

## **PRIVATE PLAN CHANGE 86 SUBMITTER EVIDENCE**

BERNARD AND ANDREA PARSONAGE

2/333 Trents Road

We live at the above address and have done so for 5 years. We built here for the lifestyle a hectare section could provide for us, one of space, rural feel and the ability to keep a few sheep. Previously we lived in a subdivision in Prebbleton and would choose the lifestyle we have now everytime.

We oppose Private Plan change for the following reasons.

### **Lack of community facilities within the plan change area.**

- There are no community recreational or sporting facilities available this side of Springs Road. The local Tennis, Netball, Soccer, Rugby Clubs and summer Touch Rugby competition all are based at the Prebbleton Domain.
- There is a new reserve being developed but once again that is on the opposite side of Springs Road.
- Most people are likely to drive to these areas due to the time it takes to walk there. Especially from this far end of Trents Road and because many parents are anxious about their children navigating the already and increasingly busy Springs Road. The closest pedestrian crossing is closer to Blakes Road by Mark's automotive.
- Most activities during the week also happen after school when the amount of traffic on the roads tends to increase.
- Village growth is in the South side of Prebbleton
- Two other Private Plan Changes for Prebbleton, are over the other side of Springs Road. This is in addition to the Prevelles subdivision and the extension from Prebbleton Central
- From the Selwyn District Council, see below:

## COMMUNITY FACILITIES (AND RESERVES) — STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues with community facilities:

### Co-ordinating Community Facilities and Residential Growth:

- Any plan change request to rezone land for residential or business development should include an assessment of the impacts of the growth on community facilities and ways in which those impacts can be addressed.

Where is the evidence of this assessment for this plan change?

### Traffic and congestion

- Abley report only reports on this subdivision in isolation.
- The cumulative effect of all the developing subdivisions ie Birches Road, Lincoln and PPC's before the Council are not considered. All of these developments used shared local roads.
- Shands Road is already a "High Crash Area" with reduced speed in place.
- The Council have said a single lane roundabout is sufficient at the corner of Trents and Shands Road. Abley say a second lane needs to be added to parts of the proposed roundabout for Trents Road to cope with traffic demands. Who pays for this?
- The traffic movements of the two rest homes are not considered which also add to population growth. We are not only referring to it's occupants but also its staff in regard to traffic movements but also deliveries and visitors. What number of traffic movements will that add to the surrounding roads?
- There is no report on the traffic movements a new school in the area would create. Once again, we are not just referring to parents dropping children off at school but also staff, deliveries and cleaning staff usually contracted to come in.
- There is no mention on the impact on traffic movements a commercial development would bring.

- The report is based on approximately 820 sections, not what it could potentially grow to.
- *“To the west is Shands Road, which is a major thoroughfare, in particular for commuter traffic between Lincoln, Rolleston and Christchurch”.* Patricia Harte.
- It is also a major thoroughfare for those in Prebbleton and undoubtedly those in the new subdivision.

### **Noise Concerns – School, Commercial area and road noise**

- There have been no noise evaluations completed.
- No assessment around what noise a school would generate.
- No assessment around noise a commercial area would generate
- We don't know the proposed location of these developments or type of commercial development and keeping in mind current zoning, it could have quite an impact on those of us living here.
- No assessment regarding the road noise generated with increase in traffic.

### **Public Transport Options**

- Unless using the Express bus service, the bus trip from Prebbleton to the city is 40 minutes. This excludes the *at least* 20 minute walk to the bus stop in the morning from the Shands Road end of Trents Road.
- Patricia Harte report argues using NPS-UD Objective 3- *The area is well-served by existing of planned public transport”*

- Patricia Harte again citing Hornby and Wigram as place of employment argues ? NPS-UD Objective 3,” *The area is in or near a centre zone or other area with many employment opportunities “*
- No bus services run between Prebbleton and Hornby directly
- No bus services run between Prebbleton and Halswell directly
- No bus services run between Prebbleton and Rolleston directly
- Talk of a bus route within the development is just that at this stage, talk, nothing more

### **Addressing the housing crisis**

- Patricia Harte reports: *PC68 is expected to provide a minimum of 820 houses over the period 2023 to 2030 and so will assist in meeting the housing needs of many households in the short to medium term.* Later she states, *“given it is expected to be several years before any housing is constructed on site”*. How will this development address short term to medium term housing needs when it is several years away? Keep in mind the roading upgrades that need to occur and the limitations they bring to the development and the limitations of infrastructure ie sewerage upgrade requirements. Which should not be a first in first served basis.

### **Pemberly- An option for the PC68 area?**

Pemberly sited on the corner of Trents Road and Shands Road is an example of how a previous horse training facility has been redeveloped into a popular rural residential development. It was rezoned from rural inner plains to Living 3. The development has continued to grow in size, connecting with other land. The Private Plan Change (PPC41) hearing for this block of land was Septemebr 2014. Patrica Harte supported the plan change at the time and argued the following points in support of the change in point 6,” *The new Living 3 zoning on this site will provide an alternative choice for living in Prebbleton. This has been confirmed by the number of inquiries from existing residents who woud prefer to, again be on the outskirts of the town rather than being surrounded bu the new suburban development. Clearly also the living environment availiable on this site will be spacious and have high amenity”*. In Point 8 she talks about future proofing and concludes.” *It is not of a size or in a location where it is anticipated*

*that there will be a real need for further subdivision of the land. Without the real possibility of the being required for more intensive development is simply legally and logistically very difficult to justify imposition of requirements enabling further subdivision and development..”*

I think many of Patricia’s comments could in fact apply to the PPC 68 area. This was developed post-earthquake.

### **Moving Forward**

- Create sections of different sizes, more intense at the existing end of Stirling Park where people are closer to bus stops.
- Tease out to larger sections the closer you get to Shands Road .
- Have larger sections along the Trents Road and Hamptons Road frontages and immediately behind current larger blocks. This would also give some protection to businesses like Trents Nursery avoiding reverse sensitivities for noise, dust and allowing a buffer zone. It would also help with the residential/ rural interface.
- Extend the Nature Reserve on Springs Road backing onto Stirling Park to create native corridors encouraging native Flora and Fauna to grow. These plantings could be used to screen the development.
- Remove the properties from the plan who do not want to be included in it. They should never have been included and should have been removed immediately then the developers knew of this, but they did not.
- The land is potentially productive. You can see there are three successful businesses in a short length of Trents Road, all contributing to employment in the area and economically too.
- Decline the plan change in its current form.

