

Submission Form

Draft Ellesmere and Malvern Area Plans



Title: *MRS First Name: CAREY

Last Name: *BARNETT

For Council use:

Address: */- SOUTHBRIDGE SCHOOL, 25 HASTINGS STREET

Postcode: *7602 Town: *SOUTHBRIDGE, CANTERBURY

Contact Number: *3243429 Email: carey.barnett@xtra.co.nz

*Required fields

Are you making this submission for an organisation? ☒ Yes, name of organisation: SOUTHBRIDGE SCHOOL BOARD OF TRUSTEES ☐ No

Do you wish to attend a hearing to present your submission in person? ☒ Yes ☐ No

Preferred date: Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July ☒

Malvern Area Plan hearings will be held in Darfield on Friday 8 July ☐

Note: If you are submitting on both Area Plans, you may present at either location. Presentations on submissions should be kept to a maximum time of 15 minutes. We will contact you to confirm a time for your presentation

Submissions must be returned by 12 noon, Monday 13 June 2016.

This submission can be returned to: Freepost 104 653, Area Plan Submissions, PO Box 90, Rolleston 7643

Submissions can also be emailed to: areaplans@selwyn.govt.nz or made online at www.selwyn.govt.nz/areaplans.

The Council invites your feedback on the proposals outlined in the Draft Area Plans.

1. Which area/s does your submission apply to: ☒ Ellesmere ☐ Malvern

Which township/s does your submission apply to:

☐ Ellesmere Area (all townships)

☐ Dunsandel

☐ Malvern Area (all townships)

☐ Castle Hill

☐ Hororata

☐ Sheffield/Waddington

☐ Leeston

☐ Rakaia Huts

☐ Darfield

☐ Coalgate

☐ Kirwee

☐ Springfield

☐ Doyleston

☒ Southbridge

☐ Arthur's Pass Village

☐ Glentunnel

☐ Lake Coleridge Village

☐ Whitecliffs

If your submission covers more than one township, please write the name of the relevant township at the start of each section.

2. What are your views on the proposed development options for townships outlined in the Draft Area Plan/s?

See attached documents.

2. What are your views on the proposed development options for townships outlined in the Draft Area Plan/s?

Southbridge Town Area Plan

Background

- 2.1 Southbridge School occupies an area of land bordered by both Hastings Street and McKenzie Avenue. This land is contained within a designated area (Designation ME13) under the authority of the Minister of Education being legally described as Part RS 5861, Part Lot 1 DP 18624, Lot 1 DP 80498, Lot 2 DP 17338, Lot 2 DP 18297 and Part Lot 1 DP 18297 with a total area of 4.7904 hectares. The purpose of the designation is listed in the Selwyn District Plan as 'Primary School'.

Submission

- 2.2 While the Southbridge School Board of Trustees (hereafter referred to as 'We') supports further development in Southbridge, we oppose the suggested change of zoning from 'Outer Plains' to 'Residential – Living Zone' on the 'back field' of the school grounds. The area in question is shown in blue cross-hatching on the attached plan and is currently zoned 'Outer Plains'. The remainder the school grounds has an underlying zoning of 'Living 1'. The attached Plan also shows the current zonings under the Selwyn District Plan.
- 2.3 The School wishes to retain the existing zonings of the land on which the school is located. The suggested new zonings in the Ellesmere Area Plan indicate a shift to rezone the entire school grounds to residential/Living 1. This is a significant shift from the combination of residential and rural zoning that currently exists.
- 2.4 Retention of a rural 'Outer Plains' zoning on the 'back field' of the school is highly important to our school's current and future operation. While the designation offers some security of the use of the site for primary school purposes, the underlying zoning offers some surety over what activities can reasonably happen on the site. In particular, Southbridge School in the last three years has developed the 'Seeds of Learning' programme which is an initiative to encourage 'inside/outside' learning. For Southbridge this has entailed the development of vegetable gardens, the housing of chickens and egg production and in the near future the potential for a kune kune pig and some sheep. This will provide the children a range of practical knowledge based learning activities such as growing and selling produce, and animal husbandry. These activities will be combined into their everyday learning. It not only helps to foster practical skills of care, attention and broader thinking, but also teaches necessary life skills such as team work, communication, budgeting and marketing.
- 2.5 The school has taken a steady approach to this programme and is about to embark on the next step of a pig and some sheep. These animals are ideally located on rural land. It is envisaged that the back field would be the ideal place to undertake this activity where it is less inclined to conflict with more intense residential use and had the security of the underlying rural 'Outer Plains' zoning. Residential zoning of this area of land could be detrimental to the future use of this site for these learning activities.

- 2.6 It is important in modern learning to offer a variety of opportunities for children to learn. Some students respond better to more practical activities while others prefer a combination of methods from which to glean their understanding and knowledge. Southbridge School is enormously lucky to have a highly supportive community that has always encouraged flexibility in learning methods. By having the flexibility of the site with both residential and rural type zonings we find this enhances our school's possibilities and its attractiveness to many different aspects of our school community.
- 2.7 For these reasons we oppose any change to the existing zoning of our school property. We would be happy to answer any questions in regard to this submission or be part of any future consultation.

Southbridge Possible Future Development Options

Figure 17

School 'back field' to be retained as 'rural-Outer Plains'.

Southbridge Sedgemere Road

Waikakawai Stream

Jollies Road

Broad Street

High Street

Beilfield Street

Tamurui Road

Lee Street

Sarsfield Street

Bowen Street

St John Street

Brook Street

Gordon Street

Mckenzie Avenue

Haskins Street

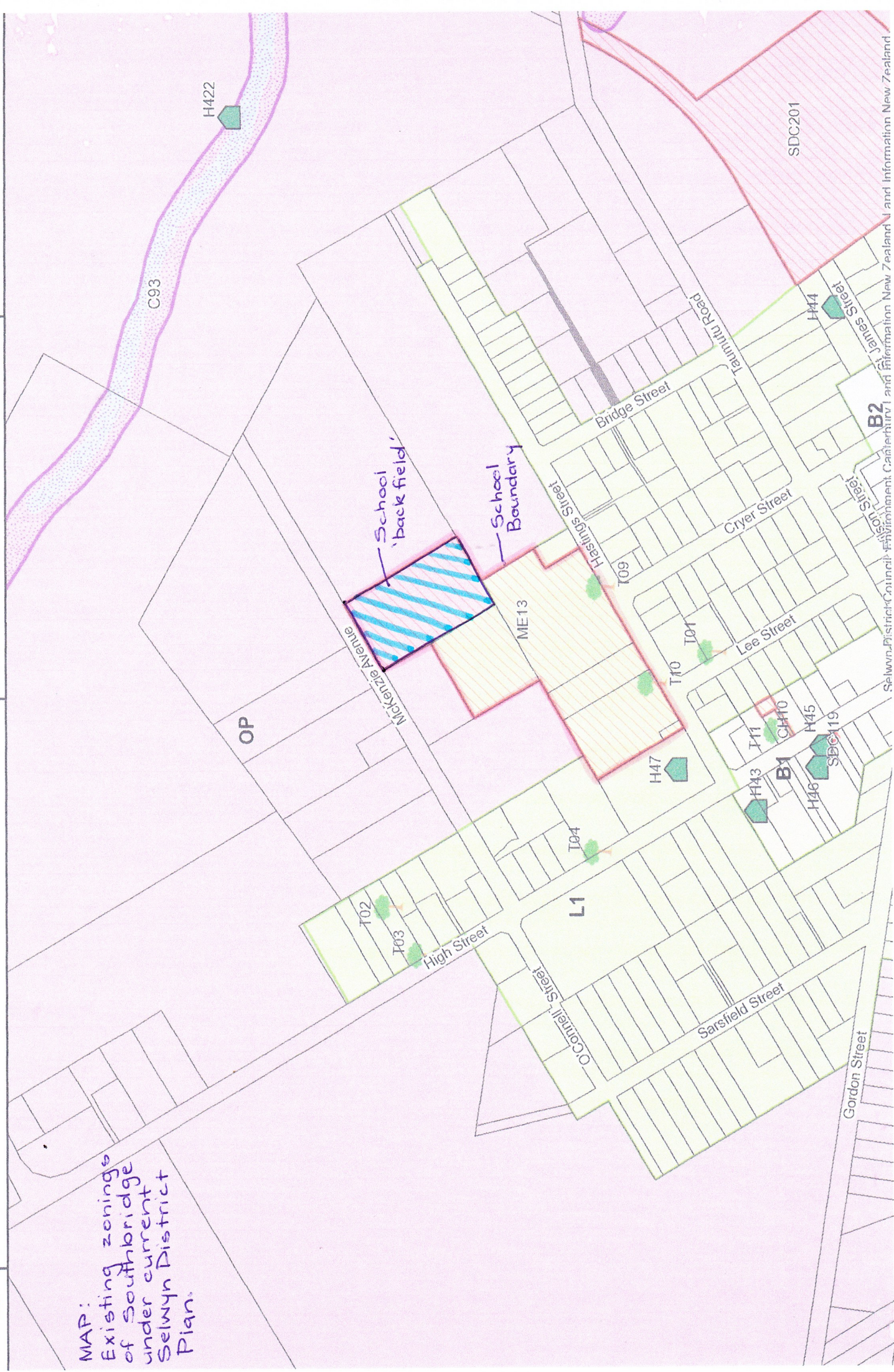
- STH A1 Standard to low-density residential development
- STH A2 Standard to low-density residential development
- STH A3 Standard residential development



NORTH

MAP:
Existing zoning
of Southbridge
under current
Selwyn District
Plan.

Information on this map has been derived from various sources including the Kaikoura District, Hurunui District, Waimate District, Selwyn District, and the Selwyn District Council. The map is a representation of the information provided and does not constitute a guarantee of accuracy or completeness. The user should independently verify the accuracy of any information before taking any action in reliance upon it.



From: [Andrew Mactier](#)
To: [Rachel Sugrue](#)
Subject: FW: Online Submission - Ellesmere & Malvern Area Plans
Date: Friday, 10 June 2016 1:40:07 p.m.

Nga mihi

[Andrew Mactier](#)
Strategy & Policy Planner
Environmental Services
DDI (03) 3472 802

From: areaplans@selwyn.govt.nz [mailto:areaplans@selwyn.govt.nz]
Sent: Thursday, 9 June 2016 3:33 p.m.
To: Andrew Mactier <Andrew.Mactier@selwyn.govt.nz>
Subject: Online Submission - Ellesmere & Malvern Area Plans

The following submission was filled out online:

Title: Mr
First Name: Tim
Last Name: Yellowlees

Address: 13 Leeston Dunsandel Rd
Dunsandel
Post Code: 7682
Town: Dunsandel

Phone: 0272546690
Email: timandtracy@xtra.co.nz

Making on behalf? No
Organisation name:

Hearing:

Will be heard? No

Which date? Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July

Submission:

1. Which area? Dunsandel

2. Your Views:

Trees Northern side of Dunsandel sports ground removal of the trees at on the northern side of the sports ground as they have grown to a height that now blocks sunlight from residents property's on Leeston Dunsandel Rd. in the winter months the footpath is unlikely to dry out meaning it becomes a slip hazard for pedestrians They also shade Leeston Dunsandel Rd in winter months making it more prone to freezing. The height of the trees also exceeds the height of the power lines which endangers the power lines should any of the trees fall Many Thanks Tim Yellowlees

From: [Andrew Mactier](#)
To: [Rachel Sugrue](#)
Subject: FW: Online Submission - Ellesmere & Malvern Area Plans
Date: Friday, 10 June 2016 1:40:32 p.m.

Nga mihi

Andrew Mactier
Strategy & Policy Planner
Environmental Services
DDI (03) 3472 802

From: areaplans@selwyn.govt.nz [mailto:areaplans@selwyn.govt.nz]
Sent: Thursday, 9 June 2016 2:14 p.m.
To: Andrew Mactier <Andrew.Mactier@selwyn.govt.nz>
Subject: Online Submission - Ellesmere & Malvern Area Plans

The following submission was filled out online:

Title: Mrs
First Name: Rachel
Last Name: Reid

Address: 66 Leeston Dunsandel Road
Leeston
Post Code: 7682
Town: Dunsandel

Phone: 033254664
Email: birdproofing@peskybirds.co.nz

Making on behalf? No
Organisation name:

Hearing:
Will be heard? No
Which date?

