



SUBMISSION TO OUR SPACE 2018-2048
GREATER CHRISTCHURCH SETTLEMENT PATTERN UPDATE
SUBMITTER DETAILS

Name: Ben and Sally Tohill

Address:

Email:

This submission has been prepared for Ben and Sally Tohill by Locality Ltd.

Do you wish to speak to the hearings panel? Yes

Preferred location: Christchurch City

Contact Number: Ben Tohill Locality Ltd (Nicola Rykers)

B and S Tohill are the owners of a block of land on the corner of Marshs and Shands Road in Selwyn District.

The property has been significantly affected and dissected by Stage 2 of the Southern Motorway currently under construction. Please see the attached plans showing the Southern Motorway and associated re-alignment of Marshs Road traversing the property. Post construction of the motorway B and S Tohill will retain ownership of approximately 6.6ha of land.

Of this total land area, 3.56ha becomes an island sitting between the Heavy Industrial Zone in Christchurch City and the motorway designation and 1.1ha is entirely surrounded by motorway designation.

B and S Tohill are generally supportive of the strategic planning approach described in Our Space 2018-2048 Greater Christchurch Settlement Pattern Update and recognise the need for integrated planning of land use and infrastructure. They are concerned however that the concept of integration in the Settlement Pattern Update is focused on the relationship between infrastructure and future urban zoning, but fails to consider of how major infrastructure extensions, such as the Southern Motorway, integrates with the existing zoning of adjoining land. This is of particular concern where infrastructure expansion creates isolated or remnant land parcels that have limited potential uses under their current zoning.

The land concerned in this submission is zoned Rural Inner Plains in the Selwyn District Plan. The submitters consider that this zoning is no longer appropriate following construction of the Southern Motorway, as the land concerned is physically and permanently separated from the Canterbury

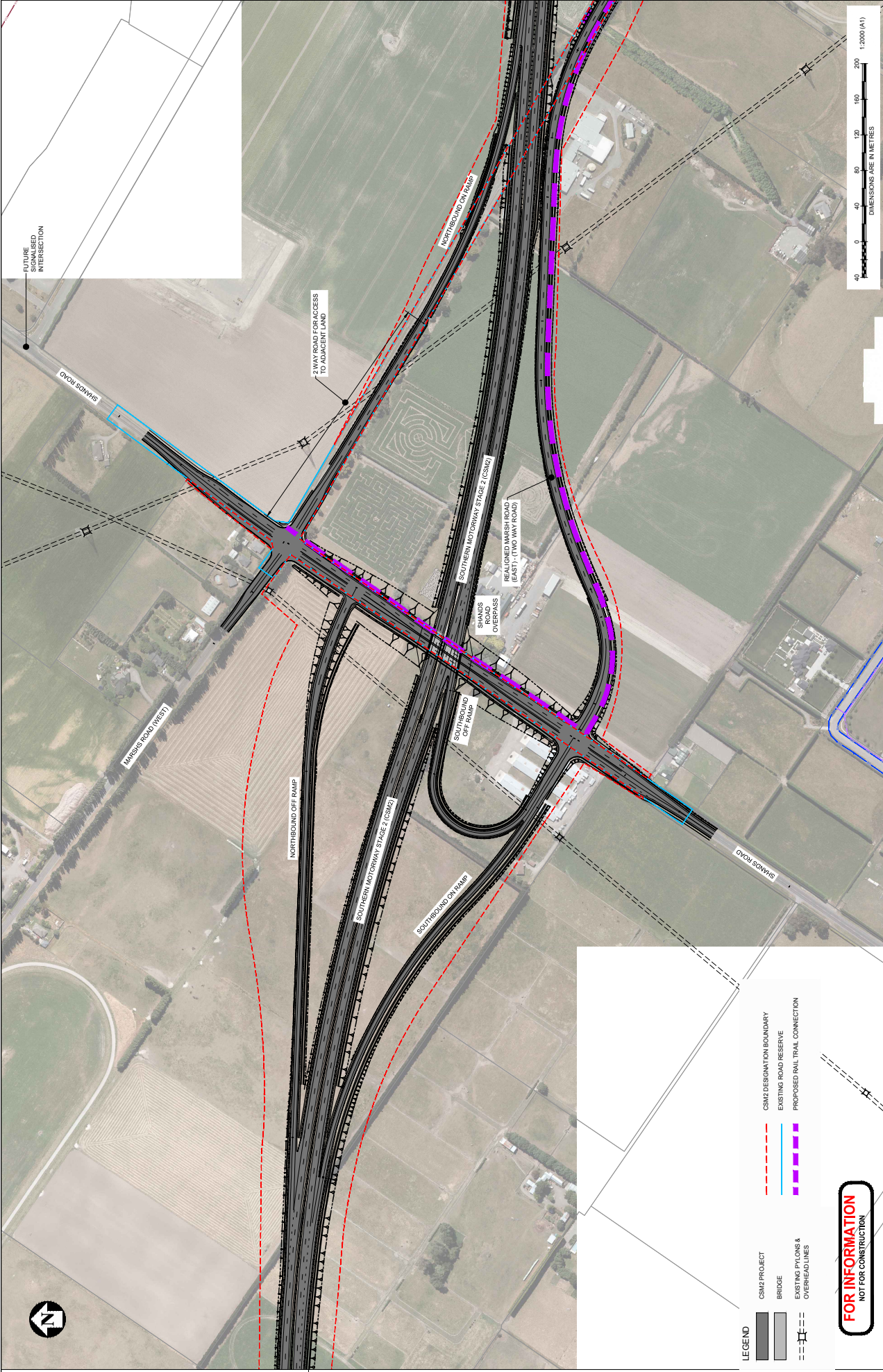
Plains and is instead effectively a small island of rural land surrounded by Heavy Industrial zoned land in Christchurch City and significant roading infrastructure. Due to its location it has no rural amenity and is of limited use for productive rural activities.

