

Planning Unit

Notice of Submission on Proposed Plan Change 62

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 pc62@selwyn.govt.nz

Submission Reference:

Submissions Close at 5pm, Wednesday 19 February 2020.

1. Submitter Details

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

TOBY LEE IAN PULLEN
USA MARGARET PULLEN

Physical Address:

26 MOUNTAIN VIEW PLACE
LEESTON, SELWYN DISTRICT

Address for Service (if different):

Email: TOBIASLAYBY@HOTMAIL.COM

Telephone (day):

Mobile:

0211168177 - TOBY
0210616032 - USA.

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 62.

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)

X See attached notes + photo's

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

X See attached notes, including photo's

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)


See attached notes

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))

X Signature: 

Date: 18-feb-2020.

X Signature: 

Date: 18-feb-2020

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 pc62@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 Leiston Office on 19/2/2020 at 9.05 am / pm

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3. Submission Details

Extra information

- We oppose all or part of the application

The specific parts of the application our submission relates to are:

1. **Mountain Views** – View from all properties that have the view of Mount Hutt and the surrounding fields, will not longer have any more. Especially 'Mountain View Place', as it states in the name of the road, will not longer have 'the mountain view'.
2. **Flooding** – Flooding within the rear fields would cause issue for not only the new properties, but also the water would flow in the directions of Mountain View properties. Areas around the new proposed housing already have flooding issues now. (Mountain View Place, Spring Road – see images)
3. **Noise** – Properties close to the fields and views would have an increase in noise from the increase of approx. 450 properties when built and the levels of noise and dust created when building the roads infrastructure and buildings.
4. **Privacy** – Properties linked to the fields behind Mountain View, Spring Place and Leeston Dunsandel Road would loose of privacy behind their properties. Most fencing is 'open' to enjoy the 'open' fields and mountain views.
5. **Traffic** – Increase of traffic from Spring Place and Leeston Dunsandel Road would increase the possibility of an accident (children near park entrance and college entrance).
6. **Leeston Township** – Increase of properties (450+) would strain the infrastructure of Leeston, both college and primary school are already at their maximum capacity. Facilities are already very busy and at times at capacity.

The reasons for our submission are:

1. **Mountain Views** – Views from the rear of our property would be replaced by houses. The property which we paid for (especially for privacy, quiet, space) would be compromised. Our only view would be other people's back gardens and **Mountain View Place**, would not longer have 'a mountain to view anymore'. Are you going to change the name to '**You Once had a Mountain View**'??
2. **Flooding** – The water drain-off from most of the new properties would run off down into our property. It has to go somewhere? Mountain View Place still has an on-going issue every year with flooding. The road can be flooded over 75% of the entire road (see images). Current storm drains cannot cope with the volume of water and flood very quickly. An increase volume of water from new properties at the rear and from the stream, would cause more issues.
3. **Noise** - Properties close to the fields and views would have an increase in noise from the increase of approx. 450 properties when built and the levels of noise and dust created when building the roads infrastructure and buildings. My husband works shifts (including nights), hence why we moved here. If the new housing would go ahead (years of road infrastructure, housing building work, etc, it would become a health issue due to sleep deprivation and he would not be able to work at a healthy level within engineering at Air New Zealand. Also, our house is single glazed (having no need to change to double glazed as there is no noise at the end of the cul-de-sac and rear fields). With this increase in construction noise and general 'life traffic when houses are filled with families, etc), are you going to pay for our double glazing for our whole house?
4. **Privacy** – Our property has open fencing to the fields, enjoying the openness of the surrounding area. Once new housing has been built (Proposed Residential Plan Change, page 15), we would view the rear garden of several houses? Our privacy is gone and increase if noise levels again. Are you going to replace all our fencing at the rear of the property?

7. **Traffic** – Increase of traffic from Spring Place and Leeston Dunsandel Road would increase the possibility of an accident (children near park entrance and college entrance).
You state (Proposed Residential Plan Change, page 18) that Eastern side (70 residents), Southern side (190 residents) would choose the route via Spring Place and Feredays Road. Spring Place entrance is opposite a playground which is used by both young children and youth, this totals and extra 160 residents (approx. 320 cars if based on 2 cars per property), an un-nerving increase in a potential accident is this high volume area for kids and youth.
You then state (Proposed Residential Plan Change, page 18) that North of Leeston Dunstandal Road (40 residents), and Northern side (50 residents) which is close to Ellesmere College and is also a walking route for many families from Leeston Consolidated School would have a total increase of 90 residents (approx. 180 cars if based 2 cars per property). This increases another area for a potential child/youth accident.
8. **Leeston Township** – Increase of properties (450+) would strain the infrastructure of Leeston, both college and primary school are already at their maximum capacity. Facilities are already very busy and at times at capacity. Will there be future plans to expand Leeston facilities (shops, parking, education, AGAIN).