Submission:
1. Which area? Dunsandel
2. Your Views:

A pedestrian/lights/decreased road speed needs to be looked at putting in place for the main road of Dunsandel. We have children on the west side of Dunsandel trying to cross to attend kindergarten and the local primary school. This main road also needs to be crossed if the public from the west side of town wish to visit the rugby grounds, tennis/netball courts or playground. Even if public heading north pull over then they also need to cross the road to reach the public toilets. It is currently unsafe and the parking that is allowed in front on the vets also makes it difficult to see if driving a car across this intersection. Footpaths also need to be installed around Irvines Road and Tramway road is this is well beaten walk track by parents and children as well. Currently the road down Tramway Road is dangerously narrow and with a transport company situated along it does

not allow for even two trucks to pass. Even if they public exit the local rugby club they can not even access a footpath without crossing the road which is a busy intersection not only because of the transport but also because of milk tankers. Cycle ways etc are being considered in areas all around us but yet we are not allowed safe walkways or pedestrians for our children and increased elderly population.

From: [Andrew Mactier](#)
To: [Rachel Sugrue](#)
Subject: FW: Online Submission - Ellesmere & Malvern Area Plans
Date: Friday, 10 June 2016 1:40:47 p.m.

Nga mihi

Andrew Mactier
Strategy & Policy Planner
Environmental Services
DDI (03) 3472 802

From: areaplans@selwyn.govt.nz [mailto:areaplans@selwyn.govt.nz]
Sent: Thursday, 9 June 2016 12:33 p.m.
To: Andrew Mactier <Andrew.Mactier@selwyn.govt.nz>
Subject: Online Submission - Ellesmere & Malvern Area Plans

The following submission was filled out online:

Title: mrs
First Name: Kathleen
Last Name: Dawson

Address: 27 winnie vine place

Post Code: 7682
Town: dunsandel

Phone: 0274368392
Email: redkathy@xtra.co.nz

Making on behalf? No
Organisation name:

Hearing:
Will be heard? No
Which date?

Submission:
1. Which area? Dunsandel
2. Your Views:

I would like to see a sewerage scheme put into Dunsandel, so we can subdivide and the big piece of land next to the sport centre can be sold off for housing and development Also like to see traffic light on the intersection of state highway 1 and Dunsandel Leeston road

Dunsandel Township

In general, we feel that the proposed development options for Dunsandel in the Draft Area Plan are fair and appropriate. We do however feel there has been a significant planning oversight in relation to the Dunsandel Primary School road frontage. As a parent of two boys that are currently attending the school I have had immediate and significant concerns around the road frontage of the school from my first visit. There are three main areas of concern

1) Access across Irvines Road to the playground and sports fields.

The school is in a unique situation where the playground and sports fields are separated from the main body of the school by Irvines Road. Currently there is no designated safe crossing site between the school and the playground. School protocol relies on the children informing a member of staff that they wish to cross the road in order to be safely escorted across. Year 1 children are not allowed to play in the playgrounds across the road as access is deemed unsafe in this age group. Although the children are generally excellent at following protocol, the ramifications of one child failing to follow these guidelines are huge. There has been ongoing debate and discussion between the school and the council in and around this topic for many years and I feel that the lack of any progress is unsatisfactory. Given the current climate where Health and Safety is considered of paramount importance, I feel this situation needs to be immediately addressed.

2) The parking and drop off/pick up point for the school is inadequate.

The parking area for school drop off and pick up needs upgrading. Parking is available on both sides of the road. There is no footpath on the far side of Irvines road so parents and children are crossing the road at all points and walking behind parked cars. Visibility is poor when attempting to back out of parking spaces and I have witnessed many a situation when parents accidentally back out in front of passing cars and the school bus.

There is extremely poor drainage on the school side of Irvines Road and significant flooding after periods of rain further complicating the situation. A lack of parking spaces, primarily due to the fact that the bus requires such a large turning bay, necessitate parking on the grass either side of the designated parking area creating more mud and mayhem.

3) Speed.

The road is designated 50 km zone outside the school. There are school signs positioned on the east and western access points along Irvines road. There was an electronic speed sign erected on the western side of the school which was excellent but this has unfortunately since been removed for reasons unknown. I have witnessed cars speeding along this stretch of road and feel that awareness of the 50km zone could be improved. Speeding cars further increase the dangers of points 1 and 2 above.

Suggestions

- 1) A safe crossing point such as a zebra crossing be created to allow safer and more visible access between the school and the playing/sports fields.
- 2) A review of the parking area design and drainage take place and improvements made.

- 3) The electronic speed sign is reinstated and visible deterrents to speeding are put in place such a zebra crossing +/- speed bumps.

Conclusion

Anything that we can do to protect the most valuable and vulnerable members of our community should be considered with upmost priority.

Selwyn Village

The recognition of the Selwyn Village as a low density “Special Character Area” or Existing Development Area (EDA).

I appreciate that this may not be the best forum for this debate as the directive is to create a plan for future development of existing townships in the Ellesmere area but I feel that if the Selwyn Village were to be recognised as a “Special Character Area or Existing Development Area” (EDA) it would have a rightful place in this discussion.

The Selwyn Village is a unique settlement consisting of 11 houses on residential sized sections sitting within the outer planes zone. We believe that “Selwyn Village” should be recognised as either a “special character” or an Existing development area:

There are several Existing Development areas in the Selwyn District which are areas where for one reason or another development has already taken place. An example of this is “Raven Drive” an EDA comprised of 14 residential sections located within the Inner planes.

In the case of Selwyn Village, not only has the development already taken place, but the township has a long standing history as a continuously occupied settlement since its formation in 1862 (154 years!). It would be hard to imagine that the area does not fall within the classification of an EDA.

Alternatively, based on its rich history, Selwyn village should be classified as a “Special Character Area”. A “Special Character Area” is described in “Selwyn 2031” as an area of “historic settlement pattern associated with the presence of special amenity, natural or cultural values”. We would argue that the historical town of Selwyn, strategically positioned on the banks of the River Selwyn and the first settlement to be created in both the Ellesmere area and the possibly the Selwyn district, fits perfectly within such parameters. The original town of Selwyn not only needs such recognition to preserve its history, it deserves it. New Zealand is a young country with an almost nonexistent European culture. Is it not important that we recognize the Selwyn story as part of our countries heritage and culture?

Map of the proposed boundaries of the Selwyn Village Special Character area or EDA

The history of Selwyn Village

The Selwyn Township, touted as the “the residence of merchants and traders of Christchurch and the Sanitarium of the City”, was strategically created on the Southern bank of the Selwyn River. Its position not only provided natural amenity but guaranteed important access to well water. The Selwyn River was named after Bishop Selwyn, New Zealand’s first Anglican Bishop and one of the first Europeans to walk through that area in the mid 1840’s. This braided River forms an important natural amenity within the district and its name was later taken by the township, the district and the electorate. The Selwyn River meets the now main highway 1 and the southern railway line at the Selwyn Township, 20km upstream from its outflow into Lake Ellesmere.

By the time the railway reached the Selwyn Township in 1867, 470 sections had been created. The Railway, its station and its refreshment rooms were officially opened on 7th October 1867 after the first railway bridge was constructed over the Selwyn River. The station site was described as the “natural depot for the extensive agricultural district by which it surrounds, being that magnificent tract of country lying between the Rakaia, Lake Ellesmere and the railway line....”

The Selwyn Township rapidly developed into a centre for the surrounding district. For the 7-8 years that it remained as the terminus for the railway, local farmers brought their produce to the township to transfer to the Christchurch markets. Until road transport took over, the railway was responsible for the movement of all farm produce and livestock to the city. During harvest time the demand for grain wagons was extremely high and bookings were considered essential. In the Harvest of 1868 an extra train was put into service daily to cope with the volume and plans were floated to erect a shed capable of holding 1200 sacks of grain.

The train from Christchurch to Selwyn ran three times daily and a coach service would meet the train at the station to relay the passengers further south. The initial track from Christchurch to Selwyn and then on to Rakaia was a wide gauge track making the service a remarkably fast and efficient one.

Soon after the station opened, the proprietor William Lawrence, was licensed to sell liquor in the refreshment room on the proviso that he provided accommodation for travelers. The following year the “Littleton Times” reported that, following complaints regarding the lack of accommodation for travelers, additional accommodation was to be provided in the form of an extra five bedrooms, a kitchen and a private sitting room.

In 1870 the first of Selwyn’s stock auctions was held at Lawrence’s yards by the “Slee Hotel”. New stock yards were created later that year on the Western side of the railway to accommodate the growing numbers of stock passing through the sale yards.

In its heyday the Selwyn Township included a blacksmith, a carpenter, a baker, a bootmaker, a butcher, a saddler, a wheelwright, a threshing machine operator, and even a tailor. Other amenities including a railway station and railway yards, two town squares, a boarding house, a billiard saloon/dance room, a hotel with livery stables, stock yards, a post office, a lolly shop (burnt down in 1932) and a general store. The Railway yards were used as a depot for construction works undertaken by the provincial council.

Owing to the lack of census figures the population of Selwyn at its peak is unknown. Early settlers included Hart, Kneeshaw (the original storekeeper), Main, Lawrence, Skinner, Greer (arrived 1868, Carpenter), O’Malley, Parris (arrived 1874, Plate maker), Macdonald, Kirkland, Stone, Slee (1867, Hotel owner), Horne, Hall, Morgan, Boswell, McKie, Stevens, Swanson and Stainger (Wheelwright). The descendants of the Staingers (and until recently the Swanson’s) still live in Selwyn village today.

The decision to continue the southern progress of the railway in 1873 brought about the gradual demise of the Selwyn Township and its importance in the surrounding area and business, over the years to come, gradually relocated to Dunsandel. On January 14th 1873 the “Littleton Times” reported that the erection of a new railway station 2 miles south of Selwyn was “to deprive Selwyn of all its greatness”.

In 1874 it was proposed that the accommodation block at Selwyn station be used as an immigration barracks. The proposal never went ahead and the accommodation was instead turned into “Old man accommodation” the equivalent of a modern day rest home. The facility remained for over 50 years until complaints in 1925, suggesting that the facility had becoming significantly run down, eventually led to its closure.

In 1895/96 approximately 29 years after its opening, The Selwyn Hotel was relocated to Dunsandel by traction engine.

The long anticipated road bridge was finally opened on the 19th of December 1927. The gradual increase in road traffic along the Main South Road was responsible for the appearance in 1949 of an iconic roadside landmark in the Selwyn Township “The White House Café”, “a restaurant catering for the needs of the travelling public”. The White House Café, its name familiar to many, has changed hand a number of times over the years but is still in operation today and currently operates as “The White House Thai”.

The Selwyn Station was finally closed in 1963 and its buildings relocated, marking the end of a 90-year association between the railway town of Selwyn and its railway.

Over the course of the last 153 years, the older dwellings have gradually disappeared and been replaced by new ones. Jean and Dave Reid’s house built in 1867 (a house of historical significance) and the house of Jeremy and Dana Burgess still remain to this day. Unfortunately, due to its state of disrepair we were forced to demolish the original Swanson character cottage on our property 11 Camden Street 10 years ago. We have found many an artefact to remind us of Selwyn’s past. Items found include a large number of leather shoes and horse shoes, indicating that the blacksmith and bootmaker must have originally been located on our property.

Currently there are 11 houses and a café/restaurant within the Selwyn Village (to the East of the main south road only) and 4 residential sized sections. The majority of the houses are on quarter or half acre sections but range from 0.1Ha to 9Ha. The vast majority of the remaining old historical quarter acre titles have been amalgamated into larger land holdings and only 4 empty residential sections remain. Currently the local Dunsandel Historical society has an indefinite lease on the section of land that used to form the western half of the railway station reserve and they have erected a plaque and historical map commemorating the historical importance of the Selwyn Township.

