

Submission on the Proposed Plan Change 75 to the Operative Selwyn District Plan

Clause 6 of the First Schedule, Resource Management Act 1991

To: Selwyn District Council

Note to person making submission

You can make this submission by filling in an online submission form which you can find on Council's website at www.selwyn.govt.nz/pc75.

The submission period for the Proposed Plan Change 75 closes at **5pm Wednesday 2 June 2021**.

Your submission (or part of your submission) may be struck out if the Council is satisfied that at least one 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 specialised knowledge or skill to give expert advice on the matter.

1. Submitter details

Please note: all fields marked with an asterisk () are compulsory.*

Name of submitter(s)* MON Group Ltd

Submitter address* PO Box 36-226
Christchurch

City/Town* Postcode* 8146

Contact name (if different from above) Nick Boyes

Contact organisation (if different from above) Planz Consultants Ltd

Contact email address nick@planzconsultants.co.nz

Contact address (if different from above) PO Box 1845
Christchurch

City/Town Postcode 8013

Contact phone number 021 488 938

Please note that by making a submission your personal details, including your name and addresses, will be made publicly available in accordance with the Resource Management Act 1991. This is because, under the Act, any further submission supporting or opposing your submission must be forwarded to you as well as to the Council.

While all information in your submission will be included in papers which are available to the media and the public, your submission will be used only for the purpose of the Plan Change Process.

2. Trade competition declaration*

I could gain an 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

(a) adversely effects the environment; and

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

☐ Yes ☐ No

Note: *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.*

3. Hearing options*

Do you wish to be heard in support of your submission? *If you choose yes, you can choose not to speak when the hearing date is advertised.*

☒ Yes ☐ No

If others are making a similar submission would you consider presenting a joint case with them at the hearing? *You can change your mind once the hearing has been advertised.*

☒ Yes ☐ No

4. Submission details*

☒ Yes, I am enclosing further supporting information to this submission form.

Provision to which my/our submission relates: <i>(Please specify the Objective, Policy, Rule, Rule Requirement, Assessment Matter, Mapping feature or other reference your submission relates to)</i>	My position on this provision is: <i>(Select one option)</i>	The reasons for my/our submission are: <i>(Please give details)</i>	The decision I/we want Council to make: <i>(Please specify if you want the provision to be retained, amended or deleted, eg Amend – change the activity status to non-complying)</i>
Outline Development Plan proposed to be inserted into Appendix 38 of the Township Volume of the Selwyn District Plan	<input type="checkbox"/> Oppose in part <input type="checkbox"/> Oppose in full <input checked="" type="checkbox"/> Support in part <input type="checkbox"/> Support in full	<p>The further submitter fully supports the rezoning of the land from Rural (GRUZ) to Residential (GRZ) as sought in the submission from Yoursection Ltd.</p> <p>This further submission seeks that a portion of that land be included as a Neighbour Centre (NCZ) in order to provide primarily for small-scale commercial activities and community activities that directly support the immediate residential neighbourhood. A copy of the area sought to be zoned NCZ is shown on the plans attached.</p>	Re-zone the land as sought, including provision for a Neighbourhood Centre Zone (NCZ) as set out in the attached plans.
	<input type="checkbox"/> Oppose in part <input type="checkbox"/> Oppose in full <input type="checkbox"/> Support in part <input type="checkbox"/> Support in full	<p>The provision of such a Neighbourhood Centre within this area of land is consistent with the preferred option set out in the Rolleston Structure Plan (attached).</p> <p>In accordance with the Structure Plan the area chosen for the proposed Neighbourhood Centre is at the intersection of Lincoln-Rolleston Road and the Primary Road shown on the proposed Outline Development Plan (ODP) for the underlying residential development.</p> <p>The attached traffic assessment raises no issues with the proposal.</p>	

Signature of submitter (or person authorised to sign on behalf of submitter)  Date 1 June 2021

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

Please return this form no later than **5pm Wednesday 2 June 2021**. You can:

- scan and email it to submissions@selwyn.govt.nz (Subject line: Proposed Plan Change 75)
- post it to Selwyn District Council, Freepost 104 653, PO Box 90, Rolleston 7643, Attention: Proposed Plan Change 75
- deliver it to a Council service centre in Darfield, Lincoln, Leeston or Rolleston.

NOTES:
the contractor shall verify all dimensions on site before commencing work. Written dimensions are to take priority over scaled dimensions. All plans are to be read in conjunction with the specification and engineer's details if applicable.