The decision we would like the Council to make is:

Don't build any houses behind Mountain View Place and Spring Place.

Improve and complete work within Spring Place and Mountain View Place to sort out CURRENT flooding issues.

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26 Mountain view Place
Leeston.
- Rear of property overlooking rear fields



26 Mountain View Place, Leeston
Rear of property through to rear fields, towards
mountain & stream.

26 Mountain View, Place, Leeston.
Rear flooding.





Mountain view / spring Place.
- Connecting stream



Mountain View Place / Spring Place.
Flooding from stream.



Mountain View Place.
(example of flooding every year).



spring place, Leeston.

- Mountain Views
- Privacy
- Noise



5. Proposal

- 5.1. The proposed plan change will facilitate a change of activity to enable more intensive residential development to occur. The part of the plan change area to the north of Leeston Dunsandel Road is expected to have 41 residential lots with the bulk of the plan change area towards the south having 328 lots. An indicative subdivision plan for the area is shown below.



Figure 4: Indicative Subdivision Plan (Extract from Baseline Group Drawing)

- 5.2. It can be seen that the plan change area is expected to be well-connected to the adjacent roading networks. Two road links are shown onto Feredays Road / High Street, directly opposite Clausen Avenue and Chapman Street. Both of these form routes through the plan change area such that there is also a new road link onto Leeston Dunsandel Road towards the north. Photographs 7 and 8 above show the current configurations of these intersections.
- 5.3. With regard to the connection onto Spring Place, there is presently an allotment which is undeveloped of 16.5m width, where a roading connection is proposed.



Photograph 13: Location of Proposed Roading Connection onto Spring Place

- 5.4. There are also connections to the east onto Harmans Road, and the northernmost part of the plan change area has one road connection onto Leeston Dunsandel Road.

6. Traffic Generation and Distribution

6.1. Traffic Generation

- 6.1.1. Traffic generated by residential developments is known to vary for a variety of reasons, with one such reason being the proximity (or otherwise) to employment and community facilities. Where a dwelling is some distance from these types of facilities, the traffic generation rates tend to be lower than for residences that are closer due to 'trip chaining', that is, the tendency of a resident to carry out multiple visits to different destinations during the same trip away from the dwelling.
- 6.1.2. In this case, it is likely that some traffic will be associated with employment locations in Leeston but there is also likely to be travel to/from local destinations also. As a result, it is likely that there will be commuting to/from the township. Accordingly, for this analysis a rate of 8 vehicle movements per day per residence has been used, with 1 vehicle movement per residence occurring in each of the peak hours.
- 6.1.3. In the morning peak hour, 90% of these vehicles are likely to be exiting the site, with 65% of the generated vehicle movements entering the plan change site in the evening peak hour.

Period	Area North of Leeston Dunsandel Road			Area South of Leeston Dunsandel Road		
	In	Out	Total	In	Out	Total
Morning Peak Hour	4	37	41	33	295	328
Evening Peak Hour	27	14	41	213	115	328
Per Day	164	164	328	1,312	1,312	2,624

Table 2: Traffic Generation of the Proposed Plan Change

6.2. Trip Distribution

- 6.2.1. In terms of the distribution of trips, residents travelling towards Rolleston, Lincoln and Christchurch (the greatest centres of employment) will travel eastwards, as routes towards the immediate north of the plan change area are indirect. Travel towards the west will only be towards locations such as Dunsandel and across the Rakaia River in the direction of Ashburton.
- 6.2.2. On this basis, it can be expected that around 10% of generated traffic will travel to/from the west with the balance traveling eastwards.
- 6.2.3. Drivers tend to select routes which minimise their journey time. Consequently it can be expected that people living in the northernmost part of the plan change area will use Leeston Dunsandel Road and Market Street to travel eastwards, rather than travelling through the site which is slightly longer and will be slower. Drivers living towards the south will use the route via High Street.
- 6.2.4. It is expected that volumes on Harmans Road will increase only slightly since there are few residences for which this is a convenient route (in the order of 20 residences). However, the connection through to Springs Road will be convenient for around 60-70 residences.
- 6.2.5. Overall then, for the purposes of this analysis, the following distribution has been used

