

Planning Unit

Notice of Submission on Proposed Plan Change 60

Resource Management Act 1991 - Form 5

Lodge your application: Post to Selwyn District Council, PO Box 90, Rolleston 7643

Email to submissions@selwyn.govt.nz

Fax to 347-2799

Enquiries phone (03) 347-2868 or email pc60@selwyn.govt.nz

Submission Reference:

Submissions Close at 5pm, Wednesday 19 February 2020.

1. Submitter Details

Name of Submitter(s) (state full name(s)):

David John Jarman (personally as a resident, and as trustee of David Jarman Family Trust, a Hoskyns Rd property owner)

Physical Address: 1720 Hoskyns Road, Kirwee 7571

Address for Service (if different):

P O Box 191, Kirwee 7543

Email: david@castlebrade.co.nz

Telephone (day): 021 401 450

Mobile:

2. Trade Competition Declaration

I could gain a competitive advantage in trade competition through this submission

☐ Yes ☒ No

If **yes**, I am directly affected by an effect of the subject matter of the submission that

☐ Yes ☐ No

(a) Adversely affects the environment; and

(b) Does not relate to trade competition or the effects of trade competition

3. Submission Details

This is a submission on proposed Plan Change 60.

- I / We:
- ☐ Support all or part of the application
 - ☒ Oppose all or part of the application
 - ☐ Are neutral towards all or part of the application

The specific parts of the application that **my / our** submission relates to are: *(give details, continue on a separate sheet if necessary)*

This submission relates to the overall proposal to rezone the land to Living 1 and thereby create an additional 118 lots.

The reasons for **my / our** submission are *(give details, continue on a separate sheet if necessary)*:

I consider that PC60 does not provide a logical expansion of the existing Living 1 area in Kirwee, in terms of the location, layout and the impact it will have on existing traffic flows, road safety and the living space in general.

The reasoning is set out in detail in the attached sheets.

The decision I / We would like the Council to make is: *(give precise details including, if relevant, the parts of the proposal you wish to have amended and continue on a separate sheet if necessary)*

That the Plan Change 60 application be rejected by Council in totality, as set out in the attached sheets, key objections are summarised as:

- PC60 would create an unnecessary number of new Living 1 lots in Kirwee, when there is already land zoned Living 1 that can be developed and is more closely located to the central areas of Kirwee, meaning that PC60 would not result in a more compact township.
- the proposed 118 new lots and resulting traffic would create a number of significant safety hazards on Hoskyns Road
- a single traffic entrance to the subdivision is not sufficient given the number of lots and the road safety hazards
- groundwater contamination is not adequately addressed, given the 118 additional lots and if approved a proper sewerage treatment solution should be required by the Council.

Recommendations are shown in the separate sheets, in respect of each of the matters of objection.

4. Submission at the Hearing

- ☒ I / We wish to speak in support of my / our submission.
- ☐ I / We do not wish to speak in support of my / our submission.
- ☐ If others make a similar submission I / We will consider presenting a joint case with them at the hearing.

5. Signature

(Of submitter(s) or person authorised to sign on behalf of submitter(s))

Signature: 

Date: 19 February 2020

Signature:
.....

Date:

Note: A signature is not required if you make your submission by electronic means.

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 Resource Management Act 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 reasonably practicable, at the applicant's 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 347-2868 or by email at pc60@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.

Note to person making submission

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least 1 of the following applies to the submission (or part of the submission):

It is frivolous or vexatious:

It discloses no reasonable or relevant case

It would be an abuse of the hearing process to allow the submission (or the part) to be taken further:

It contains offensive language

It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialized knowledge or skill to give expert advice on the matter.

