

APPENDIX SIX

Summary of all Recommendations on Submissions and Further Submissions

RESOURCE MANAGEMENT ACT 1991

ASHBURTON DISTRICT COUNCIL

PROPOSED PLAN CHANGE 2 TO THE ASHBURTON DISTRICT PLAN - SUMMARY OF SUBMISSIONS

SUBMISSION NUMBER	SUBMITTER NAME	POSITION	SUBMISSION NUMBER	DECISION SOUGHT	RECOMMENDATION	REASONS (SUMMARISED)
1	Brian William and Karen Edna Broker	Support	1/1	Accept proposal to allocate food outlets within the proposed business park.	Accept	To provide a food service for workers and the public
2	Craig Anthony Carr	Support	2/1	The ADC allows a grain consolidation facility to be built on land immediately next to rail siding on the proposed industrial park. Provision needs to be provided for the erection of grain silos to a maximum height of 10 metres	Accept	To appreciate the critical issue grain traders are having with no on-rail facility that is available to the general public.
3	E. Anne Aldridge	Not Stated	3/1	Should the Industrial Site proceed, all access should be from Works Road, which is well away from residential zoning. Ideally any Industrial Site should not be anywhere near residential properties.	Reject	Oppose entry from Northpark Road because of the impact traffic build up would have on residents in the Northpark/Taits Road area. Safety is a major concern as young children live in the area and heavier traffic flows should be avoided. Residents lifestyle would be greatly affected i.e. noise levels, potential pollution and devaluation of residential properties.
<i>Further submissions</i>						
	David Francis and Irene Ann Keenan	Support	F/S 3/1/1	That if the park does go ahead all vehicles access it from Works Road or Company Road	Reject	No entry from Northpark Road because of traffic build-up effecting residents, safety issues, loss of lifestyle are all real problems that can easily be addressed by having access from Works Road, not Northpark Road

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	Brian Reese Graham	Support	F/S 3./1/2	That all commercial vehicles access be off Works Road or Company Road	Reject	There should be no entry or exit to the park from or onto North Park Road. Problems with traffic, noise , safety, lights, pollution
	Transit New Zealand	Oppose	F/S 3./1/3		Accept	Property issues at Works Road intersection that may make achieving a grade-separated intersection more difficult than at Northpark Road. This may make the outcome of achieving a grade separated intersection with SH1 less certain Traffic will have to travel along a longer leg of the highway to access the zone, increased traffic passing the Northpark intersection will increase local safety issues with right turning traffic into SH1 A process for designating a grade-separated intersection at Northpark Road has already commenced Using Works Road is not considered, in isolation from Northpark Road to access the zone, an option that will achieve good connectivity for the zone.
4	Rural Transport Limited	Support	4/1 4/2 4/3	Rural Transport Limited seeks that Plan Change 2 be approved subject to the following provisos: That subsequent intersection upgrade works retain right turn movements from North Park Road onto SH1 That subsequent intersection upgrade	Accept Accept Accept	Rural Transport Limited own Lot 1 DP352761 and submitted resource consent in 2006 to operate the site as a Transport Yard therefore the nature of the rezoning and future business activities will be complimentary to its own transport activities. Requests its site is considered as part of any future plan changes or

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				works provide suitable heavy goods vehicle access for the operation of the proposed transport yard on Lot 1 DP352761		reviews, to be rezoned Business 9 Concerned with ensuring heavy goods vehicle access to its site is retained. There is an identified demand for the creation of industrial business zoning that will provide for future business growth in Ashburton District
<i>Further submissions</i>						
	<i>David Francis and Irene Ann Keenan</i>	<i>Oppose</i>	<i>F/S 4/1/1 F/S 4/2/1 F/S 4/3/1</i>	<i>No upgrading of the Northpark SH intersection No access onto Northpark Road from the proposed yard Their request for their site to be considered as part of any future plan changes or reviews be denied</i>	<i>Reject Reject Reject</i>	<i>This will lead to a huge increase in traffic volumes on Bremners Road as traffic use. The road to access SH1 giving rise to safety, noise, diesel pollution and road debris and damage</i>
	<i>Brian Rees Graham</i>	<i>Oppose</i>	<i>F/S 4/1/2 F/2/ 4/2/2 F/S 4/3/2</i>	<i>That Rural Transport be denied access to Northpark Road and Bremners Road and that no upgrading of the intersection of SH1 and Northpark Road be allowed. Also that Rural Transport activities be restricted to the park boundaries</i>	<i>Reject Reject</i>	<i>Dangers, noise, pollution with heavy traffic. Danger of spread of industrial activities outside the principal park boundaries</i>

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5	Barry William and Natalie Elizabeth Quantock	Support in Part		Support subject to the following conditions:	Accept in Part	
			5/1	That Tait's Road does not become a through-road with access to the proposed industrial area, and that it remains a cul-de-sac	Accept	
			5/2	That the proposed buffer-zone between the existing rural residential area and the proposed industrial area be established to the maximum width (up to 300 metres) as discussed at the public meetings	Accept in Part	
			5/3	That the area between Northpark Road, the proposed new access road, and the northern corner of the existing Rural Residential area be retained as a Reserve in perpetuity.	Accept	
			5/4	That the following activities be barred from a further 200 metre quietness zone of the proposed industrial area (inside the buffer zone): <ul style="list-style-type: none"> The operation of coolstores or similar activities (e.g. grain-drying) which may create noise throughout the night 	Accept	
			5/5	<ul style="list-style-type: none"> The operation of any industrial activity outside normal business hours and days 	Reject	
5/6	<ul style="list-style-type: none"> That no building be permitted to exceed 10 metres in overall height. 	Accept				

