

Planning Unit

NOTICE OF SUBMISSION ON AN APPLICATION FOR DESIGNATION

RMA Act 1991 – Form 21

Send or deliver your application to : Selwyn District Council, PO Box 90, Rolleston 7883

For enquiries phone 0800 SELWYN (735996)

For enquiries email: contactus@selwyn.govt.nz

2. SUBMITTER DETAILS

Name of Submitter(s)	Jason Henry Rademaker Jacqueline Maree Rademaker
Physical Address:	176 Birchs Road, RD4 Christchurch 7674
Email:	jasonrademaker40@gmail.com jacquirademaker@xtra.co.nz
Telephone (mobile):	Jason Rademaker 027 266 5255 Jacqueline Rademaker 0210 423691

1. APPLICATION DETAILS

Application Reference Number:	D200088
Name of Applicant (full name):	Selwyn District Council
Application Site Address:	27 Hamptons Road, Prebbleton
Description of Proposed Activity:	To designate land for recreation reserve purposes to provide additional land that is necessary to meet the demands of the Prebbleton and Selwyn communities

2. SUBMISSION DETAILS

We

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Oppose all or **part of the application**

Support all or **Part of the application**

The specific parts of the application that our submission relates to are:

TRANSPORT AND SAFETY

CRIME PREVENTION

LIGHTING DESIGN

NATIVE PLANTING

SEWER

LOSS OF AMENITY

CHANGE ROOMS / PUBLIC TOILETS

TRANSPORT AND SAFETY

The reasons for our submission are:

From a transportation perspective, **the Birchs Park council proposal fails to fully consider matters relating to traffic effects, including (but not limited to) the effects on the driveway to our house (176 Birchs Road).**

We object to the main carpark entrance being located directly off Birchs Road from a safety point of view. Birchs Road is a busy collector road that will become much more congested as Lincoln and Prebbleton grow. Current Lincoln population of est. 7,885 will grow to est. 10,450 in 10 years time including a proposed Countdown supermarket off Birchs Road Lincoln putting further pressure on the road including trucks.

In the Opus Prebbleton Sports Ground document Page 6, point 1.2 it states....

'Current best practice suggests that successful sports grounds are those that can be accessed easily, both through vehicle use and by more active modes such as cycling and walking.

Consideration should be also given to limitations caused by physical barriers such as major roads. Vehicle access to facilities includes factors such as safe routes of travel'.

Reasons why main entrance to Birchs Road car park is unsafe;

- Cars approaching from Lincoln turning right in the main car park will bank up with no designated turn lane, especially during busy times i.e. 6pm peak hour traffic flowing from town towards Lincoln which coincides with start of night training during the week.

Having a widened shoulder is a poor substitute to a designated turn lane. Furthermore if people park illegally on the grass verge it will be dangerous coupled with cars trying to get around the queue, especially at night.

- Cars exiting the main car park may feel pressure to turn right back towards Prebbleton if there is a queue behind them and the road is busy, especially if there is no left turn lane coming out of the car park.
- With the main vehicle entrance on Birchs Road, cyclists and pedestrians on the Little river trail will have three vehicle crossing points running north to south, rather than the current two at Hamptons and Leadleys Roads. Although they currently have the option to double back into the reserve, the vast majority will take the most direct route along the roadside.
- We are concerned about safety when exiting our driveway at 176 Birchs Road as we will now have an obscured view to the left when turning right towards Lincoln (when cars are banked up waiting to turn right into the main car park).
- Equally we are concerned about our ability to turn right into our driveway at 176 Birchs Road approaching from Prebbleton (if cars are waiting to turn right into the main car park from Lincoln direction). This turn is already precarious so it will be exacerbated by the additional traffic. As Birchs Road is *not* a straight road, it can be hard to see oncoming traffic from a distance (from Lincoln) due to the slight bend.

We object to a 60km speed limit. Many people travel up to (and over) 10km over the speed limit. Therefore if the limit is 60km, many cars will travel at 70km past the reserve which is too fast given increased traffic, cyclists, pedestrians and dogs in the area. Also, cars often speed up before the next speed zone starts, so cars travelling towards Lincoln are likely to increase their speed just before the proposed 80km section which is proposed to start only just past Leadleys Road making the Birchs/Leadleys intersection more dangerous.

We are concerned about cars parking on our grass verge along Birchs Road. Its inevitable cars will try to avoid using the car park, especially if the car park becomes difficult to quickly leave directly after a game. We note this is something that already happens at nearby sports venues such as the Prebbleton Reserve and Lincoln Netball on a Saturday.

