

**From:** [submissions@selwyn.govt.nz](mailto:submissions@selwyn.govt.nz)  
**To:** [Submissions](#)  
**Subject:** Form 5 Submission  
**Date:** Saturday, 9 March 2019 9:32:31 a.m.

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**\*\* Your Details \*\***

Proposed Plan Change No : Private pc 59 GW Wilfield Ltd rezone land L2 and L2A  
First Name : Simon  
Surname : Burge  
Organisation Name : Na  
Contact Name : As above  
Email Address : Mcburg3@xnext.co.nz  
Box/Road/Street Number and Name/Property Name : 16 Rossington Drive  
Suburb : West Melton  
Town/City : Selwyn District  
Post Code : 7618  
Phone Number : 03 337 549  
Fax Number : Na

**\*\* Submission \*\***

My/Our Submissions is : I have no issue with intensification of housing in the proposed zones per-se. We have enjoyed moving to the township; others should be allowed to as well. Intensification needs to go hand in hand with infrastructure. The intersection of SH73 and Weldon's Ross Rd must come under proper traffic management. This means: 1) reducing speed on SH73 to 50kph in the area surrounding the township, using reducing zones of 100 - 70 - 50 - 70 - 100kph; And 2) traffic lights installed at the intersection. While the traffic report indicates a low serious crash rate, it also reports increasing volumes. The lack of serious crashes is more by good luck than good (or in fact, any) management. SH73 is currently used as a stopping place for school buses in the mornings. Proper curb and Chaneling and bus bays should be installed. While a crossing island has been installed, this still does not adequately protect or ensure safety of pedestrians crossing SH73. As the Southern motorway extension comes on line, Weldon's Ross will become a major feeder road. Traffic flow - especially of heavy vehicles will increase.

Other general infrastructure needs to be able to cope into the future: water pump / volume supply and drainage; the general level of water consumption long term as we move into climate change; thought being given to CEPTED, recreation and bush fire fighting; road surfaces and repair, exit and entries to the sub-divisions; impact on the school and on the numbers of students heading to town (how will children in Wilfield get to the bus stops or the primary school safely?); bicycle lanes joining WM to other parts of the urban areas of the district and the ChCh network that can be accessed at Hornby.

I/We seek the following decision from the Council for the following reasons : That SDC allows the private plan change contingent on traffic control measures being put in place by SDC with the active participation by NZTA to control the SH73 - Weldon's Ross intersection; that the decision is also made contingent on the ability of the expansion of the community going hand in hand with the appropriate engineering and social infrastructure expanded to allow long term sustainable development.

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 : No

If others are making a similar submission would you consider presenting a joint case with them at the Hearing : Maybe

**\*\* Trade Competition \*\***

I could gain a competitive advantage in trade competition through this submission : No (please skip to Hearing Options)

If yes, I am directly affected by an effect of the subject matter of the submission that (a)Adversely affects the environment; and (b)Does not relate to trade competition or the effects of trade competition : No