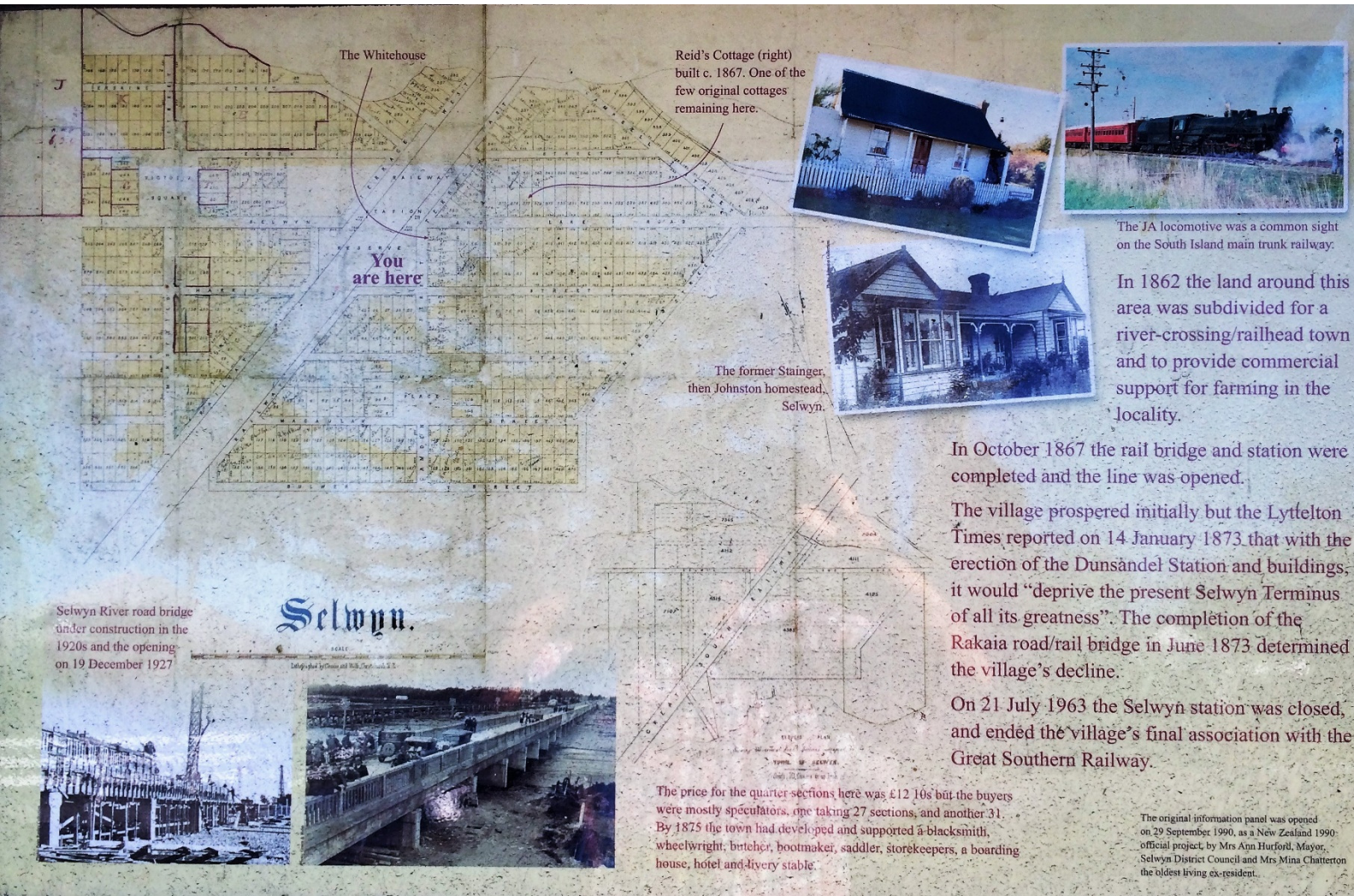
In 2012 The Town of Selwyn celebrated its 150-year anniversary. It generated a lot of interest and was attended by over 80 people. There was a fascinating 4-hour presentation by Mike Noonan on the history of the Selwyn Township and general celebration of all that the township has offered its residents past and present over the last 150 years.

Sadly, the Selwyn Township of today, in the eyes of the local council has absolutely no recognition. There has been suggestion that the Selwyn Township never “went ahead” but prior to the extension of the railway network to Rakaia, Selwyn was a thriving township and a district railhead of significant importance. Given its rich history as Ellesmere’s (and possibly Selwyn’s) first township and its location on the banks of the Selwyn River, we believe it should have recognition as a “Special Character Area” or, at the very least, be recognised as an existing developmental area based on the

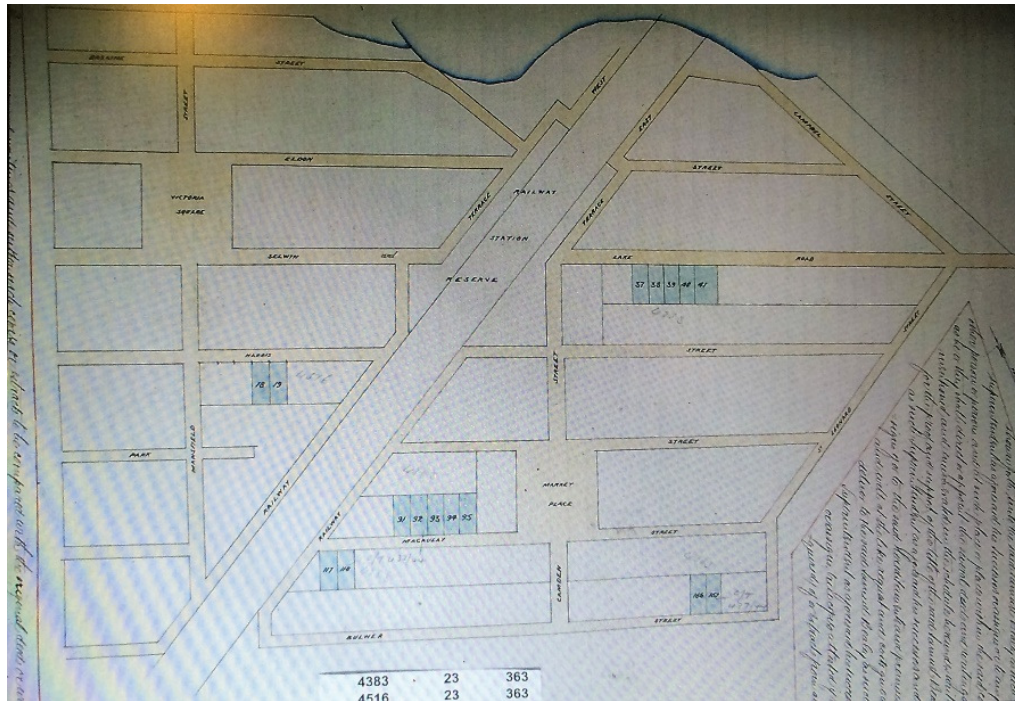
fact there has been continuous residential settlement of the area for the last 153 years. It is important to note that the demise of the Township was a gradual one and we feel that to deny its existence as either a Special Character area or Existing Development area, bellies its important place in local history.

Please see attachment for photos.

A photograph of the Historical Society's Commemorative plaque at Selwyn (erected on 29th of September 1990 as a New Zealand 1990 Official Project by the Mayor).



A map showing the roads, squares and parkland (blue areas) gifted to the Government in 1865



A historical photograph of Selwyn Station



The Selwyn Sign and historical plaque both erected by the Dunsandel Historical society



From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Monday, 13 June 2016 10:48:36 a.m.

The following submission was filled out online:

Title: Mr
First Name: Peter
Last Name: Baylis

Address: 198 Cryers and Jollies Road
R. D. 3,
Post Code: 7683
Town: Leeston

Phone: 033242181
Email: pbaylis@xtra.co.nz

Making on behalf? No
Organisation name:

Hearing:
Will be heard? Yes

Which date? Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July

Submission:
1. Which area? Leeston
2. Your Views:

I agree that Leeston requires more Commercial and Industrial land and the options from figure 9 LEE A3 would suit Leeston. I would like to see the Council to take a look at rezoning this area in the short term. There appears to be no suitable sections left to build on. I see we have 3 sections not built on and 1 for sale at an unrealistic price. I agree with carrying out the feasibility study for a dedicated community centre for Leeston including the redevelopment of the Leeston Rugby Club building.

From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Monday, 13 June 2016 10:49:41 a.m.

The following submission was filled out online:

Title: Mr
First Name: John
Last Name: Ferguson

Address: 16 Palladio Avenue

Post Code: 7632
Town: Leeston

Phone: 021340050
Email: john@blg.nz

Making on behalf? No
Organisation name:

Hearing:
Will be heard? Yes
Which date? Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July

Submission:
1. Which area? Leeston
2. Your Views:

This submission intends to support the general direction of the Ellesmere Plan for Leeston, but disagrees with many of the conclusions reached by Council in relation to development constraints and the availability of residential land. Council have identified a raft of issues with every township, many of which are very conservative, as evidenced by the circular band of issues surrounding these townships in the Area Plan. With regard to Leeston in particular, these issues are not insurmountable. For instance, Council states that Growth should be precluded to the north-west, to avoid any further stormwater discharges entering Leeston Creek. Yet the Leeston North Stormwater Diversion will largely solve this issue, and it is already underway. Land around the perimeter of the existing township needs to be zoned to accommodate growth of the township into the future. There is little point identifying the potential for infill in an established township that historically has not used infill to obtain growth. In fact, the vast majority of growth in Leeston over the last 6 years has been on Greenfields sites off Manse Rd and in the Chervier St area, with comparatively little coming from residential infill. Leeston has shown a strong demand for residential sections, and will undoubtedly continue to do so if they are made available for development. Surely the way to stagnate growth is by locking down development options so that people are required to live elsewhere. Council needs to give further consideration to areas LEE A1, A2 and A3. All of these areas need to be actioned now, to allow for the landowners to consider their options over the next few years and make provision for development to start in due course. The type of action to be taken is either to rezone the land, or to identify it as a "winner" as was done in the Rural Residential Strategy.

Submission Form

Draft Ellesmere and Malvern Area Plans



RECEIVED

Title: *Mr* First Name: *Craig*
 Last Name: *Clark*
 Address: *44 Taumutu Road, RD3, Leeston*
 Postcode: *7683* Town: *Southbridge*
 Contact Number: *0272145614* Email: *craigclark1985@msn.com*

For Council use:

13 JUN 2016

*Required fields

Are you making this submission for an organisation? ☐ Yes, name of organisation: _____ ☒ No

Do you wish to attend a hearing to present your submission in person? ☒ Yes ☐ No

Preferred date: Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July ☒
 Malvern Area Plan hearings will be held in Darfield on Friday 8 July ☐

Note: If you are submitting on both Area Plans, you may present at either location. Presentations on submissions should be kept to a maximum time of 15 minutes. We will contact you to confirm a time for your presentation

Submissions must be returned by 12 noon, Monday 13 June 2016.

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 Submissions can also be emailed to: areaplans@selwyn.govt.nz or made online at www.selwyn.govt.nz/areaplans.

The Council invites your feedback on the proposals outlined in the Draft Area Plans.

1. Which area/s does your submission apply to: ☒ Ellesmere ☐ Malvern

Which township/s does your submission apply to:

- | | | |
|---|--------------------------------------|---|
| <input type="checkbox"/> Ellesmere Area (all townships) | <input type="checkbox"/> Leeston | <input type="checkbox"/> Doyleston |
| <input type="checkbox"/> Dunsandel | <input type="checkbox"/> Rakaia Huts | <input checked="" type="checkbox"/> Southbridge |
| <input type="checkbox"/> Malvern Area (all townships) | <input type="checkbox"/> Darfield | <input type="checkbox"/> Arthur's Pass Village |
| <input type="checkbox"/> Castle Hill | <input type="checkbox"/> Coalgate | <input type="checkbox"/> Glentunnel |
| <input type="checkbox"/> Hororata | <input type="checkbox"/> Kirwee | <input type="checkbox"/> Lake Coleridge Village |
| <input type="checkbox"/> Sheffield/Waddington | <input type="checkbox"/> Springfield | <input type="checkbox"/> Whitecliffs |

If your submission covers more than one township, please write the name of the relevant township at the start of each section.

2. What are your views on the proposed development options for townships outlined in the Draft Area Plan/s?

Please See Attached Document a Maps

Southbridge Town Area Plan

We support further development in Southbridge Township.

We reside at 44 Taumutu Road on the south-eastern side of this road, between the road and the Southbridge Domain. The property is currently zoned 'Outer Plains' in the Selwyn District Plan. Our property signifies the beginning of the residential area of Southbridge when travelling into the township from the east along Taumutu Road. It is also opposite the Oakbridge subdivision which is characterised by residential development to varied intensities. It too is currently zoned 'Outer Plains' under the district plan.

The Area Plan for Southbridge is not suggesting a future rezoning along this street and its surrounds to 'residential' development. However, we consider this is not appropriate and we support higher density living and residential development in this area for the following reasons:

1. Southbridge Township needs further development to create a critical population base to support the current businesses located here. Many of the businesses here have struggled over the years because of a relatively small population base. With some more residential development these businesses could operate with more certainty and with a more consistent flow of revenue. We have been very pleased over the last 12 months to finally have our hotel, café, takeaway bar and store all up and running again and see further growth as critical to their retention and the attractiveness of our township. Supporting our local businesses and 'shopping local' is an important facet of contributing to our town's success.

Other important facilities and activities within the township would also significantly benefit from more residential activity here. For example, the Council operated Southbridge Swimming Pool and Southbridge Town Hall which have recently been upgraded, and the Southbridge Domain. Increased residential activity would also significantly benefit consistent roll retention at the Southbridge School and Play Centre which currently encounter significant fluctuations in roll. Carefully planned population growth here would definitely consolidate the opportunities associated with a pleasant and traditional country township lifestyle with a diversity of living environments.