The decision we would like the Council to make is:

Have the main entry to the car park on Hamptons Road, with a two lane driveway with speed bumps leading to the existing car park (in much the same fashion as Halswell Quarry).

Install a roundabout at the corner of Birchs and Hamptons to slow traffic down and enter the reserve safely via a quiet road, i.e. Hamptons

We would like to know why Hamptons Road not considered as an entry point for the main car park? The amount of traffic generated to this road and somewhat inconvenience of this seems a logical choice rather than the obvious safety issues of Birchs Road.

Make the current dog car park bigger to take the onus off the main car park. There is plenty of room to do this. People will park at the dog park area if they are accessing the far right football fields, (i.e. not just dog owners will use the few spaces allocated for the dog parking area) therefore pushing people to park on Leadleys Road and on grass verges.

If a Birchs Road main entrance eventuates, it will be beneficial to have **two turning lanes** on the exit, one right toward Prebbleton and one left to Lincoln. These lanes can taper back into to one lane out further back where the cycleway crosses the entry point. It will also be very beneficial to have a wide shoulder tapering into and out of the main entrance so cars can more safely pull in and out to the left.

We request a review of the strategic traffic planning and the Hazard Analysis done on the decision making process that yielded the entrance to the reserve off Birchs Road. This information was not included in the Integrated Traffic Assessment so could not be part of the peer review we were told was requested by the Commissioner.

We also request a traffic review of the **impact of the current main car park specifically on our driveway at 176 Birchs Road.**

Drop the speed limit to 50km and extend this further down Birchs Road to ensure people slow down well before the Birchs & Leadleys Road corner.

Schedule a safe southbound bus stop. We note the lack of a bus stop going south towards Lincoln. The closest official southbound bus stop is well over 1km away in Prebbleton. The southbound bus stop should be located opposite the current north bound bus stop and the little river trail pushed back to allow enough room for the bus to safely pull over. Both bus stops should have lights , including the current one going north which currently is very dark and dangerous at night.

Parking on grass verges. We want strict enforceable no grass verge parking on both sides of Birchs and Leadleys Roads.

CRIME PREVENTION

The reasons for our submission are:

Great concern with the increase in crime and the loss of personal feeling of safety and wellbeing.

We object to a finish time of 10.00pm for late night training. Having people talking and leaving in their cars up until 10.30pm is very noisy particularly as our house is situated so close to the road and car park area.

The decision we would like the Council to make is:

Include conditions that ensure;

Late night training finish at 9pm and Car Park entry gates locked from 9.30pm daily

Reserve wide alcohol ban

No parking on grass verge across road from reserve
install security cameras.

Auto locking of the public toilets at 9.30pm nightly

Lock the car park at 9.30pm nightly using gates (this is essential). There is already loitering and car burnouts along Leadleys Road that we hear from our house at night which is a meeting point (e.g. rubbish noted in the Novogroup report Page 6 point 33).

Unlock the car park at no earlier than 6.00am.

LIGHTING DESIGN

The reasons for our submission are:

Light pollution and light fitting aesthetics.

The decision we would like the Council to make is:

No large light towers, ensure field lights are pointed downwards.

We request light fittings in the car park area in keeping with Prebbleton main street character, i.e. smaller lights with lampshade style fittings (i.e. not great big ugly light poles).

NATIVE PLANTING

The reasons for our submission are:

To support the planting of natives to enhance environment and attractiveness to native bird species.

The decision we would like the Council to make is:

Plant native specimen trees (particularly trees to fruit at different time of year)

install watering for a 5 year period until plants are established.

Have a replacement policy for dead tree/plants.

SEWER

The reasons for our submission are:

Want to ensure the synergy of the reserve construction and the future development of the area.

The decision we would like the Council to make is:

Ensure the sewer line comes down Birchs Road and is accessible to adjacent residential properties (as opposed to within the reserve boundary). This will ensure future proofing for the communities future development.

LOSS OF AMENITY

The reasons for our submission are:

We object to the application of urban amenity values being applied to justify compliance with the Objectives and Policies in the Canterbury Regional Policy Statement (CRPS) and the Selwyn District Plan (SDR) when rural amenity values apply for this rural inner plains zoned location.