For Office Use Only

Received at the Office on at am / pm

Selwyn District Council - Plan Change 60 – Resource Management Act 1991

Form 5 – additional sheets

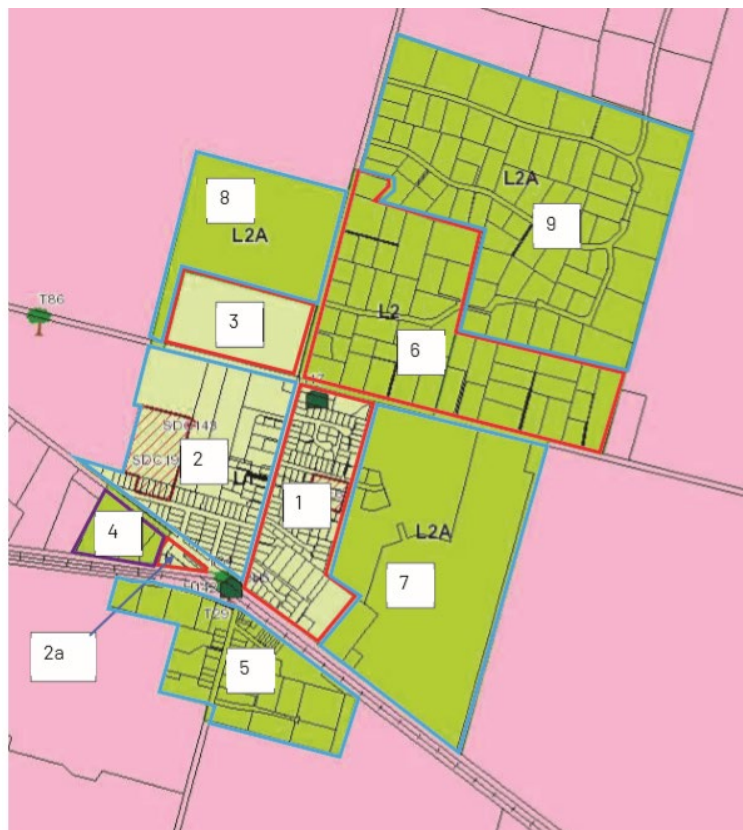
Submission by David Jarman, 1720 Hoskyns Road, Kirwee

Set out below are the reasons why I object to Plan Change 60 (PC60) and recommendations for Council in respect of each matter:

1. Existing Subdividable Living 1 Land

The area north west of the Hoskyns Rd / Courtenay Rd intersection (shown as 7 in the below plan), being 12.24 ha is already zoned Living 1 and provides for growth in Kirwee.

It would be a better option for that block to be developed given that it has potentially better traffic access onto both Courtenay Road and Hoskyns Road. There is scope to ensure a much more suitable Living 1 development that meets the objectives of the District plan in ensuring there is a compact township.



Source: PC60 application

According to policy B4.3.4 of the District Plan:

Encourage new residential or business development to occur on vacant land in existing Living or Business zones, if that land is available and appropriate for the proposed activity.

Since the land at corner of Courtenay Rd / Hoskyns Rd is an existing Living 1 area and is available to be developed, it should be developed in before any other land is zoned Living 1. While it may be considered that the land is unavailable due to it currently being farmed, that is a moot point as the land is available. It would also be appropriate land due to its location to sufficient roads and services and close proximity to the central area of Kirwee.

On this basis PC60 should not proceed until all available Living 1 land has been developed.

A key difference between the existing Living 1 land and the PC60 land is that the PC60 land only has one motor vehicle traffic entrance to the subdivision meaning that all motor vehicle traffic will need to use the Suffolk Drive entrance to the proposed Living 1 area. This is clearly less desirable in terms of accessibility.

Recommendation:

It is recommended that the Council reject the PC60 application on the basis that there is existing undeveloped Living 1 land.

2. Compactness of Kirwee Township

The applicant contends that the existing zoning is less compact than the proposed application.

From the above analysis (summarised in Table 3 [on page 16 of the PC60 Application]) there is capacity to accommodate 170 residential allotments within the current zoning of the Kirwee Township. However, it is noted the majority of this (130 allotments) is within a Living 1 zoned greenfield site west of Courtenay Road and north of Hoskyns Road. Currently Courtenay Road and Hoskyns Road act as a barrier ensuring the township does not sprawl northwest of the township and the Living 1 zone does not appear to follow any defined boundaries. The preferred growth option for Kirwee as identified in the Selwyn District Plan is to accommodate future growth in the zones north of State Highway 73, generally in a compact pattern with higher densities toward the centre of the township. Development of the existing Living 1 Zone northwest of the Hoskyns and Courtenay Road intersection, although anticipated by the both the Malvern Area Plan and the Selwyn District Plan, is not ideally located in proximity to the existing Living 1 Zone or established residential use.