2. The Oakbridge subdivision was created via a resource consent in a rural zone and was approved by the Council, therefore signifying that this area was suitable for higher density living. It is our view that this land should now be recognised with the appropriate zoning and signifies sensible planning practice. Having a rural zoning in this area now could be detrimental to normal residential activities on the site, for example allowing rural activities to be undertaken on sections that are definitely higher density residential properties – in particular those that front Bridge Street directly.

3. Our property is sandwiched between the domain, the existing residential (Living 1) zoned land to the west, Taumutu Road and the rear access to the domain. We believe this area is now somewhat residential in character and located in a space that could easily lend itself to further intensification of residential activity with its natural buffer of the domain and its access. This would protect development from conflicting with any wider rural land uses and complement the existing or further development of the Oakbridge development. A succinct

and pocketed development of residential activity here would be in keeping with the current amenity levels of the township and provides a logical progression of residential activity in a location that will not restrict activities in the wider rural or residential environments.

4. We recognise that Figure 16 – Southbridge Opportunities and Issues of the Ellesmere Area Plan has indicated that there are issues of cultural values and flooding and inundation near our property. The cultural values of significance here are not located on the Oakbridge subdivision or our property but relate to rural land beyond the confines of the township and the former bed of the Waikewai Stream. This area is shown on the Selwyn District Planning Maps and is labelled Wahi Toanga Management Area. The map clearly shows that this area does not encroach onto either the Oakbridge subdivision land or our property.

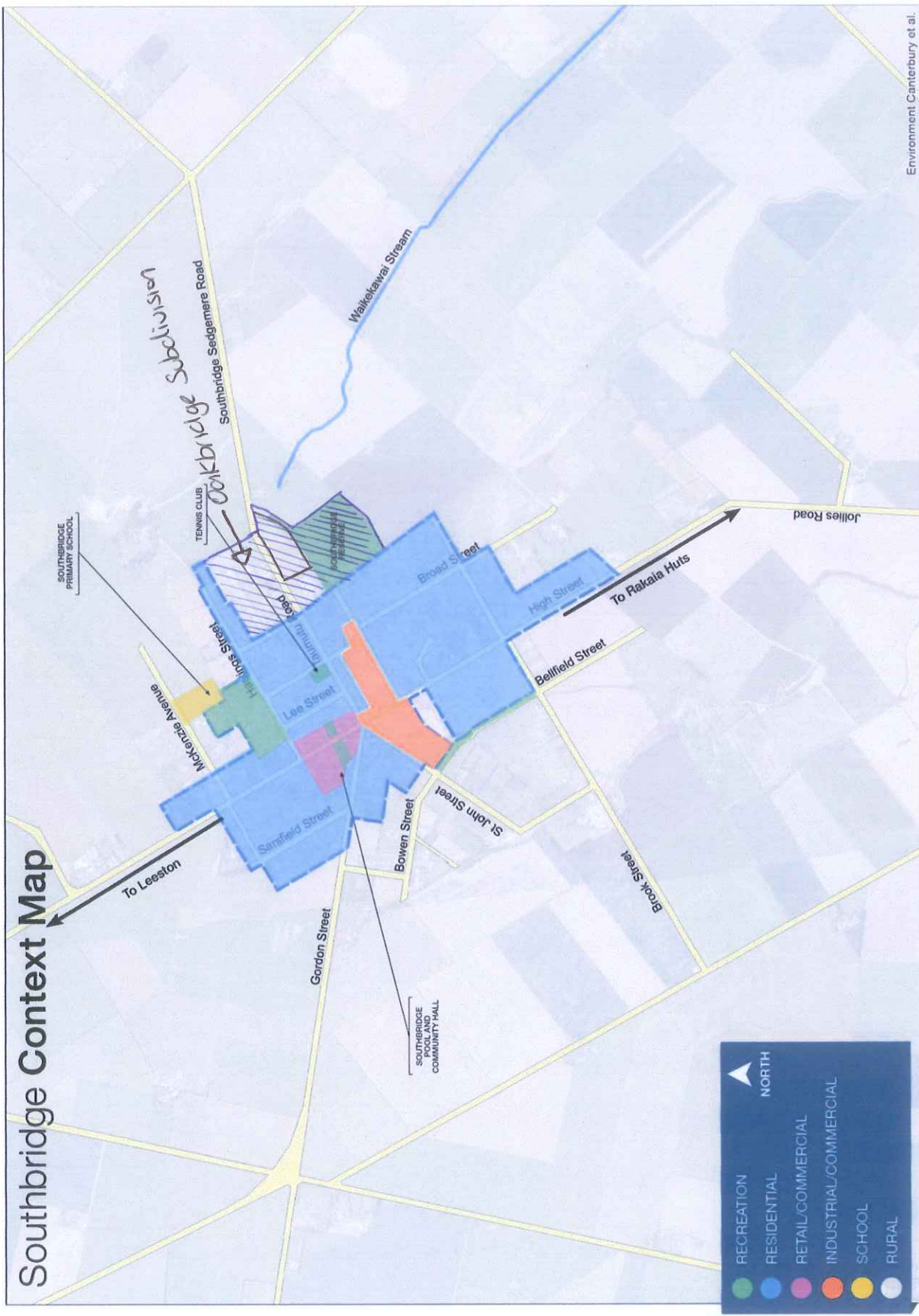
In addition, the flooding and inundation issues recognised relate to a localised matter concerning the stormwater from the Oakbridge subdivision which we understand to be subject to programmed remedial works. When this is completed then any potential flooding issues will be rectified.

5. We support more residential development in the vicinity of our property as shown on the attached plan as it would not lead to significantly higher traffic movements, it would retain the amenity values of the area and not encroach onto valuable rural land that is not already residential in character. We do not support the extension of residential zonings onto land that does not currently have a strong relationship to the existing residential zonings. Particularly when there are more appropriate opportunities available. There are succinct, 'pocketed' locations for intensive development in Southbridge that would result in attractive living environments. These would deliver the desired diversity of residential living environments that could enhance the township. For these reasons we support further residential zoning of land in Southbridge. We are happy to answer any questions you may have in relation to this submission.

Craig and Tess Clark

44 Taumutu Road

C and T Clark Ellesmere Area Plan Submission – Southbridge



Submission Form

Draft Ellesmere and Malvern Area Plans



Title: * MS First Name: HELEN MARY
 Last Name: * REID
 Address: * 189 BEEHAM ROAD NO 3RD LEESTON
 Postcode: * 7683 Town: * LEEESTON
 Contact Number: * 03 3243685 Email: * X

For Council use: submission number

*Required fields

Are you making this submission for an organisation? ☐ Yes, name of organisation: _____ ☒ No

Do you wish to attend a hearing to present your submission in person? ☒ Yes ☐ No NO

Preferred date: Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July ☐

Malvern Area Plan hearings will be held in Darfield on Friday 8 July ☐

Note: If you are submitting on both Area Plans, you may present at either location. Presentations on submissions should be kept to a maximum time of 15 minutes. We will contact you to confirm a time for your presentation.

Submissions must be returned by 12 noon, Monday 13 June 2016.

This submission can be returned to: Freepost 104 653, Area Plan Submissions, PO Box 90, Rolleston 7643

Submissions can also be emailed to: areaplans@selwyn.govt.nz or made online at www.selwyn.govt.nz/areaplans.

The Council invites your feedback on the proposals outlined in the Draft Area Plans.

1. Which area/s does your submission apply to: ☒ Ellesmere ☐ Malvern

Which township/s does your submission apply to:

☐ Ellesmere Area (all townships)

☐ Dunsandel

☐ Malvern Area (all townships)

☐ Castle Hill

☐ Hororata

☐ Sheffield/Waddington

☒ Leeston

☐ Rakala Huts

☐ Darfield

☐ Coalgate

☐ Kirwee

☐ Springfield

☐ Doyleston

☐ Southbridge

☐ Arthur's Pass Village

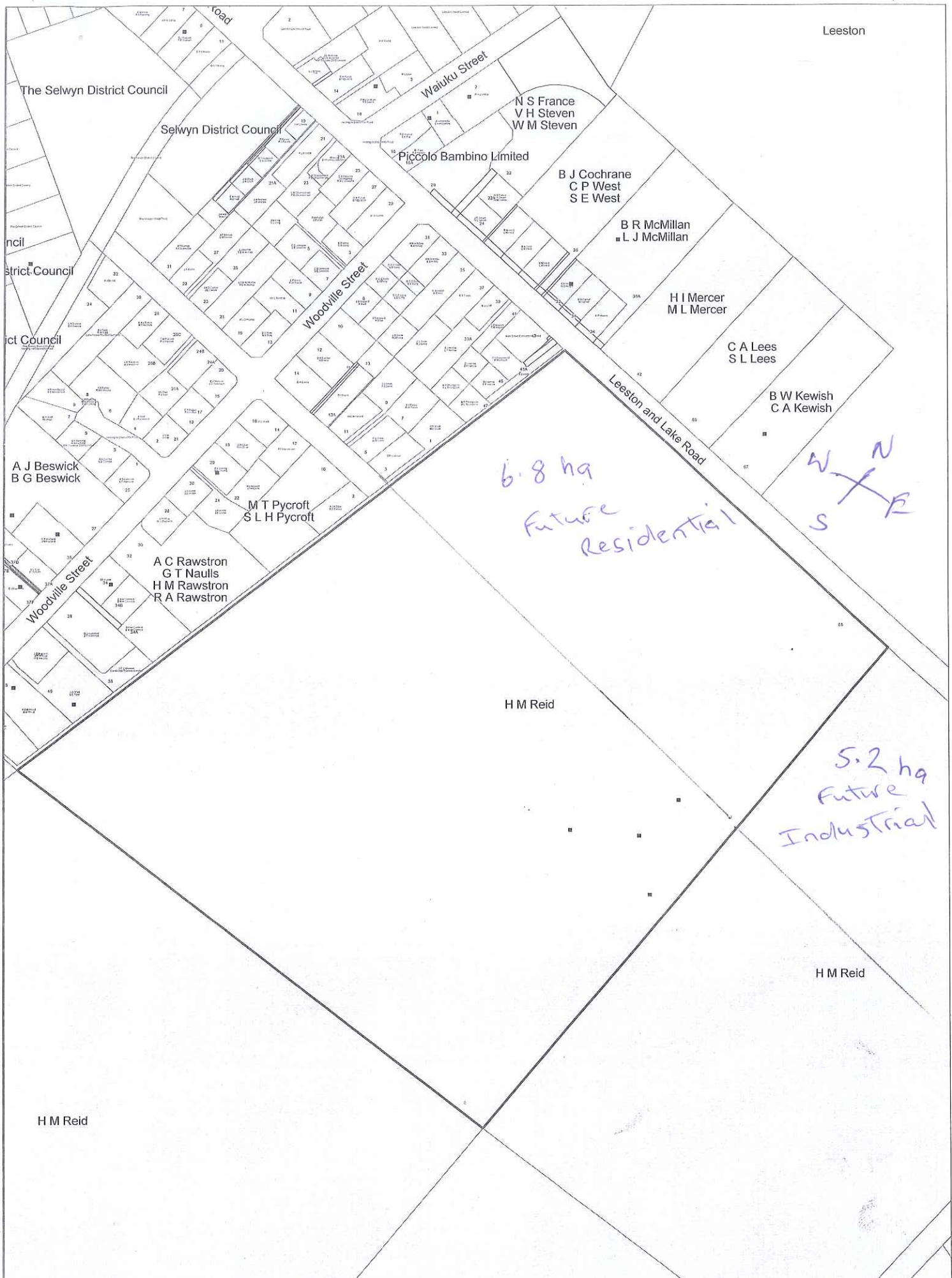
☐ Glentunnel

☐ Lake Coleridge Village

☐ Whitecliffs

If your submission covers more than one township, please write the name of the relevant township at the start of each section.

