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4 August 2009

Planning Department
Selwyn District Council
PO Box 90
ROLLESTON 7643

{mds} law
BARRISTERS & SOLICITORS

Dear Sirs

PLAN CHANGE 11 - SUBMISSIONS OF DARREN, DIANE, GARY & MICHELLE CRAIG

Please find enclosed a hard copy of the above parties' submissions regarding Plan Change 11. Please note a copy was sent this afternoon by email.

Yours faithfully
MDS LAW



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Senior Solicitor

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ENCL

TAA-222605-1-3-V1

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Form 5
Submission on publicly notified Plan Change
Selwyn District Plan

Clause 6 of First Schedule, Resource Management Act 1991

To: Selwyn District
Council 2 Norman
Kirk Drive PO Box
90
Rolleston
Christchurch 7614
FAX: 03-347-2799

1. ***FULL NAMES OF SUBMITTERS*** (as individuals):

- 1.1 Darren Graeme Craig
- 1.2 Diane Marie Craig
- 1.3 Gary Douglas Craig
- 1.4 Michelle J. Craig

THIS IS A SUBMISSION ON THE FOLLOWING PROPOSED PLAN CHANGE:

Plan Change 11

2. ***THE SPECIFIC PROVISIONS OF THE PROPOSAL THAT MY SUBMISSION
RELATES TO ARE:***

Part B Policies

- Policy B.4.2.9 together with its associated Explanation and Reasons

Part C Rules

- | | |
|----------|--------------------------------|
| ▪ 4.9.19 | ▪ 4.13.4 |
| ▪ 4.9.26 | ▪ 4.13.5 |
| ▪ 4.9.27 | ▪ Table C12.1- allotment sizes |
| ▪ 4.13.1 | ▪ 12.1.4.48 |
| ▪ 4.13.2 | ▪ 12.1.7.4 |

3. ***MY SUBMISSION IN OPPOSITION IS:***

We are property owners who will be severely affected by the proposed plan change. The properties which we currently have interests in are situated at 161 and 165 Brookside Road. These two properties are identified on accompanying Plan number 1.

We make a number of general comments in opposition to the proposed plan change but then move on to make specific comments relating to the impact the change would have on the properties at 161 and 165 Brookside Road.

One essential ground for us opposing this Plan Change is that it is predicated on the basis that "connectivity" is required to make the Lowes Road Structure Plan area operate better in the future. While this may be a worthy objective the cost to us is extreme and we feel our land is being sacrificed for the benefit of others. Of all the properties to be impacted upon by this proposal numbers 161 and 165 Brookside Road are surely the worst affected. In spite of this we know very little about the exact location of the reserves, roads or walkway/cycleways. We are also in the dark about how we would or could be compensated for this major diminution in the value of our land. We are frustrated and very concerned about this Proposed Plan Change 11.

We also feel let down by the consultation process. We consider the consultation process has placed too much emphasis on the community and not enough on the impact the Plan Change would have on 161 and 165 Brookside Road. Although we have actively engaged in the consultation process we feel our views have been ignored since the location of the reserves, roads and walkway/cycleways has not been modified to accommodate our suggestions.

3.1. GENERAL COMMENTS REGARDING INCLUSION OF A NEW STRUCTURE PLAN IN THE DISTRICT PLAN:

3.1.1 Plan Change 11 may never achieve the intended structure plan layout

Proposed Policy B.4.2.9 says that it is the Council's intention to constrain all development so that the pattern of future development will harmonise with the design put forward in the Structure Plan.

This means that consents will only be granted where they make provision for the various pre-ordained roads, walkways, reserves and so forth. Having a pre-determined pattern for future development may be a sensible strategy in many respects but there are some practical problems associated with implementing the idea. We feel the Council has not adequately dealt with these practical issues and we give three examples to illustrate the problem.

▪ Example 1 – Piece-meal implementation of the Structure Plan

The creation of the new roads and walkways will only occur when a particular site owner seeks consent to redevelop its property. So, for example, people like ourselves whose properties are located immediately to the south of Brookside Road will be expected to make provision for the new loop road which is supposed to arc its way from Lowes Road to East Maddisons Road.