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FALCONS LANDING
for
MON

Lincoln Rollerston Road
Rollerston

Project No. 21.1197



2 SITE PLAN 1:2000 1:2000

RevID	CHD	Revision	Date

drawing status: INFORMATION issue

drawing title: SITE LOCALITY PLAN

layout number: A0.02



date printed: 6/05/2021	scale:	Rev.
drawn:		

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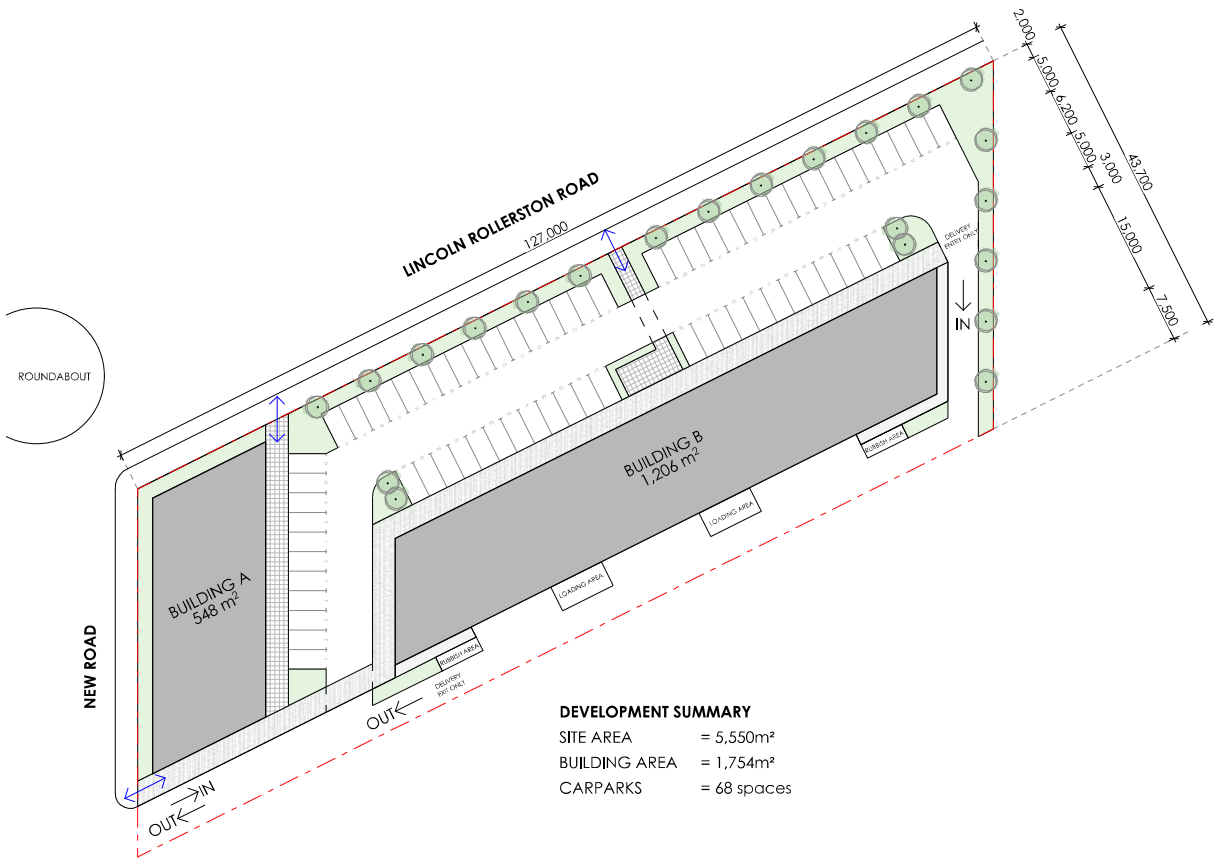
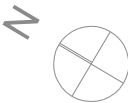
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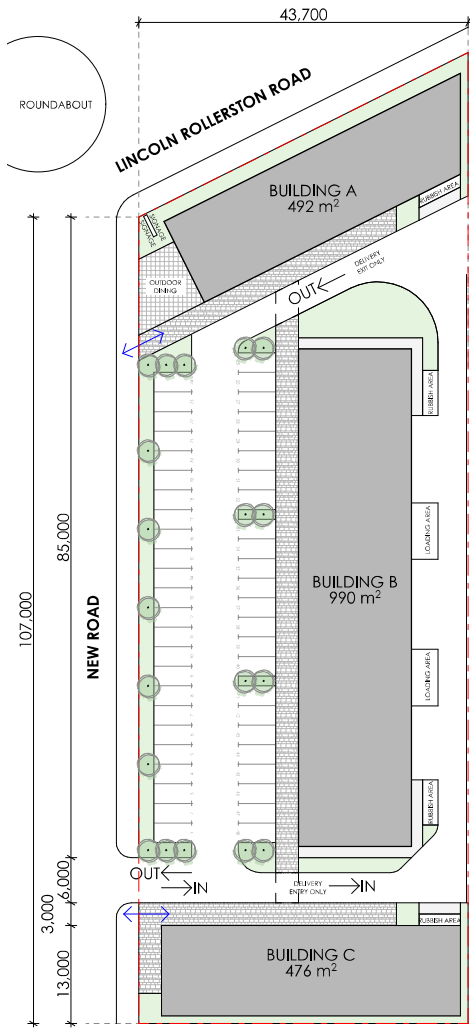