The contention that Hoskyns Road and Courtenay Rd act as a barrier ensuring the township does not sprawl northwest of the township. In fact the township sprawls north of Hoskyns Road in the form of lifestyle blocks most of which are on 1.0ha sections. While most of the sections south of Hoskyns Rd are more dense, the addition of further sections to the northwest of the Hoskyns Rd / Courtenay Rd corner is a logical infill and addition to the township.

The existing zoned Living 1 site (cnr Hoskyns Rd and Courtenay Rd) is actually more central to Kirwee than the proposed site due to proximity measured by distance from a number of points such as:

- Corner of Courtenay Rd and High St
- Courtenay Rd and Main West Coast Road intersection (Kirwee Hotel site)
- Kirwee Garage,

- Kirwee Showgrounds, (including Rugby Club, Tennis Club and Bowling Club)

While the PC60 application site has pedestrian access via School Lane and planned pedestrian access via Walter Pl, road access is an additional 440m (along Hoskyns Rd to Suffolk Drive) plus further distance within the proposed subdivision to each section.

Recommendation:

That Council should not accept the contention by the applicant that the PC60 Application site would accommodate growth of Kirwee in a more compact pattern than the existing Living 1 land at the corner of Hoskyns Rd and Courtenay Rd.

3. Sewerage disposal and groundwater contamination.

In Appendix 7 of the application, Servicing Report, the consultants for the applicant have identified a number of options for sewerage disposal. The Council should require the applicant to undertake reticulated collection and treatment of sewerage given the total 163 lots that would be able to be created under PL60.

Policy B1.2.5 of the Selwyn District Plan identifies a number of townships within the District in which sewerage treatment and disposal is required to be reticulated. Kirwee is specifically excluded from Policy B1.2.5 for the following reasons:

A study done for the Council (Lewis and Barrow 1999) indicates that on-site effluent treatment and disposal at Darfield and Kirwee is unlikely to contaminate groundwater within the life of this District Plan. This result is due to the significant depth to groundwater in this area. The results of the Lewis and Barrow Study (1999) are neither accepted at Environment Canterbury nor supported by an independent review by URS (2000). However, Environment Canterbury has indicated that: - It will continue to issue discharge permits for on-site sewage treatment and disposal for new houses in residential areas at Darfield and Kirwee.

A working party has been formed by Council to explore options for wastewater systems to potentially service Kirwee township in the future. A Wastewater Strategy for Kirwee was prepared December 2017. While there is no evidence to suggest there is currently an issue of groundwater contamination from on-site wastewater systems, intensification of residential use with on-site wastewater has the potential to contaminate groundwater in future. Environment Canterbury have identified guiding policy directing future development away from the use of on-site wastewater treatment. In addition, on-site wastewater treatment is not supported by local Tangata Whenua.

The Baseline Group servicing report identifies the preferred method of wastewater disposal is on-site disposal, as this is currently adopted for all existing and recent new dwellings in Kirwee.

Based on consideration of the issue of wastewater treatment in Kirwee by Environment Canterbury and the Council, and given the large number of additional sections that are proposed under the PC60 application, plus other zoned living 1 land, it would appear that the requirement for a centralized or community treatment solution may be necessary in the future. It seems unreasonable to allow PC60

to proceed with additional Living 1 zoned land without addressing the way in which sewerage will be treated in Kirwee.

Recommendation:

It is recommended that the Council require any additional Living 1 zoned land, such as PC60, to install a reticulated sewerage system and treatment plant and that this be required as a condition of the zoning rather than waiting until approval of a subdivision.

4. Landscape or Visual Effects

The PC60 application states on page 27 that the visual landscape will not be changed from the existing residential visual landscape.

...the application site will retain a residential landscape as anticipated by both the current and proposed zoning. Any landscape and visual effects as a result of residential development on the site are already anticipated under its current residential zoning.