But the plan says nothing about how this will actually be achieved in practise. A glance at the map shows that ownership in this area is very fragmented – there is no single owner-developer who will release large chunks of land in one go. Furthermore, most of the properties already have a dwelling upon them. This is a very different situation from the one the Council might face if the land was a greenfield site in single ownership. Consequently, the process and pace of development/subdivision is likely to be piecemeal. Conversely, provision of the infrastructure system (ie the roads and paths) requires a co-ordinated effort.

▪ **Example 2 – Problems accessing land during interim phase**

How will resource consent applications to subdivide actually be accommodated under this system? After all, people in our position (to South of Brookside Road) might be happy to set aside the portion of land which is needed for the future road and to configure our subdivision in a way to ensure that happens. But until the road is actually built (which relies on all the other people around about us also choosing to develop their land) how will the new residents of our property get in and out? If new houses are to be built they need some way of accessing the site while they wait for the new road to be built.

Provision of these new roads and walkways relies on a critical mass of people deciding to develop. What if that critical mass is never reached or it takes decades for it to be reached? In the interim people's ability to develop their properties or build structures on them is severely curtailed. Furthermore, the leaders of the pack will have to either:

- wait for critical mass to be reached before they can implement their consents;
- or
- make alternative access provision in the interim at considerable extra cost.

▪ **Example 3 – Paying twice for the same road**

In effect, people like ourselves may have to pay twice for the same thing: first, providing a temporary connection between our new allotments and the existing road, and then again by way of the development contribution for the road which might or might not be built eventually.

There is not enough detail in the Section 32 Report nor in the wording of Plan Change 11 for us to evaluate how these issues will be approached and resolved in practise. We cannot therefore say with any certainty what the costs or benefits of this strategy are.

3.1.2 The proposal amounts to a de facto “designation” which adversely impacts on landowners

The Section 32 Report acknowledges that formal designation pursuant to Part 8 of the RMA is one option for achieving the intended layout. It goes on though to say that this is not a preferred strategy because formally designating the various roads and walkways raises the prospect of people then forcing the Council's hand by asking the Council to buy the property off them.

The Section 32 Report explains that this is undesirable because the Council would have to pay for the land in the near future but could not recoup those costs of holding the property or putting in the new infrastructure until other people decided to develop their sites. In other words, the Council would become the “banker”.

Although the problems of designation are partially acknowledged in the Section 32 Report the answer has simply been to shift the financial burden sideways. Plan Change 11, in all but name, is a designation because it virtually eliminates the possibility of people developing in a way that compromises the intended road layout. For instance, it puts an embargo on erecting buildings in the path of the intended roads. In effect, this is simply transferring the cost onto the individual property owners whose property values are adversely impacted by the need to make provision

for a possible roadway. The landowners suffer an opportunity cost because their land is blighted by the possibility of a roadway being required at some later stage.

In the meantime, landowners are significantly constrained in terms of how they can use or develop their land but cannot seek any compensation from the Council for that constraint. Under the current proposal the usability of their properties is severely constrained but there is no indication of how long it will take for development to reach a critical mass and for the proposed roads to actually be built. This means there is significant uncertainty about property values in the interim.

3.1.3 Insufficient information is provided about how development contributions will be calculated

We note that the mechanism for calculating development contributions is not addressed in this Plan Change.

We are advised that the mechanisms and calculations of development contributions will be dealt with through a separate consultation process and pursuant to the Long Term Council Community Plan.

As a consequence, we do not know when the development contribution will be triggered and that is significant for people in our position. Significant questions need to be addressed such as:

- *If payment of the development contribution (or setting aside the roadway/reserve/walkway) is triggered at the time that subdivision consent is granted but the roadway never eventuates how will the payer be reimbursed and when?*

We note that paragraph 9.2.3 of the Section 32 Report says that the Council will construct the infrastructure at the time the adjacent land is developed and then recover the costs from others who are subdividing. But, with respect, it seems unlikely that the Council would proceed in this manner. If it did so it would have segments of partially completed roads strewn across the area. What is much more likely is that the Council will be forced to purchase the areas it requires for roads using the designation/compulsory acquisition strategy.

- *How will contributions be calculated?*

Clearly some people own land which the roads/paths are expected to traverse while others do not. If a person has to yield up land to the Council so that a walkway/road can pass over their land how will that contribution be calculated relative to the financial contribution that might be made by others whose land is not crossed by one of the indicative roads/walkways? You can see that 161 and 165 Brookside Road are probably the most adversely affected since the intention is to locate roads, walkways AND reserves on them.