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6	Canterbury Regional Council	Support in Part	6/1	That the change, as proposed, be adopted with amendments to incorporate the following additional matters:	Accept in part	<p>The strategic planning approach is an appropriate mechanism to ensure considered and managed development of the Business Park.</p> <p>Inadequate provision to manage servicing of the Business Park (including sewerage, water supply, stormwater, power and telecommunications)</p> <p>Lack of provisions to address construction effects (including dust and other discharges)</p> <p>The need for advisory notes regarding Regional Council requirements dealing with discharges and activities involving hazardous substances</p>
			6/2	Specific provisions to require the underground reticulation of services to and within the Business 9 zone, including reticulated water supply, sewage, storm water, power and telecommunications	Accept in Part	
			6/3	Specific controls to manage construction effects within the Business 9 zone (including noise, dust, site remediation, and other discharges)	Reject	
			6/4	The incorporation of advisory notes within the controls to inform of the need to consider and comply with Regional Council controls for activities where discharges may occur (including storm water, works affecting surface or groundwater, and where hazardous substances are present)	Accept	
			6/5	Support for provisions addressing transport linkages, particularly emphasis on infrastructure improvements to increase road safety and efficiency, the proposed railway siding, and increased emphasis on walking and cycling to provide greater transport choice, integration and flexibility.	Accept	
			6/6	Support for the strategic planning approach adopted, through the requirement to produce a Structure Plan based on an Outline Development	Accept	

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				Plan		
<i>Further submissions</i>						
	<i>Southmark Horticulture Limited</i>	<i>Support</i>			<i>Accept</i>	<p><i>Further consideration needs to be given to the impact of the Business Park on existing infrastructure and in particular, whether there is adequate capacity in the existing downstream sanitary sewerage system to service the proposed Business Park and other lands that the existing system has been designed to service.</i></p> <p><i>When determining whether there is adequate capacity in the existing infrastructure to service the proposed Business Park consideration must first be given to all intended discharges into the infrastructure, including any existing discharges from land that is already developed and any future discharges from land that is not yet developed but for which capacity has already been set aside.</i></p> <p><i>Any discharges from the proposed Business Pak must not have an adverse effect on any intended discharges</i></p>

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	<i>Electricity Ashburton Limited</i>	<i>Oppose</i>	<i>F/S 6/2/1</i>	<i>Accept in part the CRC proposal (submission 6/2) by removing the words "... to and...." from the proposal Provide for the acceptance of submission 19/1 while meeting the general goals of both the existing Utilities rules in the District Plan and consequently the general objective of Submission 6/2</i>	<i>Accept in Part</i>	<i>Existing District Plan rules adequately cover the underground servicing requirements, large additional cost in rural zones for underground reticulation to the Business Park, option to improve safety and amenity to community and road users with minor compromise by permitting a specific overhead line to run through the Business Park.</i>
7	ONTRACK (New Zealand Railways Corporation)	Support	7/1	ONTRACK seeks Council to adopt the following changes to Proposed Plan Change 2, therefore providing greater consistency and clarity toward the type of rail operations that Council are providing for within the NEABP: Amend Objectives 1, Policies 3.7.3.2 Policy 9: To recognise and provide for a <u>rail operational</u> — rail siding and loading facility at the North East Ashburton Business Park to encourage the use of rail.....	Accept Accept	

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			7/2	Amend 3.7.3.3 Implementation methods as follows: Provide for rail operations <u>rail siding</u> and loading activities in the North East Ashburton Business Park	Accept	<p>The submitter stated various reasons for their submission, as summarised below. The reasons are, but are not limited to:</p> <ul style="list-style-type: none"> • It is appropriate to give the same consideration to rail level crossing safety as to road crossings. • Plan Change does not address safety. • Increases in daily traffic volumes will have a significant impact on the safe operation of both level crossings. • NZRC also notes that both Works Road and Northpark Roads are informal crossings of the railway premises. Pursuant to the Railways Act 2005, no authority is permitted access over, under or on railway premises without the Corporation's formal consent. • ONTRACK considers it appropriate for rule 6.6.5.1.9 Business Zone-Landscape Treatment Buffer to give consideration to the impact cycle and walkways will have on rail safety. Although walk and cycle ways can be used as buffer zones, when located adjacent to the railway, it encourages trespassers onto the railway premises. Keen to discourage as pedestrians and cyclists risk being hit by trains.
			7/3	Amend Rule 6.6.5.1.9 – Business 9 Zone as follows: Connections with the <u>rail operational siding activity</u> area	Accept	
			7/4	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 <u>rail operational siding activity</u> area as specified in 7.7.12 Outline Development Plan for the Business 9 Zone	Accept	
			7/5	Amend 7.7 Business Zones 7.7.1 Zone Statements by adding the following new statement: BUSINESS 9 (NORTH EAST ASHBURTON BUSINESS PARK) The North East Ashburton Business Park is a 123ha site.....The length of frontage to the railway line provides an opportunity to relocate the rail siding facilities <u>operations</u> away from the centre of Ashburton.....and provide	Accept	

