

October 2022

Selwyn District Council  
2 Norman Kirk Drive,  
Rolleston 7614

Attention: Craig Friedel

Sent via email: [C.Friedel@harrisingrierson.com](mailto:C.Friedel@harrisingrierson.com)

**Hughes Developments Limited Private Plan Change 74: Additional information following submissions**

Dear Craig,

Since receiving the submissions on Plan Change 74, we requested the plan change to be placed on hold to enable some time to make changes to the proposal in response to some of the submissions received. This letter outlines the changes that we have made and with some explanatory reasons for them, and requests that the Council continues to process the plan change with the notification of further submissions and appointment of Commissioner for the hearing.

Proposed changes:

We have reflected on some of the points made by submitters and have made some changes to the proposed Plan Change which are reflected in the Outline Development Plan. The changes can be grouped into the following categories:

- Reduce the overall density of the development and restrict the number of lots less than 1000m<sup>2</sup>
- Amend the size and location of the recreation reserve
- Cluster a small proportion of lots of <1,000m<sup>2</sup> around the central reserve
- Changes to road layout and access connections
- Inclusion of building line restriction where lots adjoin rural properties
- Measures to reduce carbon emissions
- Include a requirement to assess the Halkett Road intersection with SH73 and undertake required improvements as part of any future subdivision

Additionally, to be consistent with other Private Plan Change processes in Selwyn, we have included Outline Development Plan text which highlights the important elements of the development which will be used as an assessment tool during the subdivision consent process.

Attachments A and B include the updated Outline Development Plan and accompanying text and the concept subdivision plan reflecting these changes. We wish to emphasise that Plan Change 74 is a request to change the zoning of the land and that the subdivision resource consent process will be undertaken separately, following a decision on the Plan Change. The ODP and its contents will be used to assess any future subdivision.

Clarification:

By way of clarification, Plan Change 74 is seeking to rezone the subject area to Living West Melton (North). This is an existing residential zone within the current Selwyn District Council Operative District Plan. In respect of the Living West Melton (North) zone, ODP's (Appendix 20A) and the contents of the Subdivision Chapter (14) introduce subcategories which are Living West Melton (North) 'Low Density' and Living West Melton (North) 'Medium Density'.

Hughes Developments Limited are undertaking this Plan Change on the basis of adopting the existing zoning framework within the Operative District Plan. The use of the term 'medium density' is confusing and although the existing zone rules allow lots of between 500m<sup>2</sup> and 3,000m<sup>2</sup> within the Medium Density zone, there is no intention to create 'small' lots that are typically associated with medium density.

To ensure a level of certainty that the narrative around density introduced within this Plan Change is delivered through the subdivision process, additional methods of control have been introduced into the ODP. The changes made to the ODP and the accompanying text will ensure that the existing low density character of West Melton and in particular Gainsborough are retained.

It is acknowledged that lots larger than 2,000m<sup>2</sup> have not been included in the current subdivision concept. This is largely due to the belief that these lots represent an inefficient use of land and as is currently the trend, as soon as covenants preventing subdivision lapse, sites of this size invariably get subdivided. For lots with an area between 1,000m<sup>2</sup> and 2,000m<sup>2</sup> dwellings can be positioned and designed to achieve a similar level of amenity as lots in excess of 2,000m<sup>2</sup> without creating the option for future piecemeal development to occur.

In recognition of the importance of addressing carbon emissions and water conservation, new controls have been proposed to address such matters. Notably the controls are inextricably linked to the subdivision process so that the initiatives are undertaken and installed as part of the subdivision as opposed to being imposed on the future owner as part of the building process.

Next steps:

We would like to request the Plan Change is taken off hold and Council notifies the summary of submissions and calls for further submissions.

If you have any questions regarding the contents of this letter, please do not hesitate to contact me on (03) 379 0793 or via email: [mark.brown@dls.co.nz](mailto:mark.brown@dls.co.nz)