- *Where land is to be yielded up to the Council for use as a new road or walkway will the valuation take cognisance of the fact that some people will be able to create fewer allotments because a sizeable portion of their land is unusable thanks to it being allocated as roadway/walkway/reserve?*

In our case the quantity of land required for the new roadway/walkway/reserve will mean that we get far fewer allotments from our property than if the road/cycleway/reserve had not needed to be set aside. In this way the proposed infrastructure ends up costing us twice: once, when the land has to be transferred to the Council by way of a contribution and, second, when the land area is subtracted from the original dimensions of the property meaning that fewer allotment are available for subdividing than would have otherwise been the case.

- *Will the development contribution system encourage landowners to hold out until the end when the Council might be inclined to value their "ransom strip" more highly in order to get the new road?*

3.2. COMMENTS SPECIFIC TO OUR PROPERTY

161 Brookside Road – family home of Darren and Diane Craig

This is the family home of Darren and Diane Craig. When the land was purchased in 1998 the site was nothing more than a gorse-ridden paddock with a stockwater race running through it. It is now a very sheltered and private location set some 118m off Brookside Road and is accessed via a long drive which runs beside 165 Brookside Road.

The house is set well back on the section (i.e. to the south) to take advantage of the northwest sun. The water race still traverses the property but we have undertaken considerable work to landscape the water race and bird-life is now attracted to it. The water race is identified on the proposed Structure Plan. The property has an expansive front lawn with mounds around the water race.

We have planted native seedlings and these now provide a shelter belt to the south. There is also a shelter belt along the north west boundary.

The property feels very private, sheltered and quiet. The site is 5,473m².

165 Brookside Road – investment property of Darren, Diane, Gary and Michelle Craig

This property is jointly owned by Darren, Diane, Gary and Michelle Craig. The property sits immediately to the north west of 161 Brookside Road (refer to Plan Number 1 attached). At the time it was purchased Gary and Michelle were living at 167 Brookside Road while Darren and Diane were residing at 161. Number 165 was therefore purchased in 2004 with two principal reasons in mind:

- As a family investment; and
- To ensure that any future development or use of 165 would not adversely impinge on the Craig family.

165 Brookside Road is larger than 161. It is 6,664m². There is a house located on 165 along with mature native trees. The house has a fence which separates the domestic area from the remainder of the site. There is also a large shed in the south east corner. That shed was constructed in 2006 but is situated on an area of land which, according to the proposed

structure plan, will become the new spine road. The water race also traverses 165 and virtually cuts it in half.

165 also benefits from two easements which allow access along the west and eastern sides. The first easement allows 165 to use the driveway which runs to its east and which is used by 161 to get to the back section. The other easement is on the western side and follows the driveway of its neighbour number, 167.

3.2.1 Current Rules regarding development of our land

Under the current District Plan both 161 and 165 are deemed to be "Living 1B deferred".

This means there is presently a moratorium on subdividing down to areas smaller than 5,000m². Given that number 161 is only 473m² above that threshold and 165 is only 1,664m² above it there is currently no potential for carving up either of these sites.

However, the moratorium is to be lifted in 2010 and our property could then be subdivided so that the average allotment would be 1,200m² with no allotment being smaller than 750m². Under Plan Change 11 the average allotment size for our area becomes 750m². Applying the new standard the following would result:

- 161 Brookside Rd - Theoretically we could create 7 allotments from our 5,473m² section in 2010 if the status quo was maintained.
- 165 Brookside Rd - Theoretically we could create 8 allotments from our 6,664m² section in 2010 if the status quo was maintained

Paragraph 8.3.2 of the Section 32 Report acknowledges the expectations of existing landowners saying that the "area has been zoned for residential use since 2003 and landowners have a legitimate right to expect to subdivide their land". We agree with that but in the following paragraphs we explain why the subdivisibility of 161 and 165 Brookside Road is severely affected by the proposed plan change even though the average allotment size is reduced from 1,200m² to 750m². We also set out the other significant impacts the Plan Change would have on these two parcels of land.

3.2.2 Plan Change 11 restricts the number of allotments we could achieve if we decided to subdivide

Plan Change 11 severely restricts our ability to subdivide 161 and 165 Brookside Road because the proposed spine roads, cycleway/walkway and reserve profoundly affect these two locations.