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			7/6	<p>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 siding and loading activities operations</p> <p>Amend 7.7 Business Zones, 7.7.2 Environmental Results Anticipated by adding the following new bullet points: A new rail siding and loading operational facility to the north east of Ashburton town.</p>	Accept	<ul style="list-style-type: none"> • Questions the necessity of producing an outline plan once the external access points, rail connections, buffer zones and roading alignments have been completed. Consider it inappropriate for individual landowners to be required to submit a development plan for land outside their ownership and therefore effectively outside of their control. We consider such a requirement long term would increase costs and processing times for developments seeking consents. • Council have given provision for a rail activity area yet describe rail activities as either loading and unloading of trains, and/or siding activities or connections. Considers that Council has failed to recognise important aspects associated with rail operations. For example: Freight storage and consolidation as well as network maintenance are important aspects of rail operations.
			7/7	<p>Amend 7.7 Business Zones, 7.7.2 Environmental Results Anticipated by adding the following new bullet points: Rail activities shall be limited to:</p> <ul style="list-style-type: none"> - The storage, consolidation, loading and unloading of goods for transport purposes, customer focussed operations, freight logistics, maintenance and associated rail operations required to facilitate this. 	Accept	
			7/8	<p>Amend 7.7 Business Zones, 7.7.2 Environmental Results Anticipated by adding the following new bullet points: The area identified for railway activity purposes on 7.7.12.... No rail activities (as identified above) shall be established or operated in the Business 9 Zone until such time as:</p> <ul style="list-style-type: none"> - a 5m acoustic barrier is established within the boundary of the rail activity operational area, 	Accept	

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			7/9	immediately surrounding the area to be used for loading rail operations, and ...is appropriate to mitigate the noise effects of the rail <u>activity operation</u> and ensure that the Business 9 noise standards will be achieved	Accept	
			7/10	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 <u>9</u> Zone	Accept	
			7/11	The Business 9 Zone is a mix of activities.....The zone makes provision for a rail yard to enable the <u>servicing of industry by rail</u> the loading and unloading of trains	Accept	
			7/12	Add a new clause 7.10.7.23 Outline Development Plan and Limitations on Business 9 Zone Activities as follows: Limitation on activities undertaken within area for rail <u>activity operational</u> purposes, as shown on Outline Development Plan.	Accept	
			7/13	ONTRACK seeks for Council to insert a clause recognising the impact NEABP will have on level crossing safety particularly given the increase in daily traffic crossing the railway	Accept	

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			7/14	Insert the following rule 6.6.5.1.9 Business Zone Landscape Treatment Buffer " <i>the alignment of cycle ways and walkways shall demonstrate regard for rail safety</i> "	Accept	
			7/15	To amend the Proposed Plan Change 2 to remove the requirement for individual owners to submit a development structure plan once the Business 9 Zone is established	Withdrawn	
			7/16	Council needs to give consideration to trespass and rail safety within Proposed Plan Change 2, specifically with regard to the location of cycle and walk ways	Withdrawn	
			7/17	Undertake consultation with ONTRACK over the impact the NEABP will have on both Northpark Road and Works Road level crossings.	Withdrawn	
			7/18	Council should investigate upgrading both Northpark and Works Road crossings accordingly.	Withdrawn	
<i>Further submissions</i>						

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	<i>Transit New Zealand</i>	<i>Support</i>			<i>Accept</i>	<p><i>Submission seeks that Council provide greater consistency and clarity toward the type of rail operations that Council are providing for within the NEABP</i></p> <p><i>This part of the submission is supported seeking greater emphasise of rail operations. Transit support inter-modal freight activity for the zone.</i></p>
	<i>Transit New Zealand</i>	<i>Oppose in Part</i>	<p><i>F/S 7/17/1</i></p> <p><i>F/S 7/18/1</i></p>		<i>Accept</i>	<p><i>Property issues at Works Road intersection that may make achieving a grade-separated intersection more difficult than at Northpark Road. This may make the outcome of achieving a grade separated intersection with SH1 less certain</i></p> <p><i>Traffic will have to travel along a longer leg of the highway to access the zone, increased traffic passing the Northpark intersection will increase local safety issues with right turning traffic into SH1</i></p> <p><i>A process for designating a grade-separated intersection at Northpark Road has already commenced</i></p> <p><i>Using Works Road is not considered, in isolation from Northpark Road to access the zone, an option that will achieve good connectivity for the zone.</i></p>

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8	Rodger Bradford and Others	Support in Part	8/1	That the Council confirm that full turning facilities will be retained at the Northpark/Bremners intersection with the Stage 1 and Stage 2 upgrade proposal of the Northpark Road intersection with SH1.	Accept	<ul style="list-style-type: none"> The PC documents do not provide any detail of the proposed layout of the intersection of Northpark Road and Bremners Road. It is critical to properly cater for the existing demand. Disagree with traffic assessments assumptions regarding routes to and from the site. Concerns regarding the adequacy of existing road infrastructure to cater for flows i.e. the roundabout at the Netherby shops and the layout and controls at the Bridge/Seafield intersection, sealed width and geometry. The traffic assessments underestimate the volume of traffic using the Bremners Road route especially as a connection between East Street alongside the railway crossing and Northpark Road. Sensitivity testing needs to be undertaken of the assumed traffic distribution splits used on the traffic modelling processes, and further consideration of the potential effects of the proposal on the operation of Bremners Road is required. The Council needs to commit funding to a staged upgrading of Bremners Road as part of the development of the PC site. The width of the buffer is inadequate to properly mitigate the potential noise effects arising from the proposed rezoning of the subject site for business purposes
			8/2	That sensitivity testing be undertaken of the assumptions used in the traffic distribution calculations reported in the traffic assessments accompanying the application to properly ascertain the effects of increased traffic flows along both the Chalmers Avenue/Bridge Street/Seafield Road/Company Road route and the Bremners Road route to and from the Plan Change site. The results of this analysis are to be made publicly available prior to any decision-making processes on the PC application proceeding.	Reject	
			8/3	That the Council commit to the upgrading of Bremners Road as the staged development of the PC site progresses to ensure that a suitable level of service and road safety is maintained along the road	Accept in Part	
			8/4	That the landscape buffer along the eastern side of the PC site be increased in width to a minimum of 100 metres	Accept in Part	