Currently the visual landscape from Hoskyns Road is of 3000-5000m sections each with a single house. The more dense housing is behind these sections, to the south, and obscured by a 1.8m fence that extends the East-West width of the subdivision. If PC60 proceeds the view from Hoskyns Road may well change substantially to one of a series of small sections densely populated by small houses. This would be a substantial change to the visual landscape. I therefore totally object to and completely disagree with the statement in the PC60 application that the visual effects as a result of residential development are already anticipated under its current [Living 2A] residential zoning.

Recommendation:

That the Council should not accept that the visual effects of PC60 will be the same as the existing Living 2A zoning, and that in fact the visual landscape from Hoskyns Road may change significantly and adversely.

5. Traffic impact - Hoskyns Rd / Suffolk Drive intersection

The Transportation Assessment in the Application (Appendix 5) considers the impact on traffic movements of the proposed PC60, with an increase from 45 lots to 163 lots.



The above map (source: Google) shows the existing houses on Hoskyns Rd, which number 30 in the tar-sealed section to approximately 1.1km east of the Courtenay Rd intersection.

The below analysis, based on the information and assumptions shown in the Transportation Assessment, plus some further assumptions regarding the existing traffic on Hoskyns Rd shows the traffic that is expected to come specifically from the subdivision if PC60 is approved, and pass through the Suffolk Drive / Hoskyns Rd intersection.

	Houses / lots	Vehicle movements total / day	vehicle movements Peak hour
Pre - subdivision	30	150	25
Current subdivision (RC175578)	45	275	30
PC60 additional	118	915	105
	193	1340	160
Lots west of Suffolk Drive (incl RC175578)	15	75 (est)	12 (est)
Using Suffolk Dr / Hoskyns Rd intersection	178	1265	148

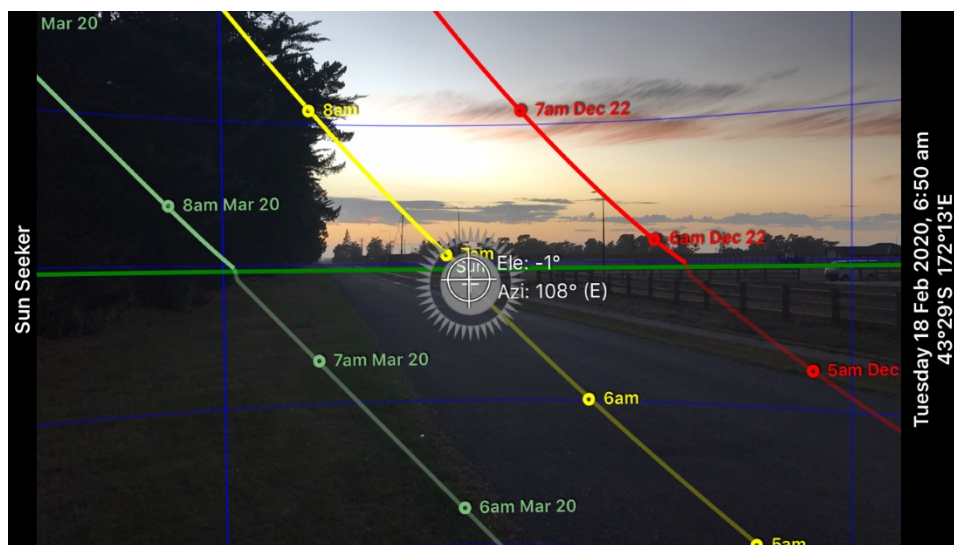
The Transportation Assessment considers the impact of the additional traffic on Hoskyns Rd itself, as well as Courtenay Rd. However the issue that arises is not so much the additional traffic on Hoskyns Rd but the fact that there are expected to be 915 additional vehicle movements all passing through the Suffolk Drive / Hoskyns Road intersection each day.

Based on the Transportation consultant's report and some realistic assumptions applied above; at peak hour there is likely to be one vehicle passing through the Suffolk Drive / Hoskyns Road intersection every 24 seconds.

The imposition of such a high level of traffic on what is really a rural intersection could cause significant safety hazards. This has not been addressed in the Applicant's Transportation Assessment, in fact it has been glossed over.