2. What are your views on the proposed development options for townships outlined in the Draft Area Plan/s?



FARM PLAN

P.W. REID Plan of

REGION OF PRODUCTION
NUMBER

C 657

OWNER/OCCUPIER

~~P.W. REID~~

DISTANCE TO MAF OFFICE

24 Km

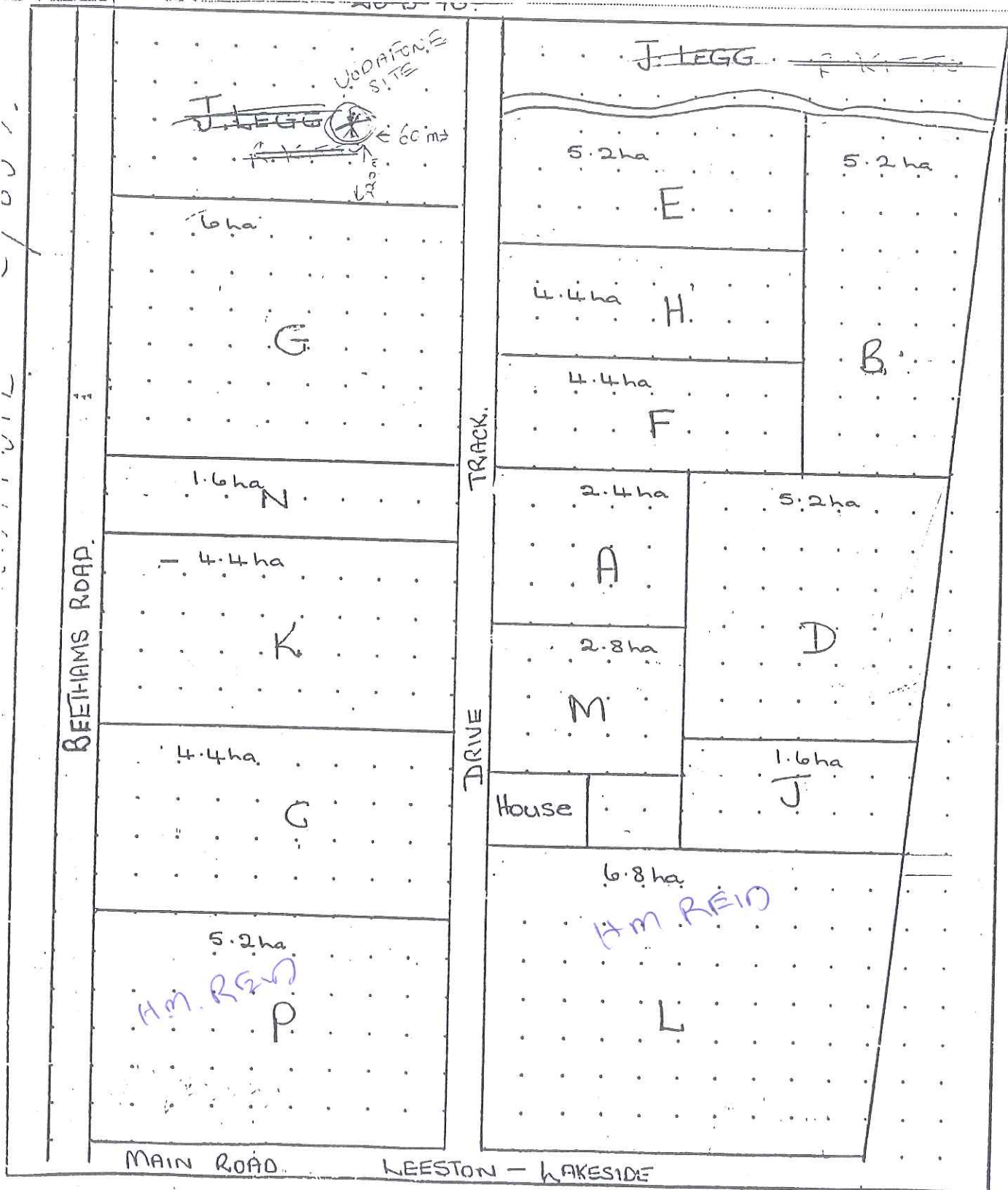
ADDRESS

LEESTON LAKE ROAD

NO 3. RD

~~LEESTON LAKE ROAD~~

P.W. & H.M. REID
BEETHAMS ROAD
NO 3. RD.
LEESTON



Submission to Ellesmere 2031 Draft Area Plan

Submitter: P. Brent Nahkies

Address: 1359 Tramway Rd, Dunsandel

Phone: 3254 052

Email: nahkiesb@ihug.co.nz

NOTE: I wish to be heard at the Ellesmere Area Plan Hearings on Tuesday 5th July.

Having studied the material contained in both the Draft Area Plans for Ellesmere and for Malvern and associated background material I have formed the following conclusions which form the basis of my submission.

1. Dunsandel has stagnated in terms of population growth due to the current District Plan.

This stagnation is clearly illustrated by a comparison with two 'peers' of similar location, size and township characteristics. Doyleston and Kirwee like Dunsandel are two "rural townships whose function is: "... based on village characteristics with some services offered to the surrounding rural area". Dunsandel and Kirwee have similar levels of Community infrastructure while Doyleston clearly has lower local amenity levels. They are all located a very similar distance to Christchurch.

Whereas both Kirwee and Doyleston has experienced substantial growth since the Selwyn District Plan Dunsandel has not. This stagnation in growth is expected to continue as shown in the following table.

<u>Township</u>	<u>Projected Population Growth</u>	<u>% Projected Population Growth</u>	<u>Proportion of total expected growth</u>
Kirwee	525	44%	12%
Doyleston	252	71%	6%
Dunsandel	63	12%	1%

A lack of zoned and available land has meant that any growth in Dunsandel has been forced to occur by the subdivision of existing sections in the Living 1 and Living 2 zones in the Township, neither of which is desirable. There has also been large areas of rural land subdivided into blocks of 10 ha to provide lifestyle blocks which is a poor use of rural land and contrary to the objectives of the District Plan.

2. Dunsandel is an appropriate location to accommodate growth.

Compared with its "peers' Dunsandel also has the advantage of a significantly greater level of local employment both in terms of numbers and proportion of population as shown in the following table.

<u>Township</u>	<u>Population Number</u>	<u>Employment Number</u>	<u>% of Population</u>
Kirwee	1186	125	10.5%
Doyleston	370	75	20.2%
Dunsandel	497	313	63%

In addition to the high employment within the township area there are a number of significant employment opportunities close to Dunsandel such as:

- Synlait Dairy Factory
- Meadow Mushrooms Composting Facility
- Burnham Military Camp
- Rolleston
- Rakaia

In addition Lincoln, Leeston and Darfield are all within 20 minutes of Dunsandel creating additional employment opportunities. The strategic location of Dunsandel has been recognised as a driver in employment growth by the Draft Area Plan but not recognised as a potential driver of population growth.

Although there has clearly been limited population growth in Dunsandel this has not been because it is lacking in amenities. On the contrary the township is well endowed with community infrastructure including the following:

- Primary School
- Hotel
- Shops and restaurants
- Garage
- Play centre
- Early Childcare Centre
- Vet Clinics
- Church
- Fire station
- Sports centre and rifle range
- Tennis Courts and playgrounds
- Domain & sports fields
- Lake Crighton
- Bowling Club
- Community Centre
- Reticulated town water supply

This is clearly contrary to the statement in the Draft Area Plan that Dunsandel suffers from an “absence of the necessary community infrastructure or services required to support additional growth”.

Nor has growth been slow because of a poor location. Its closeness to Rolleston and Christchurch are highly desirable and superior to its ‘peers’. It is strategically located to benefit from current growth trends in relation to Christchurch City and the new southern motorway construction. It will also benefit from the plans announced by central government to significantly boost employment at Burnham.

Historically growth has been hampered by a lack of appropriately zoned and available land. This is in direct contrast to the other townships in Selwyn such as Doyleston and Kirwee. As initially proposed, the District Plan had in place a 1km rule which allowed rural residential subdivision on the outskirts of towns. The removal of this rule was particularly damaging for Dunsandel as there was no zoned alternative land available for subdivision unlike other townships who had significant areas of zoned land already in place to facilitate growth. Thus other townships in Selwyn were enabled by the District Plan to experience significant unlike Dunsandel.

It has also been stated in the Opus 5 Waters Review that “of the settlements west of the Selwyn River, Dunsandel is more suited to growth than those located closer to the coast (Leeston, Doyleston and Southbridge).” It also notes that Darfield and Kirwee both have constraints to growth.

3. There is a need to pro-actively rezone greenfield sites in Dunsandel.

Based on the data contained in the Draft Area Plans all the townships in Selwyn retain significant areas of zoned land justifying the Draft Area Plan conclusion for all the townships that “there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review”.

The basis of this conclusion is summarised in the following table prepared from data from the Draft Area Plans. Of note is the Supply/Demand Ratio that has been calculated based on this data. This shows that the supply of already zoned land clearly exceeds the expected demand for zoned land based on the growth predictions used for the Draft Plans.

Township	Current Pop.	Future Growth	Population Change	Household Demand	Household Supply	Supply Demand Ratio	Share of Growth
Darfield	2986	39%	1155	412.5	2274	5.51	31%
Coalgate Glentunnel Whitecliffs	1105	23%	259	92.5	425	4.59	6.9%
Hororata	263	26%	70	25	196	7.84	1.9%
Kirwee	1186	44%	525	187.5	218	1.16	14.1%
Sheffield	585	11%	70	25	196	7.84	1.9%
Springfield	475	17%	91	32.5	56	1.72	2.4%
Leeston	2275	49%	1127	402.5	953	2.37	30.2%
Doyleston	370	71%	252	90	129	1.43	6.8%
Dunsandel	497	12%	63	22.5	30	1.33	1.7%
Southbridge	959	12%	118	42	445	10.56	3.2%
TOTALS			4248				

* Note that the population and growth projections for Coalgate, Glentunnel, and Whitecliffs have been aggregated in the Draft Plan. Supply has also been aggregated for the purpose of analysis.

In many instances this ratio shows a significant excess of supply over demand such as in the example of Darfield at 5.51 or Southbridge at 10.56. For Dunsandel the ratio is 1.33 but this is based on a low growth projection based on an artificially constrained supply and historical growth. If suitable land was available it can be assumed that Dunsandel would experience similar levels of growth to its peers Doyleston and Kirwee who are expected to capture 6.8% and 14.1% of the total growth respectively. If it is assumed that Dunsandel captures 14% of the total growth (the same as Kirwee) then that would equate to a population increase of 522 people or 187 household. This level of growth would still leave Dunsandel with a population smaller than that of the current Kirwee population. More importantly based on this growth assumption the supply to demand ratio for Dunsandel drops to 16% which is indicative of a serious undersupply that justifies the proactive zoning of greenfield sites unlike the situation with other townships in Selwyn.

The zoning of additional greenfield sites is also necessary to overcome the current problem in Dunsandel of 'land banking.' There are currently 3 significant parcels of land within the township boundaries that have potential for development. However, in each case the owners of this land appear unwilling to attempt subdivision of the land which effectively removes the land from effective supply. This is a common challenge faced by land use planners that in part justifies having a large supply/demand ratio. It is also something that is usually outside the control of Councils. However, in the case of Dunsandel the Council is also one of the owners and thus can take steps to subdivide the land they own. The expected subdivision of this land appears to be the basis on which the current estimated supply of 30 sections in Dunsandel has been based.

One of the possible reasons for land banking in the case of the other two owners may be the general uncertainty over sewerage requirements and the conditions relating to the deferred status of the land. If Council were to take a lead role in settling the 'sewerage question' this might encourage action. This appears to be addressed in the implementation plan outlined in the Draft Plan.

In relation to Dunsandel no potential greenfield sites have been identified and analysed. This is in contrast to every other township in the Draft Plan where multiple sites have been identified and analysed. For example in Darfield 8 sites were identified and analysed despite a very high supply/demand ratio.

4. The Draft Area Plan fails to address the legacy of the 1km Rule

The setting of the 1km rule and subsequent removal of the rule created a flawed planning process in relation to rural residential zoning around townships. Had people known that their land was going to be down zoned (or if it had not been 'zoned' in the first case) they may well have made submissions to the proposed district plan when they had the chance. This opportunity was effectively denied property owners who were unable to argue the merits of their particular parcels of land when the 1km rule was revoked. This point about a lack of natural justice was acknowledged by the commissioners at the Variation 23 hearings with the

reassurance that the flaw would be addressed at the time of the District Plan review. There is nothing in the Draft Area Plan for Dunsandel that addresses this by looking at green field sites previously 'zoned' rural residential under the 1km rule.

5. The land south of the township boundary as identified in a previous submission should be rezoned to Living 2 or similar. (Refer Attached Plan)

The greenfield site shown on the attached plan should be considered for rezoning as Living 2. This would restore the original zoning that was in place under the 1 km rule and also provide an area of appropriately zoned land available immediately for subdivision once the District Plan was Operative. Living 2 is a density of development that is compatible with on-site wastewater treatment. This puts it in a different category to Living X which allows for high density development.