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<i>Further submission</i>						
	<i>David Francis and Irene Ann Keenan</i>	<i>Oppose</i>	<i>F/S 8/1/1 F/S 8/2/1 F/S 8/3/1 F/S 8/4/1</i>	<i>That there be no entrance for heavy vehicles off Northpark Road into the park. That there be no right turn off Northpark Road onto Bremners Road That Bremners Road be retained for walkers, cyclists and private vehicles only</i>	<i>Reject Reject Reject</i>	<i>We do not want any increase in traffic along Bremners Road. We strongly oppose the use of Bremners Road as a main feeder route to the park and to SH1 Use the new intersection off East Street</i>
	<i>Brian Rees Graham</i>	<i>Oppose</i>	<i>F/S 8/1/2 F/S 8/2/2 F/S 8/3/2 F/S 8/4/2</i>	<i>That heavy vehicles be denied use of Bremners Road to access the park</i>	<i>Reject</i>	<i>Need to reduce amount of heavy traffic using Bremners Road. Put them on SH1 New intersection with East Street to West Street gives good access for heavy vehicles</i>
	<i>Transit New Zealand</i>	<i>Support in Part</i>	<i>F/S 8/3/3</i>		<i>Accept in Part</i>	<i>Council needs to clarify the roading hierarchy in relation to the proposed zone Transit is supportive of Company Road being the main arterial local route to service the zone, consideration also needs to be given to the role of Bremners Road.</i>
9	The Property Manager Ashburton District Council	Support in Part	9/1 9/2	Amend PC2 proposed Zone Standard 7.7.5.2.5 to exclude the Business 9 zone and remain as it is at present Amend 7.7.4.3 Discretionary Activities to include the following activities as discretionary activities within Area 2 of	Accept Accept	<ul style="list-style-type: none"> Supports individual allotments should not be able to have a vehicle crossing or vehicle access directly to Company Road. However Zone Standard needs to be clarified to ensure that a new road can be formed within any future subdivision to gain access

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				<p>the Business 9 Zone:</p> <ul style="list-style-type: none"> - processes requiring offensive trade licenses under the Health Act 1956 - the manufacture and processing of chemical fertilisers - fish curing, cleaning, treatment, preserving and storing - cement and concrete products - hot-mix asphalt paving manufacture - glass of fibre-glass manufacture - wood-pulp manufacture and processing - foundry processes, electro-planting works, melting of metals, steel manufacture and galvanising - natural gas, oil or petroleum distillation or refining - timber treatment - wool scouring - auto dismantling 		<p>to Company Road.</p> <ul style="list-style-type: none"> • The maximum road width should be 30m to provide sufficient room for the inclusion of cycle/walk ways and large road berms to provide tree plantings within any road reserve. • Assessment matter should be amended to state 'road reserve cross sections' as it implies consistency with the entire cross section, which would include future private allotments. • Business 9 Zone section B1 and B2 cycle precinct separator diagrams indicate large trees either side of the cycle/walkway. Any landscaping requirements should not compromise road safety including the safety of pedestrians and there are concerns that this may occur with large trees located either side of the walkway/cycle ways. • Supports the requirement of new rules to 6.6.5 Standards and 6.6.5.1 Zone Subdivision Standards with the inclusion of 6.6.5.1.9 (b), which requires the provision of a buffer with a minimum 50m width. This width is considered appropriate to mitigate any adverse noise or visual effects that may result from land use activities within the Proposed Business 9 zone. • Proposed Rule 7.7.4.3 may limit the type of industry that may wish to establish within the Business 9 zone, given that any of the listed activities have a non-complying status in the ADC DP. It is
			9/3	Amend new Zone Standard 7.7.5.2.10 to provide appropriate provision for the internal subdivision road linking to Company Road.	Accept	
			9/4	Amend the Landscape, Cycle and Walk Way Breaks section of elements to be included in the Structure Plan to clarify the requirements of the 4 precincts or quadrant requirements	Accept	
			9/5	Amend 6.6.5.2.2 Rooding, Access and Vehicle Crossings Rooding Standards by amending the table as follows: The maximum road width should be	Accept	

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			9/6	amended from 24m to be 30m Amend Business 9 Zone Section A within PC2 to reflect a 30m-road reserve <i>maximum</i> as opposed to minimum.	Accept	<p>acknowledged that these types of industries have the potential to generate adverse effects on the environment, which are required to be mitigated.</p> <ul style="list-style-type: none"> Clarification is required regarding Assessment Matter 6.6.6.2.17 as this requirement as quoted is not reflected within Cross Section B2.
			9/7	Amend new Assessment Matter 6.6.6.2.17 (a) and (b) as follows: (a) The extent to which the proposed road reserve will provide sufficient area for street planting, walk and cycle ways consistent with the road <u>reserve</u> cross section for the Business 9 Zone	Accept	
			9/8	(b) The extent to which the proposed street planting will be consistent with the road <u>reserve</u> cross section....enhanced street amenity	Accept	
			9/9	Ensure that cyclist and pedestrian safety is not compromised with the provision of landscaping or trees within the Business 9 Zone	Accept	
			9/10	New Rule 6.6.5.19 (b) requiring a Structure Plan lodged with the Council indicating the provision of a buffer of 50m in width shall remain unchanged in the Plan Change	Reject	
<i>Further Submission</i>						