The high level of traffic coming out of Suffolk Drive (135 during peak hour and 1190 during the day) compared to the low number travelling from the eastern end of Hoskyns Rd (est. 13 at peak hour and 75 during the day) could create a situation where Suffolk Dr users may tend to drive around the corner into Hoskyns Rd without stopping, paying little attention to the eastern side of Hoskyns Rd due to the unlikely event of a car coming towards them from the eastern end of Hoskyns Rd.

At certain times of the year in the mornings at peak hour, the low sun faces directly down Hoskyns Rd and makes visibility extremely difficult, and highly dangerous for drivers checking for traffic.



The above image shows the sun track in early morning. As can be seen there is a period from December to early March when the sun is rising over the eastern end of Hoskyns Rd in the early morning at what is likely to be peak hour. During this time residents in the PC60 subdivision would be likely to be leaving the subdivision via the Suffolk Dr / Hoskyns Rd intersection. It would be difficult at these times to check for traffic from Hoskyns Rd while looking into the sun. This is a significant safety risk especially given the large volume of traffic (assessed as 1 vehicle every 24 seconds) potentially intersecting with traffic from Hoskyns Rd and pedestrians using the Hoskyns Rd footpath.

The Transportation Assessment is deficient in that it does not consider the above issues of concentration of traffic at the Suffolk Dr / Hoskyns Rd intersection and the sun angles.

Section 7.5 states:

"There are no deficiencies in respect of site distances at any of the intersections."

Section 7.3 of the Transportation Assessment covers upgrading of existing roads and refers to the unnamed road (Suffolk Drive) and intersection with Hoskyns Rd. While there is much discussion about the width of the carriageway, there is no consideration given to the substantially increased volume of traffic passing through this single intersection from the subdivision.

In my view the only viable long term solution at this intersection would be to install traffic lights since the passive solutions such as give way, stop sign or roundabout do not prevent two vehicles from entering the intersection at the same time.

Recommendation:

The Council should not approve PC60 as the high volume of traffic generated by 118 additional sections would create a highly dangerous intersection at Suffolk Dr / Hoskyns Rd, especially with the sun angle in peak hour at certain times during the year.

6. Footpaths

The existing Hoskyns Road footpath is on the south side of Hoskyns Rd and crosses Suffolk Dr. The location of the footpath poses a significant risk for children and others using the route at peak hours, and particularly if going to school. Even if school children elect to walk through the subdivision and use the pedestrian walkway to school lane, there is high risk for them with so many expected car movements and the need for pedestrians to cross Suffolk Dr at some point if they wish to use the pedestrian access to School Lane or Walter Pl.

Recommendation: The Council should not approve PC60 as the very high increase in traffic at the Suffolk Drive / Hoskyns Road poses a significant safety hazard for pedestrians using the footpath on Hoskyns Road.

7. Road Safety - General pedestrian road use / Children playing

I have observed that there are regularly a number of children playing on the sides of Hoskyns Rd, which is a reasonable thing to do given the wide berms, shady trees and the water race that is of interest to children. The increase in traffic that would result from the PC60 zoning change could be particularly dangerous to local children and pets who may be using the side of the road in a recreational manner.

As well as the increased number of vehicles there are likely to be more children attracted to the area. This is not addressed in the Traffic Assessment. Section 7.5 states:

“the crash history in the vicinity of the site indicates that there are no particular features or factors that would be affected by the proposed development. It is anticipated that the proposed roads and intersections associated with development of the plan change area will meet current guides and standards, and as such, can be expected to function safely. There are no deficiencies in respect of site distances at any of the intersections.”

None of the points around Road safety outlined by me above were considered in the Traffic Assessment, such as children playing near the road and the water race, and proximity of footpath to what will become a very busy intersection.

Recommendation

That the Council consider the impact of the additional traffic (915 vehicle movements per day) on children's safety and general road safety in the area.

8. Correction to Subsidence analysis in Servicing report.

Appendix 7 of the Application – Servicing report - shows on page 3 the faults near the application site. The Greendale fault is shown as being located 15kms from the application site. The Greendale fault crosses Highfield Rd north of Telegraph Rd, as marked on the below map, which is 8.7kms south of the application site.



Recommendation:

That Council request a review by the applicant of the information in Appendix 7 and confirmation that the information provided is correct.