Kind Regards,  
**DAVIE LOVELL-SMITH LTD**



**Mark Brown**  
Director of Planning

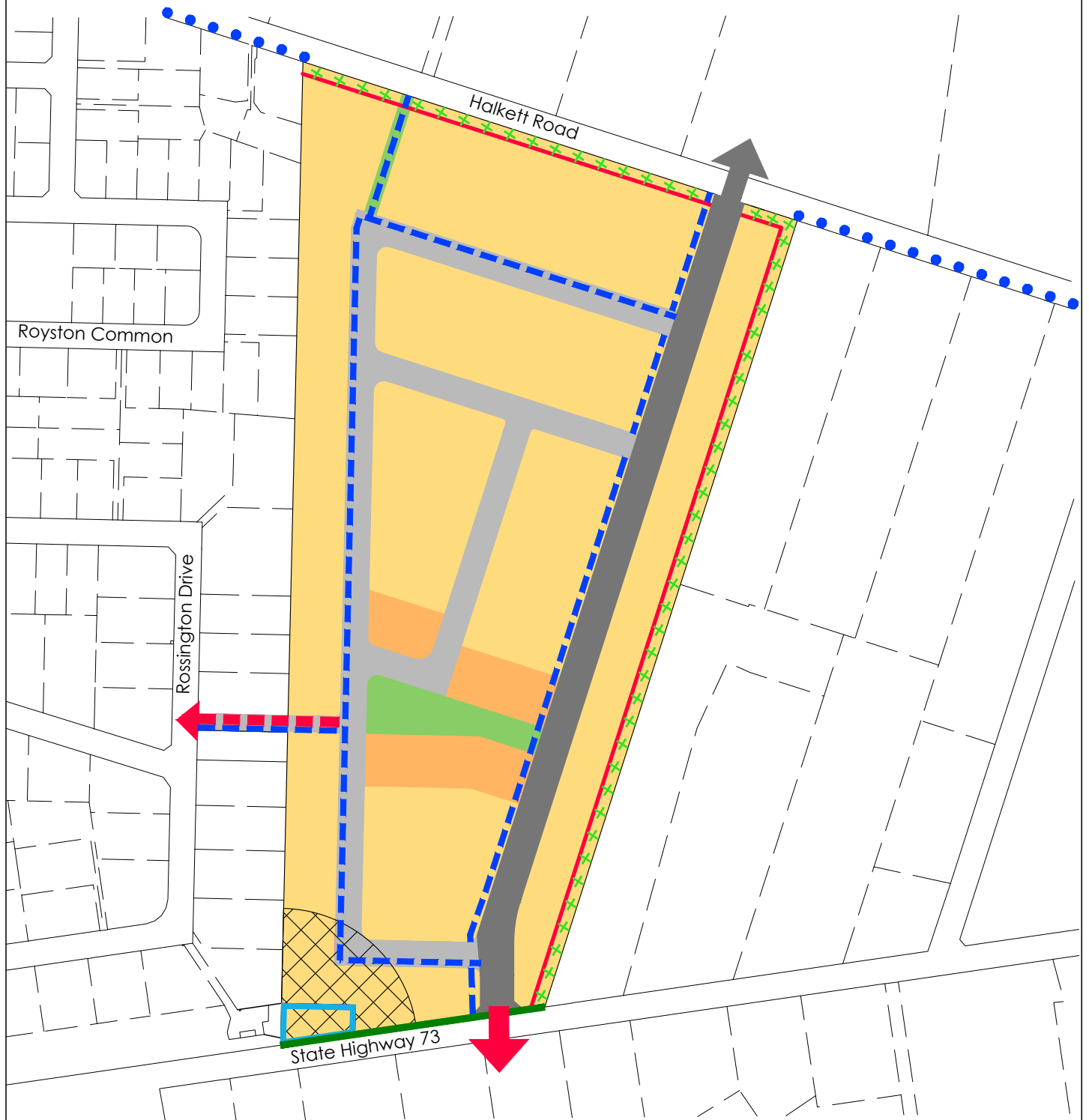


**Attachments:**

**A** – Revised Outline Development Plan and accompanying text

**B** – Revised Concept Subdivision Plan

# Outline Development Area



## KEY

- Living West Melton North ( Medium Density )
- Lots < 1000m²
- Indicative Reserve
- Utility Lot

- Primary Road
- Secondary Road
- SH73 Road Connection
- Halkett Road Connection
- Rossington Drive Connection

- Indicative cycle / pedestrian route
- Halkett Road footpath extension
- 10m Build Setback
- 2m indigenous planting
- Groundwater protection area
- SH 73 Landscaping Strip



## **Outline Development Plan**

### **Introduction**

The Outline Development Plan (ODP) area comprises 20.687ha and is bounded by Halkett Road to the north and State Highway 73 to the south. The ODP immediately adjoins the Gainsborough development to the west. The ODP has road access onto Halkett Road, State Highway 73 and Rossington Drive.

The ODP uses best practice urban design principles to set the general pattern of development over the area to guide future development and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rational that maintains the existing low density, low impact character of Gainsborough incorporating key structural elements such the road connections, cycle and pedestrian network and access to open space.