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	NR Martin	Oppose	F/S9/1/1 F/S 9/2/1	Offensive processes to be a Non-Complying Activity in Areas 1 and 2 of the Business 9 Zone.	Reject	<ul style="list-style-type: none"> On p26 Supplementary Report to Council on 1 March 2007. 12 Process that cannot be undertaken within the Business 9 Zone. These types of industries have the potential to generate adverse effects on the environment
10	Transit NZ	Oppose	10/1 10/2 10/3	<p>That PC2 is declined until the issues regarding an appropriate mechanism to address the effects of the proposed zone on SH1 are resolved</p> <p>Where the appropriate mechanisms to avoid, remedy or mitigate effects on the SH are resolved, then Transit seeks the following:</p> <p>(a) If an appropriate mechanism to manage effects on the proposed zone on SH1 by way of the PC can be achieved, then a rule be incorporated into the DP which addresses the timing and funding of an intersection upgrade, and</p> <p>(b) Additional changes to PC2 as below and any subsequent changes to address the concerns raised by Transit in this submission.</p> <p>Particular support for the following amendments to the District Plan:</p> <p>Amendment 2 – Policy 3.7.3.2 – Proposed Bullet Point Five (support the encouragement for provision of walkways and cycleways between residential and business areas</p> <p>Amendment 3 – Proposed Policy 8 and</p>	Reject Accept in Part Accept	<ul style="list-style-type: none"> The avoidance or mitigation of effects from the increase in traffic entering and exiting the proposed business zone on the Northpark and Works Road intersections with SH1. It is considered that the underlying assumptions and conclusions underestimate the likely impacts/effects of the plan change on the road network, including under-estimation in traffic generation rates from the zone and under-estimation of trips from, or to, the north, to and from the zone A lack of policy and rules framework recognising and addressing the effects of the zone on SH1, as well as a lack of appropriate methods to achieve an upgrade of the relevant intersections with SH1 in terms of timing, design and funding. Plan Change 2 does not achieve objectives and policies of the ADC DP or give effect to the Canterbury Regional Policy Statement The ability of PC2 to contribute towards a sustainable and integrated transport network- the PC does not enable Transit to

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			10/4	9 under 3.7.3.2	Accept	<p>fulfil its statutory responsibilities by imposing costs onto it, impinging on its ability to provide sustainable land transport and creating cumulative effects on the SH network downstream of the subject site.</p> <ul style="list-style-type: none"> The PC does not achieve the purpose of the RMA or the function of ADC because the PC does not establish and implement objectives, policies and methods to achieve integrated management of the effects of the use, development or protection of land and associated resources of the district. The PC does not control the actual or potential effects of the use, development or protection of land. Insufficient evaluation of the efficiency and effectiveness and cost-benefits of the policies, rules and methods under S32. Insufficient consideration of risks, and rules or other methods do not achieve the objectives. Transit needs to be satisfied there is certainty as to the trigger mechanism, timing and funding for an intersection upgrade Need a cross-reference Rule to proposed Structure Plan rule in Subdivision Section, as sufficiently large landuse activity would also require structure plan. Need to ensure that there is flexibility within the internal road design to ensure traffic within the zone can easily access either Works Road or Northpark Road.
			10/5	Amendment 5 – Proposed Implementation Methods 3.7.3.3 regarding rail siding and walk and cycleways.	Accept	
			10/6	Amendment 6 (a) – 3.7.3.4 Explanation and Reasons	Accept	
			10/7	Amendment 19 – Proposed Assessment Matters 6.6.6.2.17	Accept	
			10/8	Delete proposed Amendment 4 to 3.7.3.3 Implementation methods.	Accept	
			10/9	Include a new policy under 3.7.3.5 – Safety and Accessibility <u>“To provide intersection upgrades of Northpark and Works Road to address the adverse effects of traffic from the North East Ashburton Business Park on the safety and level of service with SH1”</u>	Accept	
			10/10	Include new, and amend existing, implementation methods under 3.7.3.7 as follows: Amend and add, <u>“1 As for Objective 1, and the inclusion of rules to:</u> - <u>Maintain and fund an appropriate level of service at intersections with SH1 affected by the North East Business Park</u>	Reject	
				Include new, and amend existing, implementation methods under 3.7.3.7		

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			10/11	as follows 3. Through the Councils Annual Planning and LTCCP process:	Reject	<ul style="list-style-type: none"> The Structure Plan and ODP need to recognise how they can encourage and achieve appropriate transport connections that assist traffic distribution and function.
			10/12	- <u>Identify funding for Intersection upgrades for Northpark and Work Road intersections</u>	Reject	
				Include new, and amend existing, implementation methods under 3.7.3.7 as follows Add new:		
			10/13	4. <u>The use of non-regulatory methods achieve an appropriate level of service at intersections with SH1 affected by the North East Business Park</u>	Accept	
			10/14	- <u>Through private party agreement regarding appropriate trigger levels for upgrade and funding of Northpark and Works Roads with SH1</u>	Accept	
			10/15	- <u>Council traffic management plan and monitoring mechanisms.</u>	Accept	
			10/16	Add new policies under 3.8.3.2 – Subdivision servicing as follows: “ <u>To ensure that any subdivision in the North East Ashburton Business Park (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</u> ”	Accept	
			10/17	Add new policies under 3.8.3.2 – Subdivision servicing as follows: “ <u>To ensure that any subdivision in the</u>	Accept in Part	