In this context B and S Tohill are considering a range of possible economic uses for the longer term use of the land, which may better suit its location hard against the heavy industrial edge of the City, its confinement by the Southern Motorway and small land area available. Potential options include yard based industrial uses or activities which serve primary industries.

This scenario has raised a number of planning issues for B and S Tohill which they consider are relevant to the Settlement Pattern Update and future provisions which may be contained in the Canterbury Regional Policy Statement. These include:

- 1 The objectives and policies of the Canterbury Regional Policy Statement (CRPS), and in particular the provisions of Chapter 6 of the CRPS, promote the integration of land use and infrastructure. The integration described is at a strategic level and focuses on the location and scale of future residential areas, commercial and industrial zones in relation to services and transport links. There are no provisions in the objectives and policies which specifically require consideration of the effect of major infrastructure expansions on the existing, adjoining land and if that land is being constrained or altered in terms of its suitability for the activities for which it is zoned. For example, **Policy 6.2.2 Urban Form and Settlement Pattern** requires consideration of greenfield priority areas on the periphery of Christchurch and the self-sufficient growth of towns such as Rangiora, but there is no requirement to consider the pattern of land use at the existing rural/urban interface where land use changes have been brought about by major transport infrastructure up-grades. **Policy 6.2.4 Integration of transport infrastructure and land use** is limited to “integration with the priority areas and new settlement patterns”. It does not address integration in respect of the existing urban form and existing land use. **Policy 6.2.6 Business land development** does include “a range of business activities are provided for in appropriate locations”. It is possible that this could be interpreted to apply to remnant parcels of land following construction of the motorway.
2. The appropriate RMA process for consideration of zoning is at the time of a district plan review. If the Settlement Pattern Update does not include the “left-over” pockets of rural land owned by B and S Tohill there is a risk that the land is not able to be rezoned as it will not be included on Map A of the CRPS. Similarly, it is possible that a future resource consent for an industrial related activity would similarly be rejected on the basis of fundamental inconsistency with the rural objectives and policies of the District Plan and the settlement objectives and policies of the CRPS. This is a risk that could be removed or minimised through a number of possible actions. These include:
 - Including the land parcels concerned as part of the future growth areas for industrial activities (the area being so small as to be inconsequential in the overall calculation of business land required); and/or
 - Addition of a sub-clause to Policy 6.2.4 of the CRPS which recognises that the integration of transport infrastructure and land use should include consideration of existing, adjoining land uses and scenarios where major transport infrastructure up-grades create remnant or isolated pockets of land; and/or

- Addition of a sub-clause to Policy 6.3.1 (4) of the CRPS. The policy currently seeks “to ensure new urban activities only occur within existing urban areas or identified greenfield priority areas as shown on Map A, unless they are otherwise expressly provided for in the CRPS”. The policy could be expanded to expressly provide for new urban activities on land where major infrastructure upgrading has isolated land parcels altering the range of suitable land uses for which the land is zoned.



