

David Hattam

From: David Smith
Sent: Monday, 14 March 2011 2:35 p.m.
To: David Hattam
Subject: FW: Proposed Plan Change 12
Attachments: Crabbe Submission to Selwyn DC PC 12.pdf

From: Julie Comfort [mailto:Julie.Comfort@dls.co.nz]
Sent: Wednesday, March 09, 2011 5:16 PM
To: Submissions; Web - Planning Selwyn
Subject: Proposed Plan Change 12

Hi

Please find attached a late submission lodged on behalf of the **Mark, Grant and Rose Crabbe Partnership**. We request a waiver for the time limit for lodging this submission, as we were unable to get into our central city offices until Monday 7 March to obtain client files following the February 22 earthquake.

As Davie Lovell-Smith Ltd are in the process of temporarily relocating office, we request that any communication regarding this submission is sent via email to julie.comfort@dls.co.nz.

Kind regards

Julie Comfort
Davie Lovell-Smith Ltd

FORM 5

**SUBMISSION ON A PUBLICLY NOTIFIED PLAN CHANGE
 CLAUSE 6 OF FIRST SCHEDULE
 RESOURCE MANAGEMENT ACT 1991**

To: Selwyn District Council
 PO Box 90
 ROLLESTON

Full name of submitter: **Mark, Grant and Rose Crabbe Partnership**

Postal address: C/- Davie, Lovell-Smith Ltd
 PO Box 679
 Christchurch 8140
 Attention J Comfort

This is a submission on proposed plan change number:

12 – Transport

We could not gain an advantage in trade competition through this submission

Specific Provision Submission Relates To:

Proposed Change 12, Rural Volume Amendments, **Part E, Appendix 9, Road Hierarchy**

Our Submission is:

Appendix 9 contains the road hierarchy for all of the main rural roads in the District. In particular, this appendix allocates particular status to certain roads such as collector, arterial, or state highway. These statuses indicate the potential traffic volumes that the roads are intended to carry. There is little physical difference between a collector and an arterial road in terms of legal and formed widths and construction standards. We understand that the change in the status of many of these roads is a result of recommendations that came from the CRETS study. Attached is the overall plan showing the Transport Strategy Hierarchy Strategy for CRETS. This plan clearly shows the majority of roads within the 'Greater Christchurch' area of Selwyn District becoming District Arterials, including almost every road bordering a town. It is unclear from the CRETS study why so many roads within Selwyn District are deemed appropriate for 'District Arterial' status.

The change in status to many of the District's rural roads has wide implications from the type of vehicle access that can be established, to the permitted number of vehicles movements, to the location of rural-residential development.

Council has prepared Proposed Plan Change 17, which is due to be notified shortly. This plan change provides for the development of rural-residential subdivisions within the District in accordance with Proposed Change 1 to the Regional Policy Statement. The criterion in

Proposed Change 1 specifies that it is not appropriate to locate rural-residential development where the development requires legal or physical access to an arterial road or state highway. It is unclear whether this relates solely to vehicle access into individual properties, or whether it relates also to a new road access for rural-residential developments.

Appendix 9 changes the status of Trices Road from a collector road to an arterial road. It is considered that this proposed change in status to Arterial is premature and that it may restrict the possibility of rural-residential development within this area of Prebbleton, which is otherwise well suited for this form of development. With regard to the design and layout of rural-residential developments it is considered that the increase in status to arterial road for many of the roads surrounding the towns will mean that these developments may have to turn their backs on the towns they adjoin. This would appear to be inconsistent with the need to ensure that rural-residential developments integrate with the towns they adjoin, as required by good urban design and PC 1 to the Regional Policy Statement.

We consider it is not appropriate to alter the status of roads within the District at this time, when decisions on the appropriate location and design of rural-residential developments are still up in the air.

We seek the following decision:

- 1) That Part E, Appendix 9 of the Rural Volume is amended so that Trices Road remains as a collector road.
- 2) That any changes to status of any road does not occur until after submissions on Proposed Plan Change 17 have been heard, so that decisions on locations of rural-residential are based on planning information as of the date of the decisions on Proposed Change 1 to the Regional Policy Statement.

and

All other appropriate, necessary and consequential amendments including those to issues, objectives, policies, methods, explanations and reasons, rules and planning maps to give full effect to these submissions.

We wish to be heard in support of our submission

If others make a similar submission **we would** be prepared to consider presenting a joint case with them at any hearing

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Signature of person making submission or authorized agent

9 March 2011
Date