Example:

- Comments from table 2 SDR B3.4.3 "The reserve will not adversely affect the amenity of the surrounding rural environment"
- Comments from table 1 CRPS Policy 5.3.1 "The proposed design will enhance the amenity of the site"

This may be the case for urban amenity but the effects of the rural amenity of this site will be significant – 100's of car parks, tall light towers visible for miles, constant "night glow" light pollution, traffic parking all along the grass verges at busy times, increased noise, crime and decreased sense of wellbeing for surrounding residents.

From Page 6 of the Novogroup CPTED assessment Site Observations no. 30 states quote:

' the site is to change from private, fenced off private land to public park space, therefore the dynamics will change dramatically'

The decision we would like the Council to make is:

1) We want the council to recognize and consider, in an unbiased way, the difference between urban and rural amenity and give the latter fair weighting for projects going forward.

2) To help preserve the rural amenity we want to have a special condition put on the designation to prohibit high tower field lighting and Clubrooms (Not to be confused with the change rooms and public toilets submitted but any future application to build clubrooms). This prohibition should be in place for at as long as adjacent properties to the proposed reserve are zoned inner plains.

- this will help preserve some of the current rural amenity while still delivering on the objective under the “Nature of the Proposed Public Work” that “.. a new recreation reserve at the site ... to meet the current and **future needs** of sports and recreation activities in Prebbleton and the wider Selwyn district”.
- Comment on CRPS Policy 5.3.12 “Its location is suitable to provide **further growth** of the Prebbleton township”
- From the NOR Conclusion “This will be **required in the future** to respond to ...”

So, delaying the construction of tall light towers and limitation on any possible clubroom application, the community needs are still met and rural amenity maintained for the minute.

The council should endeavor to follow the Selwyn District Plan policy B3.4.3 “Avoid, remedy or mitigate significant adverse affects of activities on the amenity values of the rural area”

CHANGE ROOMS/PUBLIC TOILETS

The reasons for our submission are:

We object to the oversized request for the change rooms being 370m2 and wish to comment on the construction of the building.

The decision we would like the Council to make is:

Reduce the consented size of the building to more in line with actual requirement for change rooms and toilets. Also, as per the comment in the submission regarding the Regional Policy Statement Policy 5.3.12, “the reserve is intended to have a more rustic rural park design’ and therefore we would like a design for the building befitting this rural character and not a cement breezeblock industrial style building.

4. SUBMISSION AT THE HEARING

☒ We wish to speak in support of our submission –**YES BOTH TO SPEAK PLEASE**

☒ If others make a similar submission we will consider presenting a joint case with them at the hearing – **YES.**

☒ Pursuant to section 100A of the Resource Management Act 1991 we request that the Council delegate its functions, powers, and duties required to hear and decide the application to one or more hearings commissioners who are not members of the council. –
YES

5. SIGNATURE

Of submitters authorized to sign on behalf of a submitter

Signature

Jacqueline Maree Rademaker

..... Date:29th July, 2020.....

Jason Henry Rademaker

..... Date:29th July, 2020.....

6. PRIVACY INFORMATION

The personal information requested in the form is being collected by Selwyn District Council so that we can process your application. This information is required by the RMA 1991. This information will be held by the council. You may ask to check and correct any of this personal information if you wish. The personal information collected will not be shared with any departments of the Council not involved in processing your application. However under the Official Information and Meetings Act 1987 this information may be made available on request to parties within and outside the Council.

7. IMPORTANT INFORMATION

1. The Council must receive this submission before the closing date and time for submissions on this application.
2. You must also send a copy of this submission to the applicant as soon as reasonable practicable at the applicants address for service.
3. All submitters will be advised of hearing details at least 10 working days before the hearing. If you change your mind about whether you wish to speak at the hearing, please contact the Council by telephone on 0800 SELWYN (7359960) or by email at contactus@selwyn.govt.nz
4. Only those submitters who indicate that they wish to speak at the hearing will be sent a copy of the planning report

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Received at the.....Office onat.....am/pm

From: [Jacqui Rademaker](#)
To: fiona@incite.co.nz; [Submissions](#)
Cc: [Jason Rademaker](#)
Subject: Notice-of-Submission-on-an-Application-Rev.pdf
Date: Wednesday, 29 July 2020 10:30:35 a.m.
Attachments: [Notice-of-Submission-on-an-Application-Rev.pdf](#)

Please find attached submission for proposed Prebbleton Reserve from Jacqui and Jason Rademaker at 176 Birchs Road.

Can you kindly confirm receipt of this email?

Kind regards,
Jacqui Rademaker