

**LOCAL GOVERNMENT ACT 2002**  
**SUBMISSION ON THE SELWYN 2031 DRAFT DISTRICT**  
**DEVELOPMENT STRATEGY**

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**To:** Selwyn District Council  
PO Box 90  
ROLLESTON 7643

**Name:** John Greenslade

**Address:** 1491 Springs Road  
**LINCOLN**  
*(Please note the different address for service on page 3)*

**A. SUBMISSION BY MR JOHN GREENSLADE**

Pursuant to the Local Government Act, John Greenslade hereby lodges a submission on the Selwyn 2031 Draft District Development Strategy (Selwyn 2031).

Background

The submitter owns and operates a rural farm, located on the south western boundary of Lincoln. The site is generally bound by the Te Whariki subdivision to the north, Springs Road to the west, with rural properties forming the eastern and southern boundaries.

The site is utilised for rural activities. In addition to a number of farm utility sheds, the property also contains a residential dwelling.

In the context of this submission, CRETS proposes the location of bypass road along the northern boundary of the site.

**B. SPECIFIC PROVISIONS SUBMITTED TO**

The submission relates to the implementation of the following strategic directions.

Strategic Direction 1: A more sustainable urban growth pattern

Policy 1.3 Integration of land use and infrastructure, that seeks to:

*“Ensure that appropriate infrastructure, resources and development capacity is in place to meet future demands that is consistent with the strategic direction of urban growth.”*

In particular, the submission relates to:

- Action point 1.3(16) *“Continue to liaise with New Zealand Transport Agency with respect to state highway improvements and the implementation of CRETS.”*

## C. NATURE OF AND REASONING FOR SUBMISSION

The submission **opposes** any implementation of aspects of CRETS as part of Strategy Direction 1.

Reasons for the submission are detailed below.

### **Oppose the implementation of CRETS**

The Christchurch, Rolleston and Environs Transportation Study (CRETS) sought to identify shortcomings and devise solutions to the strategic transport network to the south and south west of Christchurch. The area contained within the CRETS study included the Selwyn townships of Rolleston, Springston, Lincoln, Welt Melton, Tai Tapu, Templeton and Prebbleton. It also included various south western suburbs of Christchurch.

As currently drafted, CRETS proposes a Rolleston to Lincoln Corridor. This includes a proposed collector category road extending from Ellesmere Junction Road/Weedons Road until it intersects with Springs Road, bisecting the Lincoln University site, before proceeding further east and linking with Moirs Lane.

To the north of the submitter’s site, the Te Whariki subdivision is contained within the outline development plan for Lincoln (ODP area 1). The ODP includes a requirement for road access along the southern boundary of the subdivision (immediately adjacent to the submitters site), identified as a *“potential bypass road”*. The alignment of the bypass road mirrors the proposed alignment of the CRETS collector road, east of Springs Road (in part). The Outline Development Plan Area 1 – Lincoln Movement Network forms **Appendix One**. However, while the ODP contains a provision for a bypass route, concerns remain regarding the proposed alignment for a CRETS bypass. These relate to:

- The absence of a rigorous assessment of effects resulting from such a proposal and without a detailed assessment of possible alternatives;
- There is currently no firm commitment, or financial provision by the Council for such a bypass; and
- Significantly, based upon the broad principles of the CRETS study that has not been fully tested, there remains insufficient justification for identifying any specific roading bypass corridor within the wider Lincoln area.

For the above reasons, any further justification for seeking the implementation of CRETS is unwarranted and should not be sought as part of Selwyn 2031.

The relief sought is outlined in Part D of the submission.

**D. RELIEF SOUGHT FROM SUBMISSION**

The submission seeks the following relief:

1. Any reference to the implementation of CRETS as it relates to a Rolleston to Lincoln Corridor is deleted from Selwyn 2031.

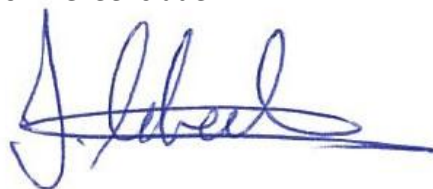
There may be other methods of achieving the desired relief.

**E. HEARING**

The submitter wishes to be heard in support of their submission.

SIGNED for and on behalf of

John Greenslade



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John Scheele

Authorised agent for, and on behalf of  
John Greenslade

6 June 2014

**Address for service of person making the submission:**

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APPENDIX ONE:

Lincoln Outline Development Plan Area 1 – Lincoln Movement Network