161 Brookside Road

Under Plan Change 11 number 161 will have a substantial portion of its garden encroached upon by the new spine road. According to the indicative structure plan the spine road will straddle the boundary between 161 and 165. We are told that the spine road will be around 20m wide but we have no clear assurance of that.

brought to bear should we wish to develop our land in the future in a way that either impacts on the water-race itself or which merely disrupts the public's view of it. Again, we consider this to be an unacceptable risk.

We note with interest though that the spine road which is expected to pass over 165 Brookside Road would itself completely cover large portions of the water race.

3.2.6 The proposed spine roads, reserve and walkway/cycleway will profoundly alter the character of 161 and 165 Brookside Road

Clearly, a substantial portion of the land on 161 and 165 Brookside Road would be given over to public users. Apart from the significant loss of land to public users which is discussed above, it would also significantly alter the nature of that which remained in private ownership. The character of numbers 161 and 165 would no longer be quiet and secure but rather surrounded by public through routes.

This entirely changes the nature of the street but it also presents social and safety issues which are not present now. The concerns we have include the following:

Privacy, noise and security concerns – We have little or no information about landscaping or design of any of these public areas. We do not, for instance, know whether they will be fenced, lit, sealed etc. We also do not know how the reserve will look or what it would likely be used for. We are told that these issues would be dealt with in some (as yet unseen) design guide. Without this additional information about the likely design, landscaping, use and fencing (or lack of) we cannot know the full extent of how this might impact on our privacy or security.

We are concerned that the new public areas will:

- **increase noise both from traffic and from people gathering**
- **encourage anti-social behaviour such as vandalism or graffiti**
- **put our privacy at risk**
- **increase the potential for trespassing and theft.**

Our concerns seem to be supported by a recent article in the Central Canterbury News, July 29 2009 ("Vandal destroys five reserve trees"), a copy of which is attached.

We believe inadequate information is available about the nature of these public areas for us to support their inclusion in the structure plan and we oppose them on that basis.

We also note that two shelter belts which currently afford privacy will be destroyed: one along the north west boundary would be lost to the proposed spine road. The other, to the south of 161 which is comprised of natives, would be severely affected by the proposed walkway/cycleway.

3.2.7 Proposed roads are not necessarily required

We have provided Council officers with alternative arrangements with respect to the spine road configuration. The plan propounded by the Council ignores those alternatives and instead seeks a solution which has a much more significant impact on 161 and 165 Brookside Road.

Furthermore, we have taken the time to obtain easements which ensure continued access across 161 and 165 in anticipation that one day the land might be subdivided. From our perspective there is no need for the spine road to exist since access is already available.

We oppose the Plan Change on the basis that the structure plan layout does not ameliorate or minimise impacts on our properties and is unnecessary since access is already secured through easements.

3.2.8 The location of the proposed spine road is through an existing shed located on 165 Brookside Road

In 2006 we constructed a large shed on 165 Brookside Road. It is located in the south east corner of the property. The proposed spine road would pass directly through that shed.

We have no idea how the loss of the shed would be compensated for or if/when it would be removed. We therefore oppose the inclusion of the proposed spine road.

3.2.9 Uncertainty over compulsory acquisition in the future

There is no guarantee that the spine roads, reserves or walkway/cycleway would not be compulsorily acquired if we decided not to subdivide. We consider this to be unacceptable as we have no certainty as to future plans for the area. In the meantime our ability to develop the properties by, say, building on them is severely reduced.

3.3. SUMMARY OF REASONS FOR OPPOSING PLAN CHANGE 11

General Objections

- Plan change 11 is more restrictive than the status quo in terms of subdivisions.
- Plan Change 11 will have a negative impact on our property values since it substantially reduces the scope for us to subdivide.
- Plan Change 11 is unlikely to achieve the layout proposed in the Structure Plan because it fails to address the practical barriers to implementation which include:
 - The layout does not alleviate the risk of piece-meal or chaotic development because it relies of a critical mass of subdivisions being achieved.
 - It fails to provide interim access to properties pending completion of the new road infrastructure.
 - Early subdividers may be penalised because they will need to offer alternative access until the roads are built – effectively paying twice for the same access.
 - There is a risk inadequate subdivisions will occur and the roads will never be constructed

- The proposal amounts to a de facto "designation" because it prevents people building on the proposed roads/walkways and so forth. Landowners are severely constrained in terms of land use yet there is no guarantee the layout will ever be achieved.
- Inadequate information as to how development contributions will be calculated is contained in Plan Change 11 for residents to understand the full impact of the Structure Plan on their properties.