### **Land Use**

To balance the needs of maintaining the existing low-density character of Gainsborough whilst providing variety and housing choice, any future subdivision may provide a maximum of 10% of lots sized between 650m<sup>2</sup> and 1,000m<sup>2</sup>. These lots are to be located around the central recreation reserve as shown on the ODP. All remaining lots shall achieve an average lot size of 1,500m<sup>2</sup>. Lots along the rural-urban interface are to have a minimum area of 1,500m<sup>2</sup> and will include a 10metre building setback from the shared rural property boundaries.

The ODP shall include measures to reduce carbon emissions that are to be implemented at the time of subdivision.

### **Movement Network**

Access to the site is provided from Halkett Road, State Highway 73 and Rossington Drive. There shall be no direct access from individual lots to State Highway 73.

Unless otherwise agreed, access to State Highway 73 will be left in and left out. This intersection will require a 'physical barrier' (installed by either the developer or Waka Kotahi, or a combination of both) to prevent right turning movements. The intersection onto State Highway 73 is not to open until this barrier has been installed and the internal road connection to Rossington Drive has been made.

The primary ODP road between State Highway 73 and Halkett Road shall include traffic calming measures to reduce traffic speed. The secondary roads identified on the ODP shall facilitate internal connectivity, providing a basis for cohesive residential design.

Cross Sections of the internal road network are attached. Development is to occur in accordance with these cross sections.

Halkett Road will be upgraded to urban standards along the frontage of the ODP. In addition, footpath extensions along Halkett Road are to be constructed to the east to the intersection with Wylies Road and to the west to the intersection with Rossington Drive.

Internal pedestrian and cycling routes will generally be provided as part of the roading infrastructure. An internal access reserve will provide off-road pedestrian and cycle connection with Halkett Road.

A detailed assessment of the intersection of State Highway 73 and Halkett Road shall be undertaken as part of the subdivision consent process to identify any improvements or upgrades necessary. The assessment of this intersection shall be done in consultation with Waka Kotahi and Selwyn District Council.

### **Green Network**

A large recreation reserve will be centrally located within the ODP. The reserve will act as a focal point within the ODP whilst also providing an east-west visual corridor to compliment the visual corridors created by the north-south primary and secondary roading network.

A landscaping strip of at least 2 metres wide shall be provided within the lot boundaries along the State Highway 73 road frontage and within the 10m no-build setback along the rural-urban interface. The landscaping strip is to be planted exclusively with indigenous species. For properties along the eastern boundary of the ODP this planting shall only be required if the existing hedgerow is removed.

Planting within the State Highway 73 landscape strip planting shall be undertaken to achieve effective screening of dwellings along the State Highway frontage.

The majority of vegetation planted within the central recreational reserve, access reserve and road reserve network shall be indigenous vegetation species.

### **Blue Network**

The roading layout corresponds with lower lying areas which will provide secondary pathways for stormwater. An extensive road-side swale network will provide additional stormwater treatment. Stormwater from roofs and hardstand areas will be directed to on-site soak holes meeting the required Canterbury Regional Council standards.

A utility lot will be provided in the southwest corner of the site adjoining the existing Council reserve. The reserve will enable Council to expand and improve the security of the existing West Melton reticulated water supply network in the future. To mitigate any potential adverse effects on the water supply network upgrade, alternative stormwater disposal methods will be required within the area identified as a groundwater protection zone.

In keeping with the low-impact design rationale for the ODP area, street and reserve lighting within the development shall be solar powered. In addition, rainwater tanks (and pumps) shall be installed within all properties at the time of subdivision for water harvesting purposes.



AMENDMENTS :		
AMENDMENT	DATE	DESCRIPTION
R1	25/05/21	LAYOUT UPDATED
R2	18/07/22	LAYOUT UPDATED
R3	08/08/22	LAYOUT UPDATED
R4	11/08/22	LAYOUT UPDATED

**DRAFT**

- NOTES:
1. Areas and dimensions are subject to final survey and deposit of plans.
  2. Service easements to be created as required.
  3. This plan has been prepared for discussion purposes only. No liability is accepted if the plan is used for any other purpose.
  4. This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
  5. Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
  6. This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.

Total Area: 20.7640ha
Comprised in: RT's CB14A/1421, CB14A/1422 & RT yet to issue



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JOB TITLE:  
**Hughes Developments Ltd**

SHEET TITLE:  
**Proposed Draft Subdivision  
Concept of Lots 1 & 2 DP 34902**

DRAWING STATUS

**For Plan Change Purposes**

SCALE: 1:1000@A1 1:2000@A3	DATE: August 2022
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CAD FILE : J:\19404\Subcon\H19404 Subcon R4.dwg		DRAWN : GC
DRAWING No : <b>H19404</b>	SHEET No: 1 of 1	REVISION : <b>R4</b>