CHRISTCHURCH SOUTHERN MOTORWAY EXTENSION STAGE 2 (CSM2)

SHANDS ROAD INTERCHANGE OUTLINE PLAN

Status: **FOR INFORMATION**

Drawing Number: **CSM2-SK-573**

Revision: **A**

CSM2 TEAM

URS AECOM GHD

ANZ TRANSPORT AGENCY
WAKA KOTAHĪ

Tab	Scale	Date	Checked	Approved
A	1:2000 (A1) 1:4000 (A3)			

Printed by: Keith Lenton 11-Aug-14

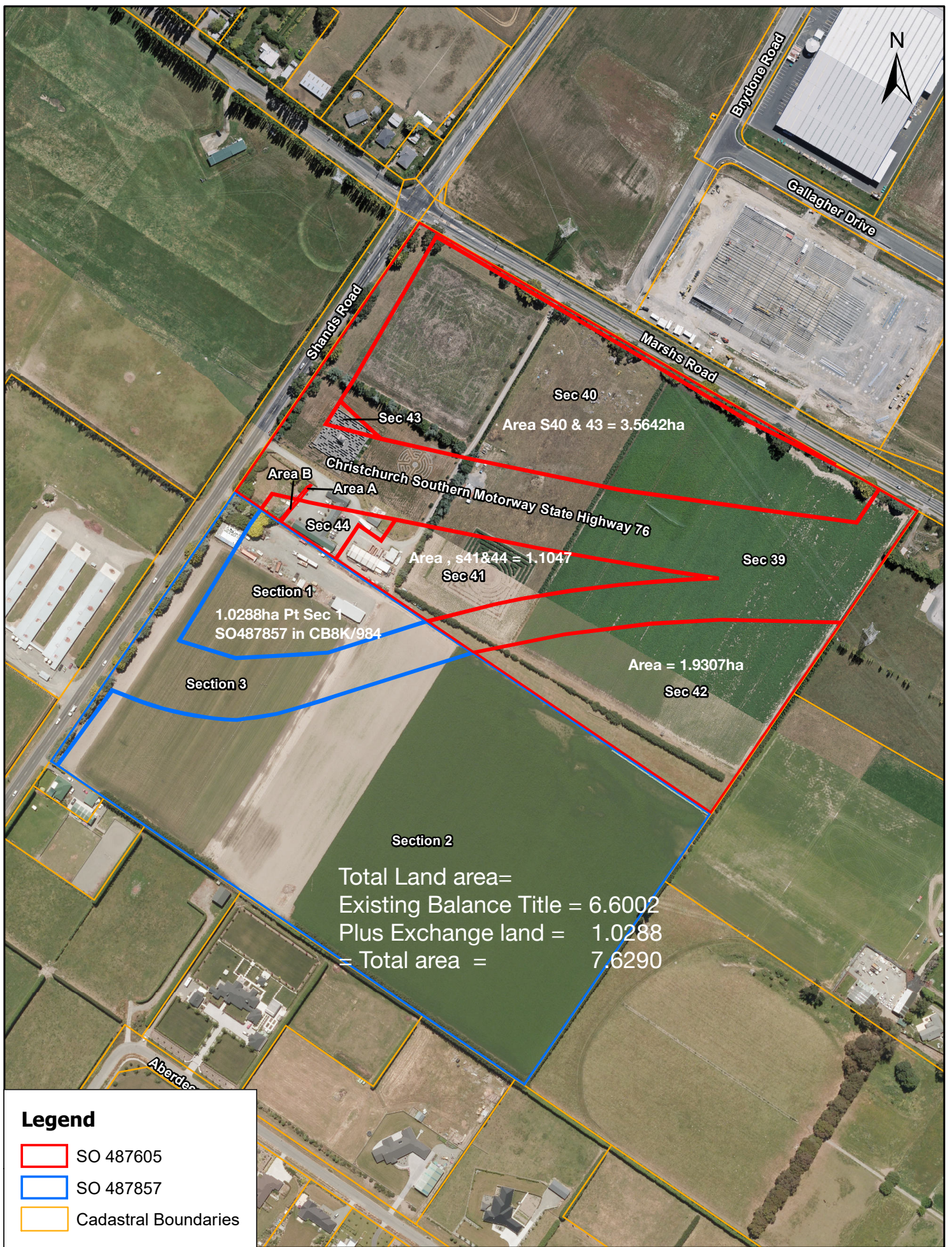
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**FOR INFORMATION
NOT FOR CONSTRUCTION**

- LEGEND**
- CSM2 PROJECT
 - BRIDGE
 - EXISTING PAVEMENT & OVERHEAD LINES
 - CSM2 DESIGNATION BOUNDARY
 - EXISTING ROAD RESERVE
 - PROPOSED RAIL TRAIL CONNECTION

DO NOT SCALE
 This drawing is based on the information provided to the project by the client. The client is responsible for the accuracy of the information provided. The client is also responsible for the accuracy of the information provided. The client is also responsible for the accuracy of the information provided.



Legend

- SO 487605
- SO 487857
- Cadastral Boundaries



VERSION CONTROL	1	2	3	4	5	6	7	8	9	10
Property boundaries and aerial imagery sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Areas are approximate and subject to survey.										
PREPARED BY	JK Bellamkonda			DATE	20/12/2016			SHEET	1 OF 1	

Christchurch Southern Motorway
 SO 487605 & 487857



TPG REF. 60965

A4 Scale 1:3,500