Area	Number of Residences	Route	Morning Peak Hr		Evening Peak Hr	
			In	Out	In	Out
North of Leeston Dunsandel Road	40	10% west via Leeston Dunsandel Road	0	4	3	1
		90% east via Leeston Dunsandel Road	4	32	23	13
Eastern side	70	10% west via Spring Place and Feredays Road	1	6	5	2
		90% east via Spring Place and Feredays Road	6	57	41	22
Western side	20	10% north via Harmans Rd then west on Leeston Dunsandel Rd	0	2	1	1
		90% south via Harmans Road then east on Feredays Road	2	16	12	6
Northern side	50	10% west via Leeston Dunsandel Road	1	5	3	2
		90% east via Leeston Dunsandel Road	5	41	29	16
Southern side	190	10% west via Spring Place and Feredays Road	2	17	12	7
		90% east via Spring Place and Feredays Road	17	154	111	60
Total	370	-	38	334	240	130

Table 3: Traffic Distribution of Proposed Plan Change

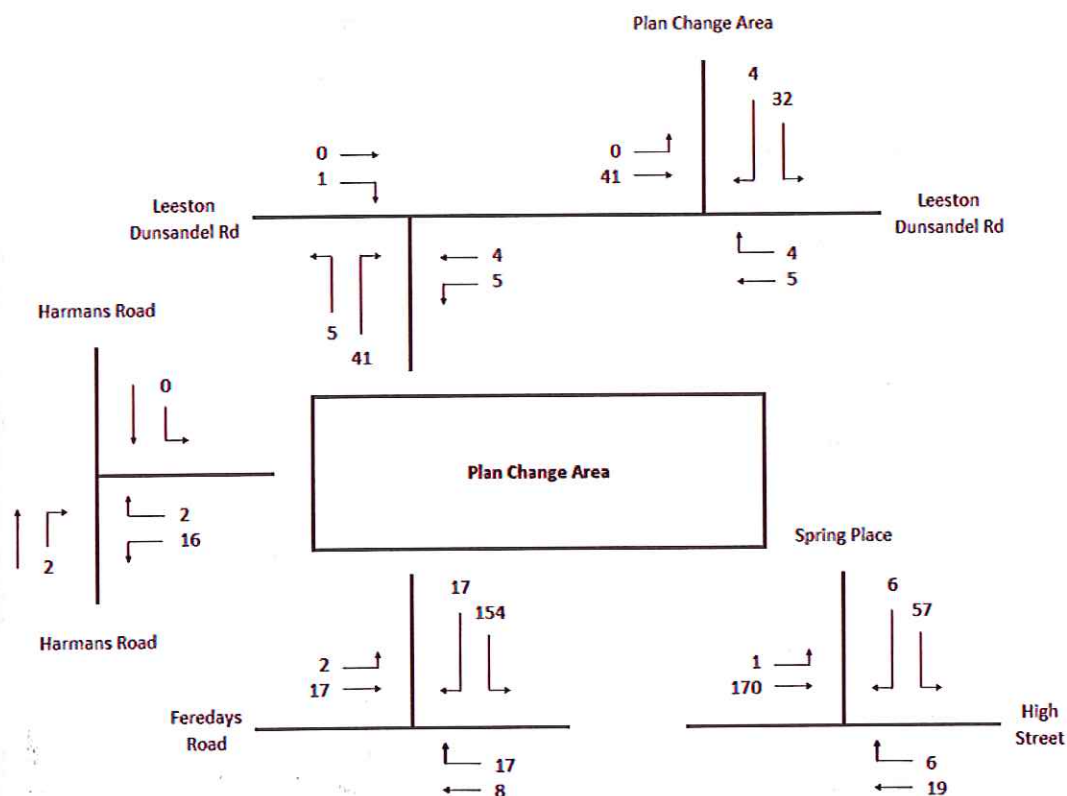


Figure 5: Traffic Generation, Morning Peak Hour