Objections Specific to 161 Brookside Road

Reduced scope for subdivision	<ul style="list-style-type: none"> ▪ 161 Brookside Road is 5,473m². The area of land which is earmarked for a road and cycleway/walkway may add up to 1,108m². ▪ As a consequence, only 4,365m² would be left over for subdivision purposes. Since the average allotment must be no smaller than 750m² this means we would no longer be able to achieve a maximum of 7 allotments but only 5. ▪ The value of our property is already adversely affected as a consequence of there being less scope for subdivision.
Spine Road	<ul style="list-style-type: none"> ▪ A loss of around 610m² from our land area to make way for the proposed spine road ▪ Destruction of large lawn in front of family house ▪ Destruction of mounding and landscaping ▪ Loss of privacy and security ▪ Noise from vehicle movements ▪ A change in character and outlook from the current dwelling ▪ Destruction of the northwest shelter belt giving rise to lost privacy and shelter ▪ A potential loss of land value since the character of future subdivisible units is different from the outlook that would be afforded without the road.
Cycleway/walkway	<ul style="list-style-type: none"> ▪ A loss of between 240m² and 498m² of our property depending on location and width of the walkway/cycleway ▪ Loss of privacy ▪ Increased noise associated with pedestrians and cyclists ▪ Increase in anti-social behaviour such as graffiti, vandalism, burglary
Building restrictions	<ul style="list-style-type: none"> ▪ Plan Change 11 precludes building on or within 5m of the proposed spine road resulting in an unfair and costly constraint on our land use ▪ Plan Change 11 precludes building on or within 2 m of the proposed walkway/cycleway also resulting in an unfair and costly constraint on our land use.
Fence heights	<ul style="list-style-type: none"> ▪ Fence heights between the front building façade and the street or a private rights of way or a shared access will be restricted to

	1m. That would further compound the loss of privacy, noise and security issues identified above.
Garages	<ul style="list-style-type: none"> The rules stipulate that garages are to take up no more than 50% of the front façade. We consider that to be an unnecessary incursion and design constraint.

Objections Specific to 165 Brookside Road

Reduced scope for subdivision	<ul style="list-style-type: none"> 165 Brookside Road is 6,664m². The area of land which is earmarked for a road and reserve may add up to 4,500m². As a consequence only 4,164m² would be left over for subdivision purposes. Since the average allotment must be no smaller than 750m² this means we would no longer be able to achieve 8 units but (if we exclude the current dwelling and its garden) we may only achieve 1 or possibly zero additional allotments. The value of our property is already adversely affected as a consequence of there being less scope for subdivision.
Spine Road	<ul style="list-style-type: none"> A loss of around 2,500m² from our land area to make way for the proposed spine road Loss of a right of way which exists along the north east boundary and which gives 165 a right to use the driveway owned by 161 in order to access 165. Destruction of a large and near-new storage shed (built 2006) Destruction or loss of the water race despite that being a feature identified by Plan Change 11. Loss of privacy and security for current and future occupiers Noise from vehicle movements A change in character and outlook from the current dwelling but also any future dwellings Destruction of the some mature plantings, including natives A potential loss of land value since the character of future subdivisible units (if any) is different from the outlook that would be afforded without the road.
Reserve	<ul style="list-style-type: none"> A loss of approximately 2,000m² of our property depending on location and width of the reserve Loss of privacy Increased noise associated with pedestrians and cyclists and other visitors to the reserve Increase in anti-social behaviour such as graffiti, vandalism, burglary
Building restrictions	<ul style="list-style-type: none"> Plan Change 11 precludes building on or within 5m of the proposed spine road resulting in an unfair and costly constraint on our land use

Fence heights	▪ Fence heights between the front building façade and the street or a private rights of way or a shared access will be restricted to 1m. That would further compound the loss of privacy, noise and security issues identified above.
Garages	▪ The rules stipulate that garages are to take up no more than 50% of the front façade. We consider that to be an unnecessary incursion and design constraint.

4. ***WE SEEK THE FOLLOWING DECISION FROM SELWYN DISTRICT COUNCIL***

(a) That Plan Change 11 be rejected

Or

(b)(i) Amend Plan Change 11 by deleting the spine road through 161 and 165 Brookside Road and instead creating cul-de-sacs either side. Also, delete the reserve and walkway/cycleway which impinge on 161 and 165 Brookside Road respectively.

