

**From:** [submissions@selwyn.govt.nz](mailto:submissions@selwyn.govt.nz)  
**To:** [Submissions](#)  
**Subject:** Form 5 Submission  
**Date:** Thursday, 4 April 2019 3:59:31 p.m.

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

Proposed Plan Change No: : PC 59  
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**\*\* Submission \*\***

My/Our Submissions is: : As emailed  
I/We seek the following decision from the Council for the following reasons : That the council reject the requested changes  
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 :  
Yes

**\*\* 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 :

**Submission for PC59 submitted 4<sup>th</sup> April 2019 by Scott Ashby and Hanna Coysh**

The Selwyn DC District Plan outlines West Melton's preferred growth option as being either side of Weedons Ross Road north of State Highway 73, but not extending north of Halkett Road. A lesser extent of lower density residential development will occur south of State Highway 73.

The current land zoning allows for this preferred growth option in West Melton, south of State Highway 73 as it zones the Wilfield subdivision as Living 2 and Living 2A.

Policy B4.3.98 also states that it will provide a primary focus for new residential or business development north of State Highway 73 and south of Halkett Road, and "limited new residential growth will be enabled south of the highway but will be limited in extent and density to minimise effects on the safety and efficiency of the highway".

We believe that the request to change the Selwyn District Plan to allow for higher density in West Melton south of State Highway 73 contravenes the principles upon which the existing District Plan was created and specifically, the sections referred to above.

The requested changes will increase the density of West Melton south of the State Highway, contravening the existing character as the current plan allows for lower density lots and adding additional demand on the State Highway. As their proposal even states, "West Melton village is an area with larger section sizes than those found in most townships in Selwyn District, particularly those close to Christchurch. Policy B4.3.101 recognises the character of the existing village and the support for larger section sizes in the Township survey results for West Melton (November 1998)". By allowing the requested changes, we believe that these very principles and recommendations from the survey will be ignored. The requested changes do still allow for larger sites when compared with those in Christchurch City, however, we believe that they go against the vision for West Melton, and specifically, the limited new residential growth allowed for South of the State Highway.

GW has already reduced the size of many lots, increasing the density from the original subdivision layout plan and now they are requesting to further increase the density by increasing the number of lots, and changing the current density allowances to do so.

We note that reducing section sizes will mean more traffic, both pedestrian and vehicular coming and going from the Wilfield subdivision. The intersection of Weedons Ross Road and SH73 is already potentially dangerous for turning vehicles, especially a right turn towards the city of Christchurch. The District Plan states that 'Limited new residential growth will be enabled south of the highway, but will be limited in extent and density to minimise effects on the safety and efficiency of the highway'. It is our view that the safety and efficiency of the highway is impacted if this change is to go ahead with higher traffic flow in and out of Wilfield subdivision. We also note that the underpass originally provided for in the district plan is no longer on the table, but rather a higher risk pedestrian/cycle link option across the State highway has been installed. It is our view that if GW limited are wanting to increase the density of the subdivision, then an underpass or overpass for pedestrian and cyclist traffic needs to be put in for their safety.

We purchased lot 9 (5063sqm) with a view that we would be surrounded by similarly sized sections - this was based on the current district plan zoning, section sizes and layout of Wilfield at the time of purchase. We now face the possibility of being surrounded by 1100sqm lots, which isn't in keeping with the District plan growth strategy for West Melton south of the State Highway, how the subdivision was portrayed or indeed marketed, nor what we envisaged the immediate outlook or lifestyle would be from our section.

Having said this, GW seems to have been considerate with the lot reduction sizes to date that are adjacent to our section, namely that lot 170 still exists on the west boundary of lot 9 (at 5023sqm), and that what was lot 10 now has become lot 235 on the eastern boundary of our section (at 3875sqm).

If this plan change is to go ahead, we ask that GW continue to be mindful of those who have already purchased, and their section size when they consider 'subdividing' lots around them. We believe lots surrounding **existing sold** 'larger lots' ( $\geq 3000$ sqm) should be a minimum of 3000sqm to allow for the lower density living that the current district plan requires and what GW had buyers believe they were buying into.

In summary, we believe that the changes requested by GW limited are not in line with the principles and spirit of the existing district plan, specifically the vision it had outlined for West Melton. The requested changes impact on the density of WM South of the highway, contrary to the existing district plan, and would increase both vehicular and pedestrian traffic on SH73 to the point where safety would become an issue.

Therefore we request the changes are rejected by the council.