The advantages of rezoning this land Living 2 are:

- The rezoning of the land would be consistent with the Township Volume urban growth policy framework which is already in place.
- The land will form an appropriate buffer between the Township and the adjoining farmland.
- The rezoning of the land will consolidate development in the township and reduce reverse sensitivity issues between farming and existing rural residential development.
- The neighbouring land has already been zoned Living 2.
- The land in question is located on poor soils.
- The land in question is on the side of the township identified as being appropriate to accommodate growth.
- The land in question is close to the school and the domain.
- The land in question is located on an existing sealed road
- The land can be easily serviced by the existing reticulated water supply and is identified by Opus as "suitable" for growth.
- The land can be serviced by the existing public waste collection service.
- The land was previously zoned for rural residential under the PDP.
- It would provide for a compact and concentric urban pattern
- The area does not present any immediate infrastructure servicing constraints
- The area would provide for a diversity of housing types not currently available.
- There is the potential to create to integrate with and enhance existing reserves and create a walking network
- The land is not subject to flooding hazard
- The area is of a size that will not negatively impact on the 'village' character while still allowing for some limited growth.

The disadvantages of the site are:

- There would be a need to manage development to mitigate any reverse sensitivity issues with Ellesmere Transport. This could be done comparatively simply by creating a small








reserve next to Ellesmere Transport which would act as a buffer. Such a reserve would also reduce current reverse sensitivity issues relating to pedestrians and trucks by creating a walkway link that would connect up with the currently under utilised and somewhat 'isolated' strip of reserve adjoining the railway.

Map 6 Dunsandel

Selwyn Proposed District Plan Maps

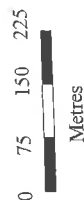
The designated sites and heritage sites outside the Urban area are shown solely for the sake of completeness. They do not form part of the Urban Section of the Plan, but will be incorporated into the Rural Section.

Legend

-  Living
-  Business
-  Rural
-  Road Widening Designation
-  Designated Site
-  Heritage Site
-  Heritage Tree

Note:

1. All rail corridors and road corridors on planning maps are designated.
2. For Dunsandel township development policies, see Part 2 Section 4.3.



Scale 1:7500 (A3)



From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Monday, 13 June 2016 9:08:46 p.m.

The following submission was filled out online:

Title: Mrs
First Name: Lisa
Last Name: Matthews

Address: 37 Winnie Vine Place
Dunsandel
Post Code: 7682
Town: Dunsandel

Phone: 0274488049
Email: lisaanddeane@xtra.co.nz

Making on behalf? No
Organisation name:

Hearing:
Will be heard? No
Which date? Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July

Submission:
1. Which area? Dunsandel
2. Your Views:

We agree with the development options however we would like to have far more emphasis on the effect of traffic build-up on State Highway 1. We would like to see the following submissions considered immediately. Submission 1 The intersection with SH1 and Browns Rd. This intersection is the only recognised crossing point on SH1 between Rakaia and Burnham. 1. Relocation of the Transit NZ sign outside the vets as this blocks vision South West along SH1 especially with Trucks, School Buses and Tractors. 2. Extension of broken yellow no parking lines from Happers Honda to the corner. When vehicles park here it totally blocks vision from the same direction as above but this issue also includes cars, bikes and pedestrians. Users have to creep out onto the Highway to see. Especially problematic when large vehicles park here. Note here that the Traffic Safety Camera vehicle often parks here. 3. Speed should be reduced to 50km. Access onto or across SH1 from the railway side is very dangerous as large vehicles parked by millennium shelter block vision to traffic from the North East. This is especially problematic if large vehicles park here. 4. We would like to see an investigation into the provision of traffic lights at this intersection. Submission 2 The Speed Reduction signs on the North East of the Township. These signs block vision from the Hotel Car park. These should be relocated and we would like to see the provision of electronic "Slow Down" signs at both ends of the township. Submission 3 Many Hotel patrons walk to the hotel from 2 directions. Firstly they use the footpath between the corner and the hotel. This path needs to be widened to facilitate more users especially wheelchair/ mobility scooters as at present they cannot pass oncoming users. Secondly they walk across the railway line from Railway Rd. This is a good option for those living on the South side of the township however this crossing is totally undeveloped and has many trip hazards. We would like to see the development of a footpath along Railway Rd and then for a more controlled crossing of the Railway Line. Submission 4 Currently there are no walking areas in

Dunsandel. There is a provision in our 10 year plan to include some sort of exercise/walking area in the domain but there is a need for a path around the Irvines Rd, Leeston Rd, Tramway Rd block. This is extensively used now but along Tramway Rd users have to walk on the road.

From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Monday, 13 June 2016 9:14:08 p.m.

The following submission was filled out online:

Title: Mr

First Name: Deane

Last Name: Matthews

Address: 37 Winnie Vine Place
Dunsandel

Post Code: 7682

Town: Dunsandel

Phone: 03-325 4607

Email: lisaanddeane@xtra.co.nz

Making on behalf? No

Organisation name:

Hearing:

Will be heard? No

Which date? Ellesmere Area Plan hearings will be held in Leeston on Tuesday 5 July

Submission:

1. Which area? Dunsandel

2. Your Views:

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From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Monday, 13 June 2016 10:03:50 p.m.

The following submission was filled out online:

Title: Mrs
First Name: Rebecca
Last Name: Marshall

Address: 151 Hororata Dunsandel Road

Post Code: 7657
Town: Dunsandel

Phone: 0275550994
Email:

Making on behalf? No
Organisation name:

Hearing:
Will be heard? No
Which date?

Submission:
1. Which area? Dunsandel
2. Your Views:

We agree with the development options however we would like to have far more emphasis on the effect of traffic build-up on State Highway 1. We would like to see the following submissions considered immediately. Submission 1 The intersection with SH1 and Browns Rd. This intersection is the only recognised crossing point on SH1 between Rakaia and Burnham. 1. Relocation of the Transit NZ sign outside the vets as this blocks vision South West along SH1 especially with Trucks, School Buses and Tractors. 2. Extension of broken yellow no parking lines from Happers Honda to the corner. When vehicles park here it totally blocks vision from the same direction as above but this issue also includes cars, bikes and pedestrians. Users have to creep out onto the Highway to see. Especially problematic when large vehicles park here. Note here that the Traffic Safety Camera vehicle often parks here. 3. Speed should be reduced to 50km. Access onto or across SH1 from the railway side is very dangerous as large vehicles parked by millennium shelter block vision to traffic from the North East. This is especially problematic if large vehicles park here. 4. We would like to see an investigation into the provision of traffic lights at this intersection. Submission 2 The Speed Reduction signs on the North East of the Township. These signs block vision from the Hotel Car park. These should be relocated and we would like to see the provision of electronic "Slow Down" signs at both ends of the township. Submission 3 Many Hotel patrons walk to the hotel from 2 directions. Firstly they use the footpath between the corner and the hotel. This path needs to be widened to facilitate more users especially wheelchair/ mobility scooters as at present they cannot pass oncoming users. Secondly they walk across the railway line from Railway Rd. This is a good option for those living on the South side of the township however this crossing is totally undeveloped and has many trip hazards. We would like to see the development of a footpath along Railway Rd and then for a more controlled crossing of the Railway Line. Submission 4 Currently there are no walking areas in

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From: submissions@selwyn.govt.nz
To: [Submissions](#)
Subject: Form 5 Submission
Date: Saturday, 11 June 2016 9:30:35 a.m.

**** Your Details ****

Proposed Plan Change No: : Ellesmere area plan
First Name: : Murray
Surname : Bell
Organisation Name :
Contact Name :
Email Address : lambrook@maxnet.co.nz
Box/Road/Street Number and Name/Property Name : 483 Volckman Rd
Suburb : Leeston
Town/City : Leeston
Post Code :
Phone Number : 0272739797
Fax Number :

**** Submission ****

My/Our Submissions is: : I am a trustee on the Trust that owns the land adjoining Station Street and Volckman Rd corner. This has a business development potential identified by council. While I'm supportive of this future proposal I have declined any initiative to have a private initiated plan change until now. I see a glaring need for business land in Leeston to be made available - over the last 4 years I have been approached by 5 different purchasers wanting business land to be made available from Station Street. I see there is a place for Council to help in planning and moving this forward. As I see it, the lifeblood of our smaller rural communities is to have businesses located within the town that are employers of local residents.
I/We seek the following decision from the Council for the following reasons : Move the process of changing land zoning from outer plains to business two zoning along Station St
If you are attaching your submission separately, do so here : No file uploaded
Supporting Information : No file uploaded

**** Hearing Options ****

Do you wish to be heard in support of your submission : Yes
If others are making a similar submission would you consider presenting a joint case with them at the Hearing : Yes

**** Trade Competition ****

Trade Competition Declaration : I am directly affected by an effect of the subject matter of the submission that adversely affects the environment

From: areaplans@selwyn.govt.nz
To: [Area Plans](#)
Subject: Online Submission - Ellesmere & Malvern Area Plans
Date: Tuesday, 14 June 2016 10:30:43 p.m.

The following submission was filled out online:

Title: Mr

First Name: Grant

Last Name: Clibborn

Address: 19 McKenzie Avenue

Post Code: 7602

Town: Southbridge

Phone: 03 3242 488

Email: clibbs@xtra.co.nz

Making on behalf? No

Organisation name:

Hearing:

Will be heard? No

Which date?

Submission:

1. Which area? Southbridge

2. Your Views:

Southbridge Town Area Plan While we support some development in Southbridge we consider it is also important to retain the township's current and existing rural character. We reside on the north-western side of McKenzie Avenue, currently zoned 'Outer Plains' in the Selwyn District Plan. The street scene here is appealing in that it has a residential aspect near High Street and progresses into a rural character as you head towards the north east, with a wide tree lined street devoid of kerb and channel. It is this character and amenity that attracted us to this area. Properties here are larger and maintain a rural outlook and character, containing not only dwellings but also sheds, plantings and many animals. The Area Plan for Southbridge is suggesting a future rezoning along this street and its surrounds to 'residential' development. We would not support higher density living in this area for the following reasons: 1. It would substantially change the character and amenity of this part of the township to be one of 'suburban' style living which is not in keeping with the character of the township. Many buyers coming to Southbridge are looking for larger section sizes and a place to have some semi-rural type activities, such as keeping livestock or horses for recreational purposes, along with more open space to enjoy the quieter amenity values associated with a small township. 2. The rural nature of the street with a wide grassed berm and no formal definition via kerb and channel, combined with the space to enjoy the established trees provides a tranquil setting that is not only quieter and peaceful but also an attractive living environment away from the busier smaller sections in the town or other intensified townships in Selwyn. This would be lost should more intensive development be undertaken in this specific area. 3. The current zoning and development on McKenzie Avenue provides for a sensible graduation to the larger rural and farming setting beyond and buffers the rest of the township from potential reverse sensitivity effects that might occur with higher density development. 4. We do not support more residential development at the end of McKenzie Avenue that

would lead to significantly higher traffic movement. The need to upgrade the avenue to support higher vehicle use would significantly detract from the amenity and landscape features of the street scene and also put at further risk pedestrian and student safety in accessing the school grounds from its rear boundary gate located adjacent to McKenzie Avenue. 5. There are other more succinct, 'pocketed' locations for intensive development in Southbridge that would result in attractive levels of development which would also retain the township's current amenity and landscape values. For these reasons we oppose any further residential zoning of land along either side of McKenzie Avenue, at the end of it, or to the immediate rear of the north-western properties along this street.

Mrs Linda Hermiston
 9 Mountain View
 LEESTON 7632
 03 3244463
lj_hermiston@hotmail.com

This submission is on behalf of the Leeston Community Committee pertaining to the Ellesmere 2031 Draft Area Plan.

We wish to attend the Tuesday 5th July hearing in Leeston to present the submission.

1. This submission applies to the Leeston Township mainly, Ellesmere Area in part and contains aspects that should provide benefit across the District.

2. Our views on the proposed development options for Leeston outlined in the Draft Area Plan are as follows:

a. Industrial land.