AND

(b)(ii) Carry out further consultation (and, where appropriate, enter into written agreements) with property owners to address concerns raised in foregoing submission. And publish further information regarding the design guide and the Long Term Council Community Plan so people can assess the impact of Plan Change 11 more effectively.

5. ***WE WISH / ~~DO NOT WISH~~ to be heard in support of our submission***

6. ***If others make a similar submission, I will consider presenting a joint case with them at a hearing.***

7. *Refer to accompanying forms for signatures*
Signature of submitter 1 (or person authorised to sign on their behalf) / Date
- *Refer to accompanying forms for signatures*
Signature of submitter 2 (or person authorised to sign on their behalf) / Date
- *Refer to accompanying forms for signatures*
Signature of submitter 3 (or person authorised to sign on their behalf) / Date
- *Refer to accompanying forms for signatures*
Signature of submitter 4 (or person authorised to sign on their behalf) / Date

8. *Address for service of submitters:*

Care Of: Darren Craig, 161 Brookside Road, Rolleston 7614

Telephone: (03) 342-882

Email: 027-434-2371

ATTACHMENTS

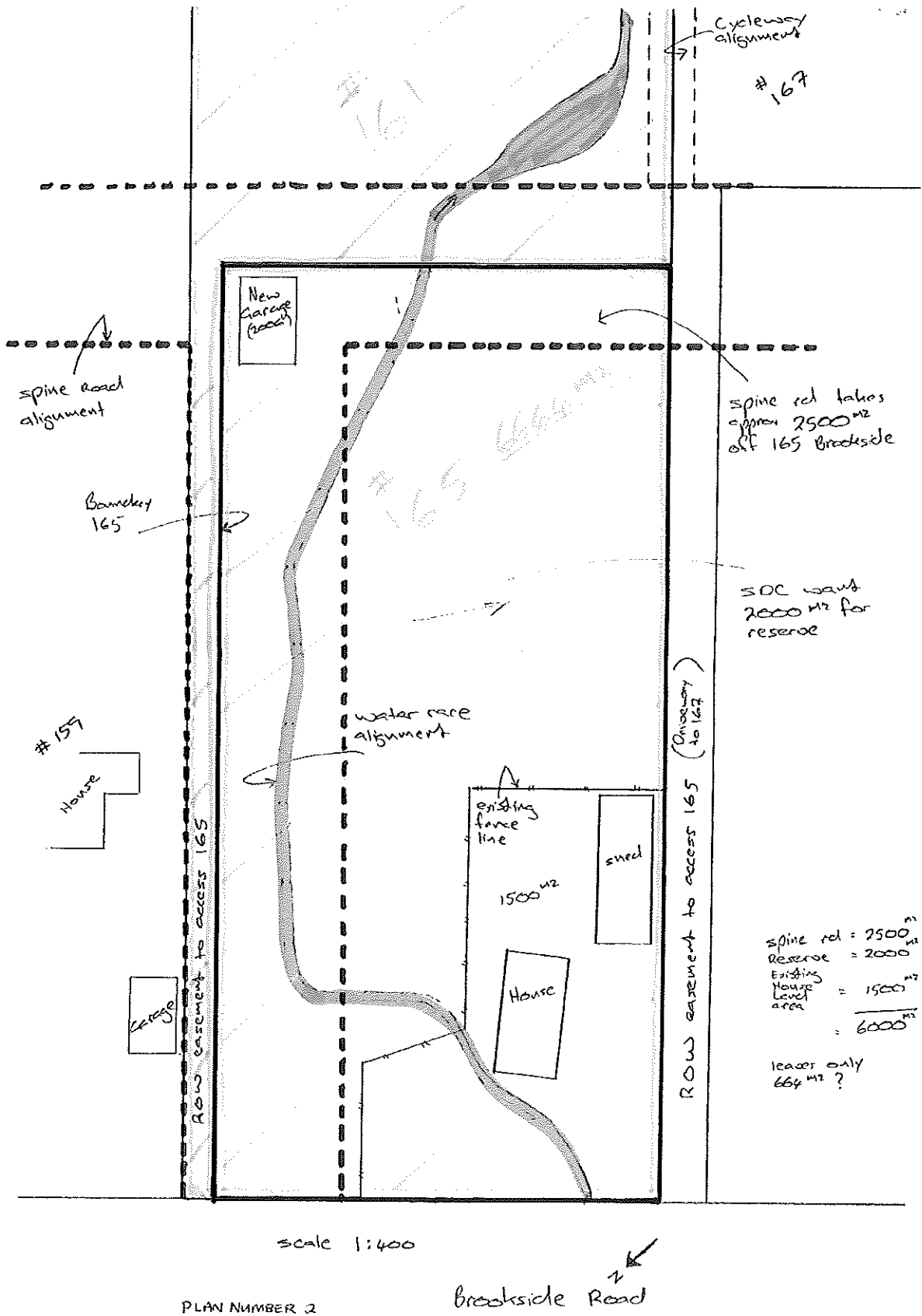
Plan Number 1

Plan Number 2

Article from Central Canterbury News, 29 July 2009

PLAN NUMBER 1





NEWS

CENTRAL CANTERBURY NEWS, JULY 29, 2009 3

'Vandal' destroys five reserve trees

Beautiful poplars chopped