SUBMISSION NUMBER	SUBMITTER NAME	POSITION	SUBMISSION NUMBER	DECISION SOUGHT	RECOMMENDATION	REASONS (SUMMARISED)
				<p><u>North East Ashburton Business Park 9 Zone is undertaken in general accordance with the Outline Development Plan</u></p>		
			10/18	<p>Add new Implementation Method heading 3.8.3.2 (a) and insert the following methods:</p> <ul style="list-style-type: none"> Structure Plan for Business 9 Zone (North East Ashburton Business Park) 	Accept	
			10/19	<ul style="list-style-type: none"> ODP for Business 9 Zone (North East Ashburton Business Park) 	Accept	
			10/20	<p>Under 4.3.3.10 – Maintenance and Consolidation of Business Areas, add new Policy 10</p>	Reject	
			10/21	<p>Add new Policy 4.3.3.10 <u>“To avoid, remedy or mitigate vehicle conflicts, and potential traffic safety and efficiency of the North East Ashburton Business Zone on SH1”</u></p>	Reject	
			10/22	<p>Add new policies under 4.3.3.10 – Maintenance and Consolidation of Business Areas, as follows: <i>“To ensure that any landuse in the North East Ashburton Business Park (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”</i></p> <p>Add new policies under 4.3.3.10 –</p>	Reject	

SUBMISSION NUMBER	SUBMITTER NAME	POSITION	SUBMISSION NUMBER	DECISION SOUGHT	RECOMMENDATION	REASONS (SUMMARISED)
			10/23	Maintenance and Consolidation of Business Areas, as follows: <i>"To ensure that any landuse in the North East Ashburton Business Park 9 Zone is undertaken in general accordance with the Outline Development Plan"</i>	Accept in Part	
			10/24	Amend proposed Rule 6.6.5.1.9 (d) – Business 9 Zone Add the following explanation: "Northeast Business Park will have three main access points to the zone as identified in the Outline Development Plan in 7.7.12.All subdivision must connect via internal roads to access the three main accesses to the zone. These accesses ensure appropriate transport distributions to the external transport network	Accept	
			10/25	Add new assessment criteria for 6.6.6.2.3 – Rooding, Access and Vehicle Crossings: <i>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/SH1 and Northpark Road/SH1 intersections and the need for a financial contribution toward the intersections to mitigate the effects of subdivision</i>	Accept	
			10/26	Amend proposed Reasons (Amendment 21) for Rules in 6.6.7.20 to read: <i>"The Business 9 Zone represents an extension of the urban.....The layout of roading, activities, landscape</i>	Accept	

SUBMISSION NUMBER	SUBMITTER NAME	POSITION	SUBMISSION NUMBER	DECISION SOUGHT	RECOMMENDATION	REASONS (SUMMARISED)
			10/27	<p><i>treatments and connections, pedestrian and cyclists, are there of importance to ensuring adverse effects on surrounding areas, and traffic distributions on roading safety and hierarchy are avoided, remedied or mitigated"</i></p> <p>Add an additional bullet point to propose 7.7.2 "Environmental Results Anticipated" as follows: <i>"A Business 9 Zone which addresses the adverse effects of traffic by:</i></p> <ul style="list-style-type: none"> • <i>Ensuring appropriate upgrades to the Northpark and Works Road intersections with SH1 to ensure safety and appropriate level of service at those intersections, and</i> • <i>Ensuring the layout of the zone through the use of Structure Plan and Outline Development Plan"</i> 	Accept in Part	
			10/28	<p>Reword proposed Rule 7.7.5.2.10 – Company Road Access: <i>"No activity or site in the Business 9 Zone shall have a vehicle crossing or direct access to Company Road"</i></p>	Accept	
			10/29	<p>Insert a rule that requires compliance with Structure Plan in the Business Zone rules as follows: <i>"Compliance with Rule 6.6.5.19(b)"</i></p>	Reject	
			10/30	<p>Add to proposed Clauses under 'Form' for proposed 7.10.7.23 as follows: <i>"The Outline Development Plan also provides for three main road</i></p>	Accept	

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			10/31	<p><i>connections to the zone to ensure that traffic is dispersed appropriately onto the wider roading network'</i></p> <p>Add to proposed Clauses under 'Form' for proposed 7.10.7.23 as follows: <i>"The Outline Development Plan also provides an indicative roading layout to ensure easy access to all three main road connections to the zone"</i></p>	Accept	
			10/32	<p>Amend Outline Development Plan referred to in 7.7.12 to:</p> <p>1. Clearly identify three roading connections to Company, Northpark and Works Road; and</p>	Accept	
			10/33	<p>2. Identify a key skeleton roading network connecting the zone with Company Road, Works Road and Northpark Road</p>	Reject	
<i>Further submissions</i>						
	<i>David Francis and Irene Ann Keenan</i>	<i>Oppose</i>	<i>F/S 10/30/1 F/S 10/32/1 F/S 10/33/1</i>	<p><i>That no entrance or access to the Park by heavy vehicles be allowed onto Northpark Road.</i></p> <p><i>Such access be restricted to Works Road and Company Road</i></p>	<p><i>Reject</i></p> <p><i>Reject</i></p>	<p><i>Increased traffic use on Northpark Road will cause noise, safety, pollution and lighting problems for the residents of Bremners Road and the west end of Northpark Road</i></p>

