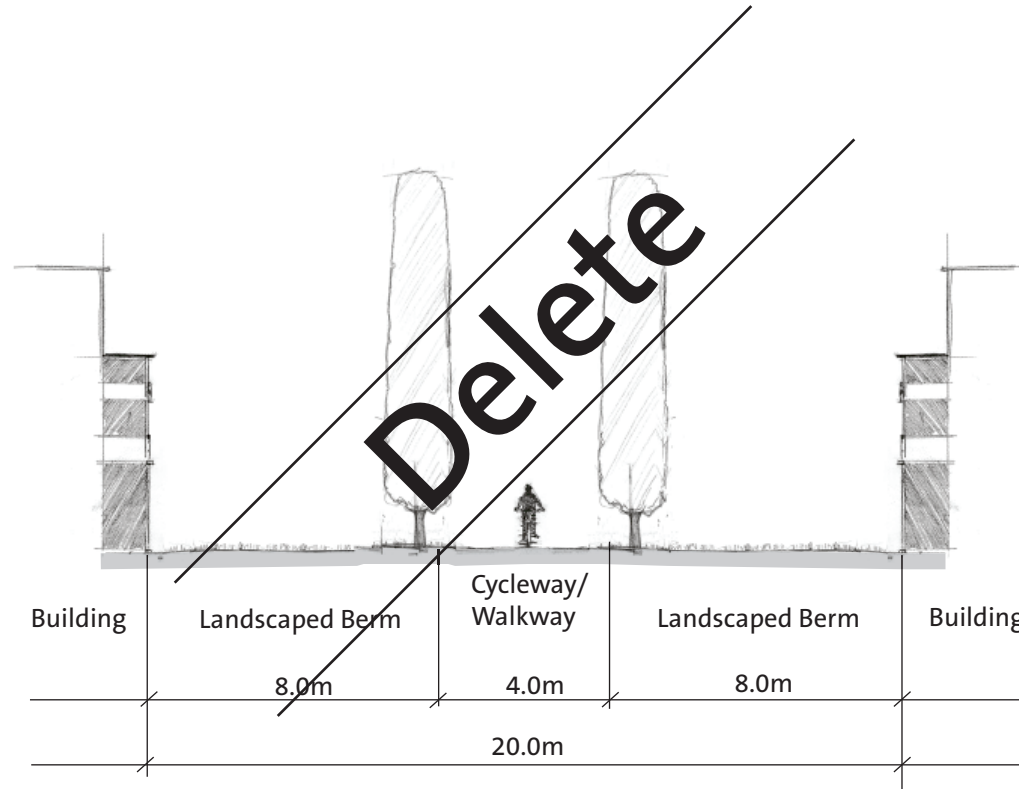
NORTHEAST ASHBURTON BUSINESS PARK
Business 9 zone SECTION B1



Cycleway/Road Precinct Separator

Scale 1:200@A4

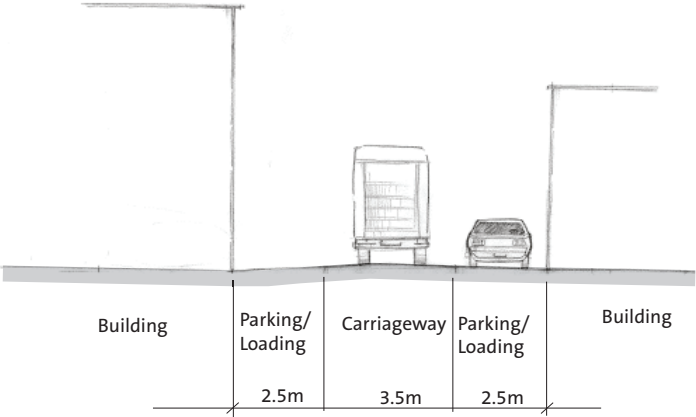
NORTHEAST ASHBURTON BUSINESS PARK
Business 9 zone SECTION B2



Cycleway Precinct Separator
Scale 1:200@A4

NORTHEAST ASHBURTON BUSINESS PARK

Business 9 zone SECTION C



Service Lanes and Areas

Scale 1:200@A4