By ANNA PRICE

The "massacre" of five trees in a strike this month in a Rolleston neighbourhood reserve has appealed Selwyn District Council reserves staff.

So defaced was one tree in the Mardian Way Reserve - in one of the earliest residential developments in Rolleston - it had to be removed.

Reserves supervisor Mike Kwant is dismayed by what locals are calling "straight out vandalism".

"It had to go," he said. "It was beyond restoration."

"We couldn't prune in such a way as to restore it to its natural form or beauty."

The latest incident in what has become an ongoing problem in the reserve occurred early this month. The perpetrator was seen in the

act by a number of residents who when quizzed later said they had assumed it was a council contractor.

The largest of the poplars which was about eight to 10 metres tall has been lopped back to half its original height.

"Whoever did it, gave no consideration to its form or beauty. They did the job of lowering the crown height," Mr Kwant said.

The cluster of poplars stands in one corner of the reserve. The nearest house is about 6m away. It was unlikely the trees shaded the properties given their position on the southeast aspect.

"They are deciduous trees so they shed their leaves for winter. In summer, sun is overhead so the shading would be minimal," Mr Kwant said.

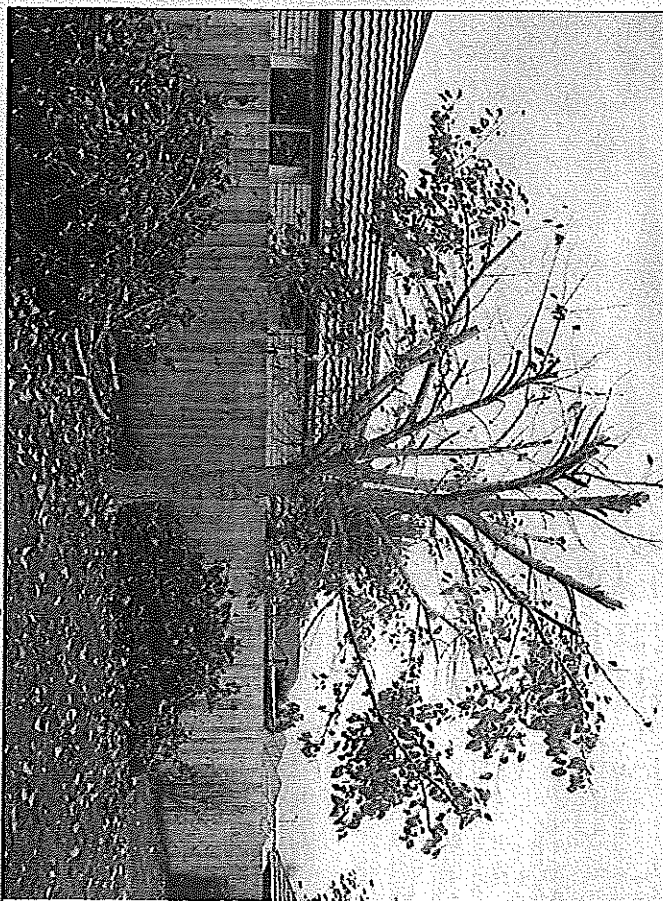
From the damage, it appeared hand tools were used.