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	Brian Rees Graham	Oppose	F/S 10/30/2 F/S 10/32/3 F/S 10/33/2	That there be no heavy vehicle access via Northpark Road to the proposed park	Reject	Increased traffic, noise, safety, pollution, lights
11	CMP Canterbury Ltd	Not stated	11/1	Retention of right turn exiting from The Ashcold site to Northpark Road	Accept	Access to the Seafield plant would be via the new town by-pass layout, which will make it extremely difficult for articulated vehicles to negotiate the railway crossing between East and West Streets from the north, this effectively becoming a U turn.
<i>Further submissions</i>						
	David Francis and Irene Ann Keenan	Oppose	F/S 11/1/1	That right turns out of the Ashcold site be denied	Reject	Want to keep heavy vehicles off Bremners Road. Put heavy vehicles onto SH1 where they belong. Trucks can go left onto SH1, left off SH1 onto East Street and then right onto Seafield Road. No work therefore needs to be done on Northpark Road/Bremners Road intersection, there is plenty of room for articulated vehicles to turn off West Street into Eat Street
	Brian Rees Graham	Oppose	F/S 11/1/2	That CMP be denied any rights to make a right turn out of their Ashcold site	Reject	No heavy vehicles to turn right onto Bremners Road from Northpark Road because of noise, safety concerns and lights shining into my house

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12	Brian Rees Graham	Oppose	12/1	Leave as rural	Reject	Loss of visual amenity; noise; pollution; traffic; reflected lights; devaluation of property; dangers from increased traffic flows and noise from railway bells.
<i>Further submissions</i>						
	<i>Rodger and Pauline Withell</i>	<i>Support</i>	<i>F/S 12/1/1</i>	<i>Don't barge on ahead without considering our concerns. As seems to be what's happening.</i>	<i>Reject</i>	<i>Leave as rural</i>
	<i>David Francis and Irene Ann Keenan</i>	<i>Support</i>	<i>F/S 12/1/2</i>	<i>That the Plan Change 2 be abandoned totally</i>	<i>Reject</i>	<i>The supposed economic benefits have never been proven.</i> <i>It is a waste of good rural land</i> <i>The damage to the residents of the area outweigh the supposed benefits</i> <i>Many safety concerns with big increase in traffic in Bremners and Northpark Roads</i>
	<i>Rodger Bradford and Others</i>	<i>Oppose</i>	<i>F/S 12/1/3</i>	<i>That the Council investigate and publicly advise on the benefit/cost ration of a roundabout at the Northpark Road/State Highway 1 intersection including Mitcham Road as opposed to the proposal for an underpass</i> <i>That the Council commit to upgrading of Bremners Road as staged development of the Plan Change site progresses to ensure that a suitable level of service and road safety is maintained along the road</i> <i>That a noise attenuation bund be</i>	<i>Reject</i> <i>Accept in Part</i>	<ul style="list-style-type: none"> <i>Disagree with traffic assessments assumptions regarding routes to and from the site.</i> <i>Concerns regarding the adequacy of existing road infrastructure to cater for flows i.e. the roundabout at the Netherby shops and the layout and controls at the Bridge/Seafield intersection, sealed width and geometry.</i> <i>The traffic assessments underestimate the volume of traffic using the Bremners Road route especially as a connection</i>

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				<i>constructed to reduce traffic noise effects on some residential dwellings on Bremners Road</i>		<p><i>between East Street alongside the railway crossing and Northpark Road.</i></p> <ul style="list-style-type: none"> <i>Sensitivity testing needs to be undertaken of the assumed traffic distribution splits used on the traffic modelling processes, and further consideration of the potential effects of the proposal on the operation of Bremners Road is required. The Council needs to commit funding to a staged upgrading of Bremners Road as part of the development of the PC site.</i>
13	Colin John Price	Oppose	13/1	To rethink the whole issue; to make public the full history of how Council came to buy the land; at the very least to scale down the size of the whole project	Reject	<p>The land is better suited for farming</p> <p>No referendum held as to whether the local voters wish Ashburton to be turned into a mega urban entity</p> <p>No consideration given to noise and visual pollution for those living nearby.</p> <p>Social impacts of such a development</p>
14	Rodger and Pauline Withell	Oppose	14/1	For the Council to start listening to our concerns – to date all have been ignored	Reject	Concerns are dust, noise, pollution, and continual interruption of the reasonably quiet lifestyle.
			14/2	At least a 300m buffer zone	Accept in Part	

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15	David Francis and Irene Ann Keenan	Oppose	15/1	Council abandon their proposed Plan Change No 2	Reject	<p>Concerned about 24 hour activities, noise, traffic, the lights and work required to develop the site will seriously disrupt present lifestyle.</p> <p>Loss of lifestyle = huge loss in value of properties and loss of financial security for retirement. Compensation should be paid, if the plan change goes ahead.</p> <p>Increased traffic flows especially heavy trucks and that Bremner Road will become a major feeder route to the park, and need to be widened and upgraded whereby the submitter will lose road frontage.</p> <p>Increased traffic noise and loss of safety.</p>
			15/2	1. Prefer Bremners Road to be used as a cycle route for people employed at the park at PPCS and even at Talleys.	Reject	
			15/3	2. Works Road should be the only commercial vehicle entrance for those entering the park from the main road.	Reject	
<i>Further submissions</i>						
	Brian Rees Graham	Support	F/S 15/1/1	<p>That the park does not go ahead and the area stays rural.</p> <p>That if it does, only heavy vehicles go in via Works Road or Company Road and that they are prohibited from Bremners Road and North Park Road</p>	Reject	<p>Concerned about traffic problems on Bremners Road, debris on road, safety of my grandkids, lights coming into my house, loss of privacy, noise and pollution</p>
F/S 15/2/1			Reject			
	Transit New Zealand	Oppose	F/S 15/3/2		Accept	<p>Property issues at Works Road intersection that may make achieving a grade-separated intersection more difficult than at Northpark Road. This may make the outcome of achieving a grade separated intersection with SH1 less certain</p> <p>Traffic will have to travel along a longer leg of the highway to access the zone, increased traffic passing the Northpark intersection will increase</p>