The committee supports the identifying and zoning suitable industrial land to support the township need through a Town Centre Study. Additional Business 2 zoned locations are definitely sought after and current industrial land owners would be reluctant to relinquish land they see as future-proofing their own businesses. New businesses benefit the economic growth of Selwyn district as a whole and appropriate zoning will minimising the effect on residential areas and township entrance aesthetics.

b. Community Centre

The committee appreciates the feasibility study undertaken to progress the Ellesmere Community Centre concept. A community centre managed by Council would relieve the pressure on other centres in the District and the current Leeston Library community room. It is necessary to look into how to establish a rating system to be ready to meet the cost of establishing a Community Centre for Ellesmere in a similar way to having rates for system upgrades ready before the upgrade is needed.

c. Parking

Town centre parking issues have been growing in Leeston and do not look like resolving in the immediate term. The community would like to retain the heritage nature of the town centre and in view of the investment to go into the Ellesmere Heritage Park, it would be prudent to look at solutions that retain the current aesthetic for the benefit of Selwyn District. The committee are pleased to see this issue is to be addressed in the Town Centre study.

d. Sewerage

The sewerage system in Leeston is meeting, and in many cases beyond, its life-of-type for the connections and piping that was installed initially. Page 19 'Leeston Snapshot' shows a predicted 49% increase in population. The Ellesmere Wastewater Treatment Plant needs land allocated to counter reverse sensitivity issues and major works are needed to upgrade the connections before the system will be ready for the estimated 402 extra households. P26 Leeston area 1 it describes difficulties with gravity sewer system we should look at pumped schemes into gravity schemes as a solution.

e. Footpaths

While digging up the area for flood mitigation, sewerage upgrading and other necessities it would be a great time to address the issue of footpaths. There is just one small area for Leeston that is a major priority and that is at the top of Cunningham St connecting with Pound Road, outside Ellesmere Hospital. The area requires curb and channeling and a footpath suitable for wheelchairs to accommodate the residents of Ellesmere Hospital and the many students walking through to

Ellesmere College. There is an additional area on the Northeastern side of Leeston Park in Chervier St that has seen a large increase in foot traffic due to the Millbridge subdivision and would only require a short distance of footpath to connect the current paths with the Park walkways.

f. Transport

The Leeston community have always been eager for a bus service into Christchurch but the commercial options presented have proved to be too expensive. The Park N' Ride concept is thoroughly supported and a bus service connecting with these sites at Lincoln and Rolleston would be logical. The Committee would ask that Council do everything within its power to remove the current impediments to these connections.

3. There are a number of errors in the document that require correction. The most glaring are listed below:

- a. pg 22 para 1 Ellesmere (not Malvern).
- b. pg 22 para 4 the formal pedestrian connection opportunity is between Palladio Ave and Cunningham St/Pound Rd corners past the ponds (not through the Hospital land).
- c. pg 22 para 5 Ellesmere Wastewater Treatment Plant (at Leeston, not named Leeston), see also other instances of incorrect title further in the document.
- d. pg 24 Leeston Consolidated School (which is the primary-level school at Leeston), see also other instances of incorrect title further in the document.
- e. pg 30 point (2) the mention of truck stops along SH73 has no relation to Leeston whatsoever. Leeston has a heavy-traffic bypass to avoid trucks stopping or otherwise congesting the town centre.
- f. pg 30 cycling connection with Doyleston should be Short term as it is included in the 16/17 budget.
- g. pg 31 Ellesmere College (not Leeston High School), see also other instances of incorrect title further in the document.

4. We thank the Council for the consultation opportunities provided and trust that our community's concerns will be considered. We would like to thank the Council staff that have come out to Leeston to see for themselves some of the issues and opportunities that we believe can be explored for the benefit of the district as a whole.

Mrs Linda Hermiston
9 Mountain View
LEESTON 7632
03 3244463
lj_hermiston@hotmail.com

This submission is on behalf of the Leeston Community Committee pertaining to the Ellesmere 2031 Draft Area Plan.



Submission on Draft Ellesmere Area Plan

Millar Doyleston

June 2016

Selwyn District Council

SELWYN DISTRICT COUNCIL

SUBMISSION ON ELLESMERE 2031 DRAFT AREA PLAN

Submitter Details

Name: Millar Doyleston

Postal address: C/- Aston Consultants Ltd
Resource Management and Planning
PO Box 1435
Christchurch 8140

Email address: fiona@astonconsultants.co.nz

Phone Number: 03 3322618

Mobile Number: 0275 332213

Contact Person Fiona Aston

I would like to be heard in support of this submission.

Preferred hearing date: 5 July 2016 (at Leeston)

Submission:

My submission applies to the Ellesmere Area Plan, and in particular but not limited to Doyleston township.

I support in principle the Draft Ellesmere Area Plan and in particular:

- identification of Doyleston Area 2 (DOY A2), as a low density residential area subject to the amendments set out below:

Relief Sought

- i) Amend the overall Area Plan approach to identify preferred development areas rather than possible future development options, with urban zoning to be implemented through the District Plan Review.

- ii) Consistent with the above, include Doyleston Area 2 in the EAP as a preferred mixed standard and low density preferred residential growth area, with provision for standard residential development along the Drain Road and Doyleston Domain boundaries of Area 2 (minimum average lot size not less than 650m²), and lower density residential development (minimum average lot size not less than 5000m²) for the balance land, generally as per the map attached as **Appendix A**.
- iii) In addition identify land between Leeston Road and Beethams Rd as a low density residential area (minimum average lot size not less than 1 ha), as shown on the map attached as **Appendix A**.
- iv) Any consequential amendments to the MAP to give effect to the intent of this submission.

Explanation – Reasons for My Submission

- 1) The identification of development areas on the Doyleston Area Plan map provides direction and certainty to the community, development sector, service providers and land owners in respect to urban development is anticipated within Area Plan area.
- 2) It is not appropriate and contrary to the RMA (including Part 2, s31, s32 and s72-76) to rely on private plan change requests to implement zoning of the development areas shown in the Ellesmere Area Plan. The DPR should rezone these areas. A District Plan must state the objectives for the District and policies and rules to implement the same. A key objective will address how to respond to future growth and development of the District in a manner consistent with Part 2. The stated overall EAP approach is that there is sufficient developable available to accommodate projected household and business growth and/ or that there are constraints which currently preclude additional development - but that this does not preclude any additional greenfield land from being considered for zoning through privately-initiated plan change requests under the RMA.
- 3) It is contrary to the purpose of the RMA in enabling people and communities to provide for their economic and social welfare to rely solely on private plan changes to facilitate future urban growth when there is a DPR underway. This is not the most appropriate method and

is inefficient and ineffective compared to DPR rezoning land (especially where the landowner actively supports zoning and assists in providing required technical supporting information). Applicants have the added costs of funding all Council costs in assessing a private plan change whereas if included in the DPR, these costs are borne by the Council. Ideally applicants should retain either option, so that if they want to progress rezoning more quickly than through the DPR process, this is possible through a private plan change request (both options are available under the Christchurch Replacement District Plan Review process).

- 4) In accordance with Clause 25 4(b) of Schedule 2 of the RMA, a local authority may reject a private plan change request if within the last 2 years, the substance of the request or part of the request has been considered and given effect to, or rejected by, the local authority or the Environment Court; or the District Plan has been operative for less than 2 years. This means private plan change rezoning requests relating to any land within the Malvern and Ellesmere area is likely to be rejected by the Council for the period from notification of the DPR up to 2 years after the Selwyn District Plan is made operative. This will in effect, 'preclude' rezoning and prevent further urban development for several years (up to 2020 and beyond, depending on the length of the DP Review process). It creates a high degree of uncertainty for applicants who are simply unlikely to proceed with the costs of preparation of a private plan change in such an uncertain planning framework.
- 5) We note the Area Plan justification for relying on private plan change requests to implement rezoning seems to be because it is considered that there is sufficient capacity within the township to accommodate growth through to 2031 without the need for the Council to proactively zone additional land through the District Plan Review. However, the EAP does acknowledge that *"there is less developable land available within Doyleston compared to other townships in the Ellesmere Area, which signals the potential need for additional 'greenfield' land to accommodate the projected growth within the Ellesmere 2031 planning horizon"*(page 33). The approach of not rezoning additional land for residential development fails to recognise a number of matters as below:-
 - i) There is very little available Living 1 land remaining at Doyleston. There is however, a strong demand for additional sections especially post-earthquakes. The take up of the remaining residential subdivision at Petticoat Lane, Dolyeston has been rapid,

with approximately 30 sections developed and sold since the earthquakes. Doyleston section prices are significantly lower than other areas in Selwyn District also within commuting district of Christchurch and so the township is able to meet affordable housing needs. Section prices are less than larger townships such as Leeston, Rolleston or Lincoln which offer more services and amenities. eg. approximately \$125,000 for 650-800m² sites at Dolyseton compared to \$150,000 at Leeston. The price differential for larger 1000m² sites is \$150, 000 compared with \$175,000. The relatively high take up rate is recognized by the EAP which states *“Land capacity analysis has identified that the uptake of residential housing in recent years has been relatively high, which signals the need for additional ‘greenfield’ land when viewed solely from a projected population growth perspective...”* (page 34)

- ii) The lack of availability of slightly larger 1000m² sites at Doyleston and no land or sections available or zoned for low density residential purposes. This is also recognized in the EAP which states *“There is an opportunity to investigate the appropriateness of facilitating the availability of low-density residential sections to provide greater housing choice to meet the wider needs of the community”*. (page 34)
 - iii) The only other possible residential development area at Doyleston identified in the EAP is Doyleston Area 1 – low density development, supplemented with mixed density residential development. This is not a greenfield site but comprises a mix of landowners and existing development including some business land. Development is likely to be piecemeal and organic and occur incrementally over a longer timeframe depending on the aspirations of individual landowners. In contrast Area 2 is a ‘development ready’ greenfield block in single ownership with the landowner committed to its rezoning and development.
- 6) The Ellesmere Area Plan identifies potential development constraints for Area 2 relating to high ground water, localised flooding and poor drainage which will need to be resolved prior to development proceeding; and Class III Versatile soils. However, it is understood that these potential development constraints do not apply and/ or are not a significant issue for Area 2, for the following reasons:

- i) It is understood that the site did not liquefy in the recent earthquakes and is one of the higher and drier sites at Doyleston. Geotech and flood reports can be supplied by the applicant in support of rezoning in the DP Review.
 - ii) The two blocks are immediately adjacent the main stretch of road into Doyleston (from Leeston) and in the case of Area 2 immediately opposite existing residential development. The use of the Area 2 in particular for intensive farming practices could give rise to reverse sensitivity issues, potentially creating conflict with the amenities of the adjoining township. The rezoning of the sites, regardless of the versatility of the soils is considered to be an efficient use of the sites, which positively responds to the wider amenities of the area. Further to this, the sites do not constitute prime agricultural land as the existing block sizes are too small to support any intensive farming practices, other than low level grazing.
- 7) I consider Area 2 and the triangular block are suitable for residential purposes for the reason set out above and as follows:
- i) Doyleston is well located to existing community facilities and services and is an appropriate location for some additional residential growth. It is conveniently located just 6km from Leeston. Leeston is identified as a Key Activity Centre in Selwyn 2031 Development Strategy and offers a wide range of community services and infrastructure. Local services include a local garage which offers some day to day grocery items. The Doyleston Domain is a valued local recreation amenity including playing fields, a grandstand, off road bike circuit and children's playground and community hall.
 - ii) The location of Area 2 is ideal to consolidate the township around the existing Domain and opposite existing residential development in Drain Road. This is recognized in the EAP which states *"The area would provide for greater housing choice to meet the needs of the community within a location that could be integrated with the adjoining reserve to create a high amenity and well connected neighbourhood. The area is also immediately adjacent to, and contiguous with, the existing township and its community services, that would provide for a compact and concentric urban development pattern"*.

- iii) A requirement for low density residential lots along boundary of Area 2 with the Rural Outer Plains zone will provide an appropriate transition to rural land.
- iv) The two blocks (Area 2 and the triangular block) do not constitute prime agricultural land as the existing block sizes (currently in the same title) are too small to support any intensive farming practices, other than low level grazing. In addition to this, soils are Waterton clay loam and prone to drying out in summer. While the Site may be good for grass growing with substantial amounts of irrigation (subject to irrigation rights), the blocks are too small to economically irrigate. It is unlikely, in any case, that consent to irrigate would be granted by ECAN in this locality, given the sensitivity of the Ellesmere catchment.
- v) Triangular block (in same title as Area 2) is too small for economic farming and lends itself to low density residential development.
- vi) All vehicle access to Area 2 can be provided from Drain Rd, and to the triangular block from Beethams Road, thus protecting the through traffic function of Leeston Road.
- vii) There is attractive tree planting along the Leeston Rd and Beetham Rd frontages of the triangular block which can be retained and will provide an appropriate landscape setting for future dwellings on the block (total of 4 including the existing dwelling at the eastern end at intersection with Drain Rd). This low density residential area will be contained with well-defined boundaries of leeston and Beethams Rd.
- viii) As noted in the Draft EAP, Area 2 is suitable location from an infrastructure servicing perspective, provided the Leeston Wastewater Treatment Plant capacity and upgrade issues, and any other infrastructure issues are able to be resolved. The same applies to the triangular block. There is an existing water easement along the south and west boundary of Area 2 which provides access to the Council's water supply tanks located within the Domain.

A handwritten signature in black ink, appearing to read "T. D. A. A. A.", enclosed within a thin black rectangular border.