The taller trees were planted to provide form and scale, he said.

Tree vandalism cropped up intermittently when the offenders had taken it on themselves to "trim" trees in council reserves.

One local said the hackers had made a "real job of them".

"It's terrible. It is just someone who is out to massacre a tree."



Chop chop: Trees massacred in Mardian Way Reserve, Rolleston.

Centre kept busy as swine flu takes hold

Burglars target work gear on properties

Chatterbox, farm bikes and other...

1379.

1. Full name of submitter:.....DARREN CASH

.....(name and number of Plan Change)

-

 (give details).


- Refer to accompanying typed submission for details.

Page 1 of 2

4. †I seek the following decision from Selwyn District Council:
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-
-

†Give precise details, including the nature of any change sought. Continue on a separate sheet if necessary.

5. I WISH / DO NOT WISH to be heard in support of my submission (delete as applicable)
6. If others make a similar submission, I will consider presenting a joint case with them at a hearing
(delete if you would not consider presenting a joint case)

7.  3 8 09
Signature of submitter (or person authorised to sign on their behalf) Date
8. Address for service of submitter: 161 Brookside Rd
Rolleston
0274 342 371
Telephone: 3477165 Fax: 342 6388
Email: potholeextra.co.nz
Contact person: Darren Craig Title (if appropriate)

Form 5
Submission on publicly notified Plan Change
Selwyn District Plan

1380

Clause 6 of First Schedule, Resource Management Act 1991

To Selwyn District Council
2 Norman Kirk Drive
PO Box 90
Rolleston
Christchurch 7614
FAX: 03-347-2799

1. Full name of submitter: Diane Craig

This is a submission on the following proposed Plan Change:

.....(name and number of Plan Change)

2. The specific provisions of the proposal that my submission relates to are:.....

.....

.....

.....(give details).

3. *My submission in ~~SUPPORT~~ / OPPOSITION is:

.....

Refer to accompanying typed

Submission for details.

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*Include whether you SUPPORT or OPPOSE specific parts of the plan change or wish to have them amended; and the reasons for your views. Continue on a separate sheet if necessary.

4. †I seek the following decision from Selwyn District Council:
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†Give precise details, including the nature of any change sought. Continue on a separate sheet if necessary.

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(delete if you would not consider presenting a joint case)

7. Draig 3 8 09
Signature of submitter (or person authorised to sign on their behalf) Date

8. Address for service of submitter: 161 Brookside Rd
Rolleston

Telephone: 0274 342 371
3477165 Fax: 342 6388

Email: potholeextra.co.nz

Contact person: Darren Craig Title (if appropriate)

1381

Clause 6 of First Schedule, Resource Management Act 1991

1. Full name of submitter:

Gary Craig

..(name and number of Plan Change)

2. The specific provisions of the proposal that my submission relates to are:

..(give details).

3. *My submission in-SUPPORT / OPPOSITION is:

Refer to accompanying typed submission for details.

Ph: 03 3472800

Email: submissions@sewyn.com.nz

Page 1 of 2



- [illegible]

5. I WISH / DO NOT WISH to be heard in support of my submission (delete as applicable)

6. If others make a similar submission, I will consider presenting a joint case with them at a hearing
(delete if you would not consider presenting a joint case)

8. Address for service of submitter: c/o 161 Brookside Rd
Rolleston

Email: pothole @ xtra . co . nz

Contact person: Darren Craig Title(if appropriate)

1382

Clause 6 of First Schedule, Resource Management Act 1991

1. Full name of submitter: Michelle Craig

..(name and number of Plan Change)

..(give details).

Refer to accompanying typed
Submission for details.

Page 1 of 2

4. I seek the following decision from Selwyn District Council:
-
-
-
-
-
-
-
-
-
-

(Give precise details, including the nature of any change sought. Continue on a separate sheet if necessary.)

5. I WISH / DO NOT WISH to be heard in support of my submission (delete as applicable)
6. If others make a similar submission, I will consider presenting a joint case with them at a hearing
(delete if you would not consider presenting a joint case)

7. *[Signature]* 3 8 09
Signature of submitter (or person authorised to sign on their behalf) Date

8. Address for service of submitter: c/o 161 Brookside Rd
Rolleston

0274 342 371
Telephone: 3477 165 Fax: 342 6388

Email: potholeextra.co.nz

Contact person: Darren Craig Title: (if appropriate)