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						<p><i>local safety issues with right turning traffic into SH1</i></p> <p><i>A process for designating a grade-separated intersection at Northpark Road has already commenced</i></p> <p><i>Using Works Road is not considered, in isolation from Northpark Road to access the zone, an option that will achieve good connectivity for the zone.</i></p>
	Rodger Bradford and Others	Oppose	F/S 15/1/2 F/S 15/2/2 F/S 15/3/3	<p><i>That the Council investigate and publicly advise on the benefit/cost ration of a roundabout at the Northpark Road/State Highway 1 intersection including Mitcham Road as opposed to the proposal for an underpass</i></p> <p><i>That the Council commit to upgrading of Bremners Road as staged development of the Plan Change site progresses to ensure that a suitable level of service and road safety is maintained along the road</i></p> <p><i>That a noise attenuation bund be constructed to reduce traffic noise effects on some residential dwellings on Bremners Road</i></p>	<p>Reject</p> <p>Accept in Part</p>	<ul style="list-style-type: none"> • <i>Disagree with traffic assessments assumptions regarding routes to and from the site.</i> • <i>Concerns regarding the adequacy of existing road infrastructure to cater for flows i.e. the roundabout at the Netherby shops and the layout and controls at the Bridge/Seafield intersection, sealed width and geometry.</i> • <i>The traffic assessments underestimate the volume of traffic using the Bremners Road route especially as a connection between East Street alongside the railway crossing and Northpark Road.</i> • <i>Sensitivity testing needs to be undertaken of the assumed traffic distribution splits used on the traffic modelling processes, and further consideration of the potential effects of the proposal on the operation of Bremners Road is required. The Council needs to commit funding to a staged upgrading of Bremners</i>

SUBMISSION NUMBER	SUBMITTER NAME	POSITION	SUBMISSION NUMBER	DECISION SOUGHT	RECOMMENDATION	REASONS (SUMMARISED)
						<i>Road as part of the development of the PC site.</i>
16	Robert John Brawley on behalf of Enterprise Ashburton	Support	16/1	Approval of the Plan Change	Accept	<p>Provision of industrial land to meet future commercial land needs.</p> <p>There are significant businesses wishing to relocate to Ashburton but unable to obtain suitable industrial land at this time.</p> <p>The region's economic growth requires suitable land availability</p> <p>The Agency will support the Council with promotion of the industrial park</p>
<i>Further submissions</i>						
	<i>Colin John Price</i>	<i>Oppose</i>	<i>F/S 16/1/1</i>	<i>To ignore the submission of Robert John Brawley</i>	<i>Reject</i>	<p><i>Conflict of interest: especially as the agency is part-funded and established by the ADC.</i></p> <p><i>There has been little, if any widespread debate (nor referendum on the meaning of 'economic growth' and the effect on the identity and character of Ashburton.</i></p> <p>)</p>

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17	Robert Graham Dunbar	Oppose	17/1	The provisions of the Quantock submission be accepted.	Accept in Part	Supports the Quantock submission and opposed to plan change unless the provisions of that submission are accepted. To mitigate environmental effects planting of the reserve and buffer zone should be given priority and established trees planted.
			17/2	The recommendations of the Boffa Miskell report be accepted as a bare minimum (with 100m not 75m buffer zone adjacent to the rural residential area) if the Quantock submission provisions are rejected	Accept in Part	
			17/3	Local residents should be allowed and provision made to connect to publicly funded sewage and reticulated water scheme.	Reject	
18	Kathy Dunn	Not stated	18/1	The Services go down Company Road. Property owners are able to notify Council of their wish to connect when the work is in progress, so that subsidiary pipes can be put in place at the same time.	Reject	Access to property owners on Company Road to the Council's water and sewage systems. The sewage and water services both go down Company Road and that landowners adjacent to the services be able to connect to these services
19	Electricity Ashburton Limited	Support	19/1	An amendment to the rezoning of the industrial park land to have as a permitted activity the construction, operation and maintenance of an overhead 66kV electricity sub-transmission line within a designated corridor. This corridor would be shown on the planning maps.	Reject	<ul style="list-style-type: none"> It will be necessary to increase the capacity and security of supply to both Northtown and Fairton. This will involve building a 66kV line between Northtown and Fairton. In the process of rezoning the business park land from Rural B to Business 9, the construction of overhead electricity lines will become a non-compliant activity. A possible solution to the above is for Ashburton District Council to allocate and zone a corridor through the business park land that permits the construction, operation and maintenance of an

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						<p>overhead 66kV electricity sub-transmission line.</p> <ul style="list-style-type: none"> • Wants Council to consider the interests of the community • The cost of placing the lines underground is 8 to 10 times more than overhead lines. • It is apparent that an opportunity exists to accommodate the relocation of an overhead sub-transmission line that will provide significant safety, aesthetic and electricity reliability advantages to the public at large, lower risk to assets for Electricity Ashburton, and lower cost to the ADC.
<i>Further submissions</i>						
	<i>Transit New Zealand</i>	<i>Support in Part</i>	<i>F/S 19/1/1</i>		<i>Reject</i>	<p><i>Support the submission in parts, in so far as, in this particular circumstance, there will be benefits to SH1.</i></p> <p><i>Service poles are a hazard to errant vehicles in the state highway reserve.</i></p>
20	William George and Marion Dorothy Oakden (Late submission accepted under 37(b) of the RMA)	Support	20/1	ADC to impose conditions to avoid, remedy or mitigate any adverse effects on the environment (as per section 10), their property and themselves.	Accept in Part	If the proposed industrial area is established there will be traffic issues, visual changes, increased noise and air pollution and increased demand on water resources, all which may adversely affect the submitter.