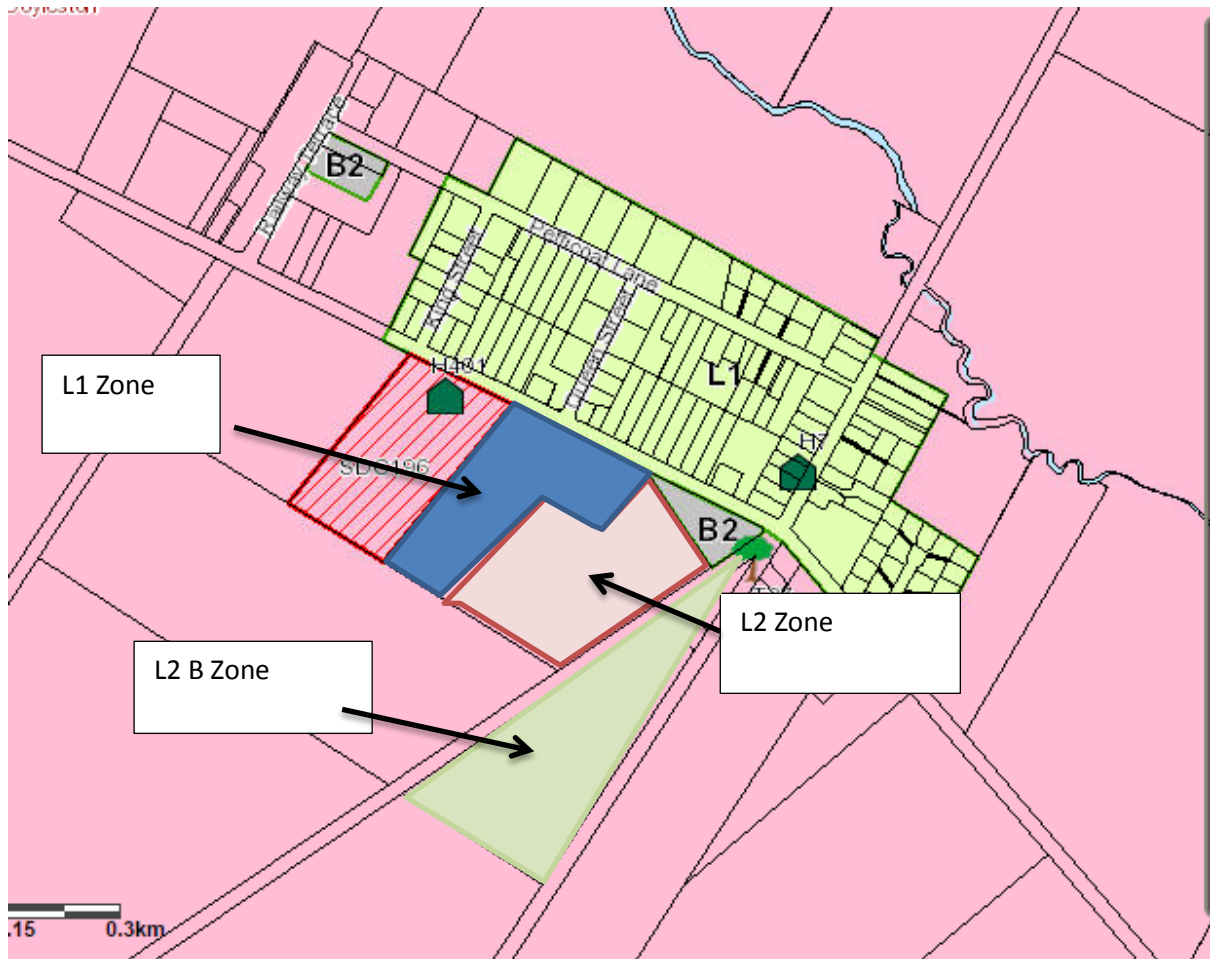
.....
(Signature of applicant or person authorized to sign on behalf of the applicant)

Date: June 15, 2016

Appendices:

Appendix A: Map A – Preferred Residential Growth Area

Appendix A: Map A – Preferred Residential Growth Area



L1 Average minimum lot size not less than 650m²

L2 Average minimum lot size not less than 5000m²

L2B Average minimum lot size not less than 1ha



Submission on Draft Ellesmere Area Plan

Survus

June 2016

Selwyn District Council

SELWYN DISTRICT COUNCIL

SUBMISSION ON DRAFT ELLESMERE AREA PLAN

Submitter Details

Name: Survus

Postal address: C/- Aston Consultants Ltd
Resource Management and Planning
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Email address: fiona@astonconsultants.co.nz

Phone Number: 03 3322618

Mobile Number: 0275 332213

Contact Person Fiona Aston

I would like to be heard in support of this submission. Preferred hearing date: Darfield 8 July 2016.

Submission:

My submission applies to the Ellesmere Area Plan, and in particular but not limited to Dunsandel township.

I seek that the Draft Ellesmere Area Plan be amended to include the area marked green on the plan attached as **Appendix A** as a preferred development area for residential and/or business purposes. Urban development would 'fill in' a gap in the urban form of Dunsandel south of the SH1, and access can be provided from Tram Road, avoiding any potential reverse sensitivity effects with the SH.



.....
(Signature of applicant or person authorized to sign on behalf of the applicant)

Date: June 15, 2016

Dunsandel Opportunities & Issues | Possible Future Development Options

Figure 13



Draft Ellesmere Area Plan

Ellesmere Area.

Page 15 If Potable Water is an issue in the short term, Waste Water is a Short term too!! As it requires more issues to be taken into account therefore they need to be done at the same time.

Doyleston.

Please note that Doyleston is 30 minutes from Hornby not Christchurch!!

Page 32 Figure 10 The Old Library Site in Leeston Road not shown.

Page 33 The Engineering Business not noted in Queen Street

Page 34 Under Issues. para starting Development should read Greenan Place not Graham Place

Page 37 DOY A1 Advantages. Wastewater will require a Pumping Station for this area.

DOY A2 This area could go more towards Leeston. The flooding area east of Beethams Road is less of an issue than other areas shown.

Page 39 Transport. The Walking - Cycle way is in the Budget for 2016-2017. and the walking - Cycle way in Drain Road is noted as Medium but should be Short.

Jack Percy Chair of Doyleston Community Committee

Phone 0272324390

E mail jcpearcy@gmail.com

I wish to speak at the Hearing

Name: Clayton Fairburn

Address: 174 Two Chain Road, RD 7, Rolleston 7677

Phone: 0274 223313

Email address: clayton@blg.co.nz

Speaking on Behalf of: N/A

Township: Ellesmere Area (All townships), Doyleston

Wishes to speak at hearing: Yes

Venue: Leeston

Submissions:

Doyleston:

My submission is that the area plans should identify land to the west of Railway Terrace and the south of Drain Road, either side of Osbourne Park, to allow the township to grow and to provide a variety of larger section sizes. The township should be enabled to grow via ribbon development along Drain Road and Railway Terrace in the short term with land available to enable further growth toward Leeston along Leeston Road.

Infill development should not be identified for growth in Doyleston at this stage of the towns development.

Ellesmere Ward

The draft area plans are outdated and do not accurately identify the land uses that may constrain growth. There are obvious error in the identification of intensive farming activities and no consultation has been undertaken with the intensive farm land owners as to the short to medium term use of the land, however these land uses are identified as constraints in the area plans.

The potential flooding issues that have been identified do not have any reference with regard to frequency. Flooding is common over the Canterbury coastal confined aquifer but is not necessarily an impediment to development.

The plans refer to limited capacity in the Leeston wastewater facility however the council asset department does not identify any capacity issues with the plant that may effect potential growth.

In all Ellesmere towns additional land should be identified for growth. Small towns with low land prices especially need an easy means for growth, that is parcels of land in several holdings, in case one property owner does not want to develop holding up growth for a generation, and making easier the plan change process. Small towns provide amenity and low cost housing not found in larger urban areas. The growth in small towns makes the infrastructure cheaper for the community and when these towns have reached larger low density size then infill development will begin. Now is the time to identify the land for growth. Council cannot be caught short with insufficient land identified (Rolleston, Prebbleton, Leeston).

I wish to speak in support of my submission and to expand upon the matters raised here.

Name: Ben & Rebecca Fearnley

Address: 483 Volckman Road, RD 3, Leeston

Phone: 03 324 3339

Email address: fearnleyconstruction@xtra.co.nz

Speaking on Behalf of: N/A

Township: Ellesmere - Leeston

Wishes to speak at hearing: No

Venue: N/A

Submission:

We currently live on the farm on the corner of Volckman Road and Station Street in Leeston. Rebecca's parents family trust own the block of land. While we have been living here we have been approached by various people wanting access to commercial land. Given that Station Street is the commercial/industrial hub for Leeston, it would be a logical step for council to re-zone this remaining portion of land. We also run a building business and where possible we try to use local businesses/services.

We think that re-zoning the land will encourage businesses to start or stay, which in turn leads to growth, employment and opportunity for the community which has got to be good for our businesses and other businesses within the community.

Name: Paula Roberts

Address: 5 Fibonacci Way, Leeston, 7632

Phone: 03 9639671

Email address:

Speaking on Behalf of: N/A

Township: Ellesmere - Leeston

Wishes to speak at hearing: No

Venue: N/A

Submission # 73:

Regarding transportation in the Leeston plan, I believe council should propose to ECan that a Park and Ride facility be built in Lincoln so that residents in Irwell, Leeston and Southbridge areas could travel to Lincoln and bus from there. Lincoln bus service is frequent and regular. Park and ride in Rolleston would be less convenient as being slightly further and has the negative impact of more traffic on Goulds road which is narrow and winding - and has multiple intersections with high crash potential.

Name: Mary Nimmo

Address: 12 John Street, Southbridge

Phone: 03 324 2553

Email address: nimmo.mm@gmail.com

Speaking on Behalf of: N/A

Township: Southbridge

Wishes to speak at hearing: No

Submissions:

"I have read your booklet on the Area plans for Southbridge and your plans for the future.

I came to live here in 1974 and many times since then I have asked for the Power lines in the High street to be placed underground. Every other village has had this done...even the Rakaia Huts!! We have old unattractive power poles and draped lines over the street. The view up this street to the mountains-- sometimes snow covered and with the cherry trees in flower could be spectacular if it were not for the messy lines. I could not find any mention that this would be done in your plans, and ask you to seriously consider doing so. After all Broadband cables get put underground everywhere no problem at all."

Name: Russell Dalzell

Address: 178 Hororata Dunsandel Road

Phone: 03 3254252

Email address: rdalzell@xtra.co.nz

Speaking on Behalf of: N/A

Township: Dunsandel

Wishes to speak at hearing: Yes

Venue: Leeston

Submissions:

Dunsandel:

I would like to submit on the following.

There is no real direction with regard to the provision of an extended retail precinct in Dunsandel. I would like the area between the Township and the Hotel to be considered for this.

I propose that a slip road to be put in parallel to SH1 between the Township and Hotel. This would allow a safety zone off the State Hwy that could be accessed from either the Hotel or off Hororata Rd.

Between that slip road and SH1 could be landscaping and parking and on the northern side could be retail sites.

I would envisage Hororata Rd be closed to through traffic from Kanes Rd to Browns Rd.

This is assuming traffic lights or similar be put on Browns Rd/SH1 intersection.

I realize this entails the purchase of existing dwellings and all I am asking is that these properties be flagged as potential strategic assets for Dunsandel by the Council.

Name: Russell Dalzell

Address: 178 Hororata Dunsandel Road

Phone: 03 3254252

Email address: rdalzell@xtra.co.nz

Speaking on Behalf of: Dunsandel Community Committee

Township: Dunsandel

Wishes to speak at hearing: Yes

Venue: Leeston

Submissions:

Dunsandel:

"We agree with the development options however we would like to have far more emphasis on the effect of traffic build-up on State Highway 1. We would like to see the following options considered immediately.

Submission 1

The intersection with SH1 and Browns Rd.

This intersection is the only recognised crossing point on SH1 between Rakaia and Burnham.

1. Relocation of the Transit NZ sign outside the vets as this blocks vision South West along SH1 especially with Trucks, School Buses and Tractors.
2. Extension of broken yellow no parking lines from Happers Honda to the corner. When vehicles park here it totally blocks vision from the same direction as above but this issue also includes cars, bikes and pedestrians. Users have to creep out onto the Highway to see. Especially problematic when large vehicles park here. Note here that the Traffic Safety Camera vehicle often parks here.
3. Speed should be reduced to 50km. Access onto or across SH1 from the railway side is very dangerous as large vehicles parked by millennium shelter block vision to traffic from the North East. This is especially problematic if large vehicles park here.
4. We would like to see an investigation into the provision of traffic lights at this intersection.