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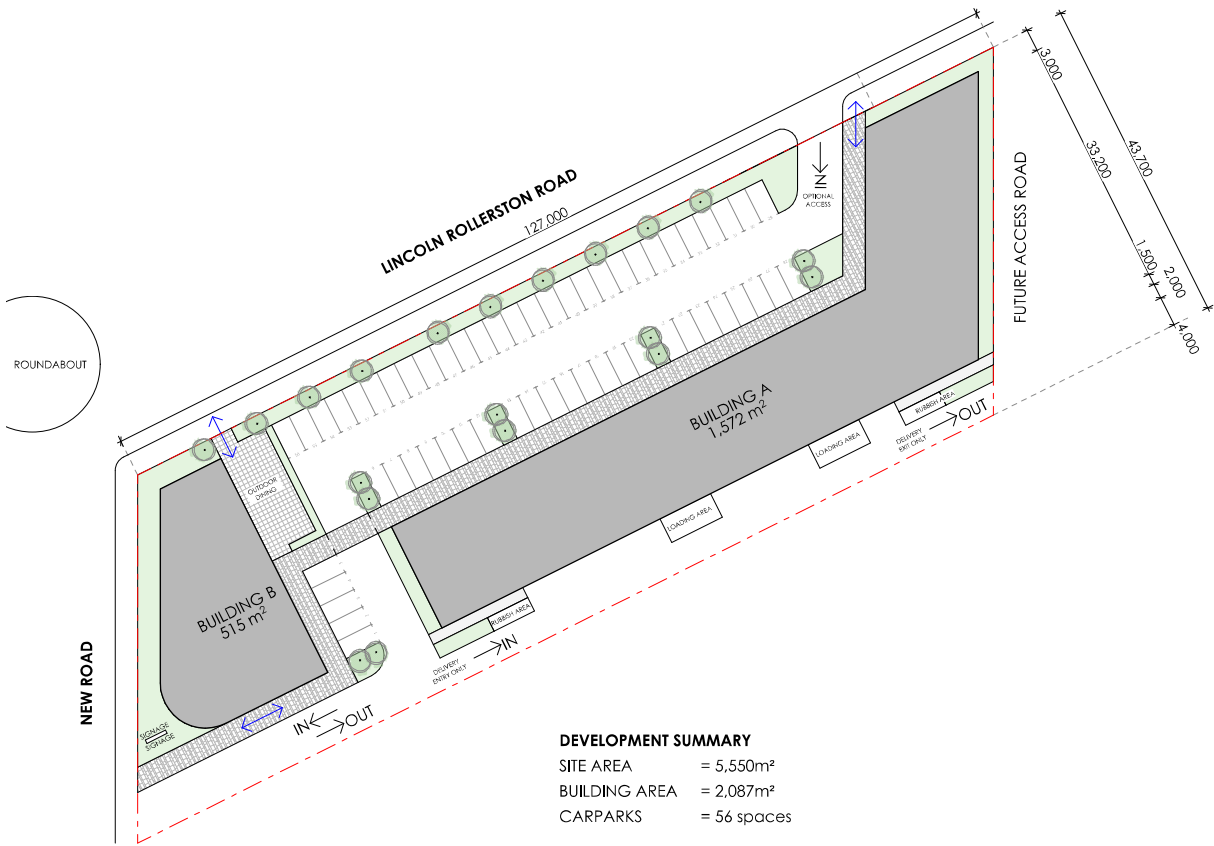
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OPTION 1 SITE PLAN 1:500



OPTION 3 SITE PLAN 1:500



OPTION 2 SITE PLAN 1:500

RevID	ChID	Revision	Date

drawing status: #Project Status issue

drawing title: SITE LAYOUT OPTIONS

layout number: A0.01



date printed: 3/05/2021	scale:	Rev.
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Rolleston Structure Plan – Preferred Centre Strategy

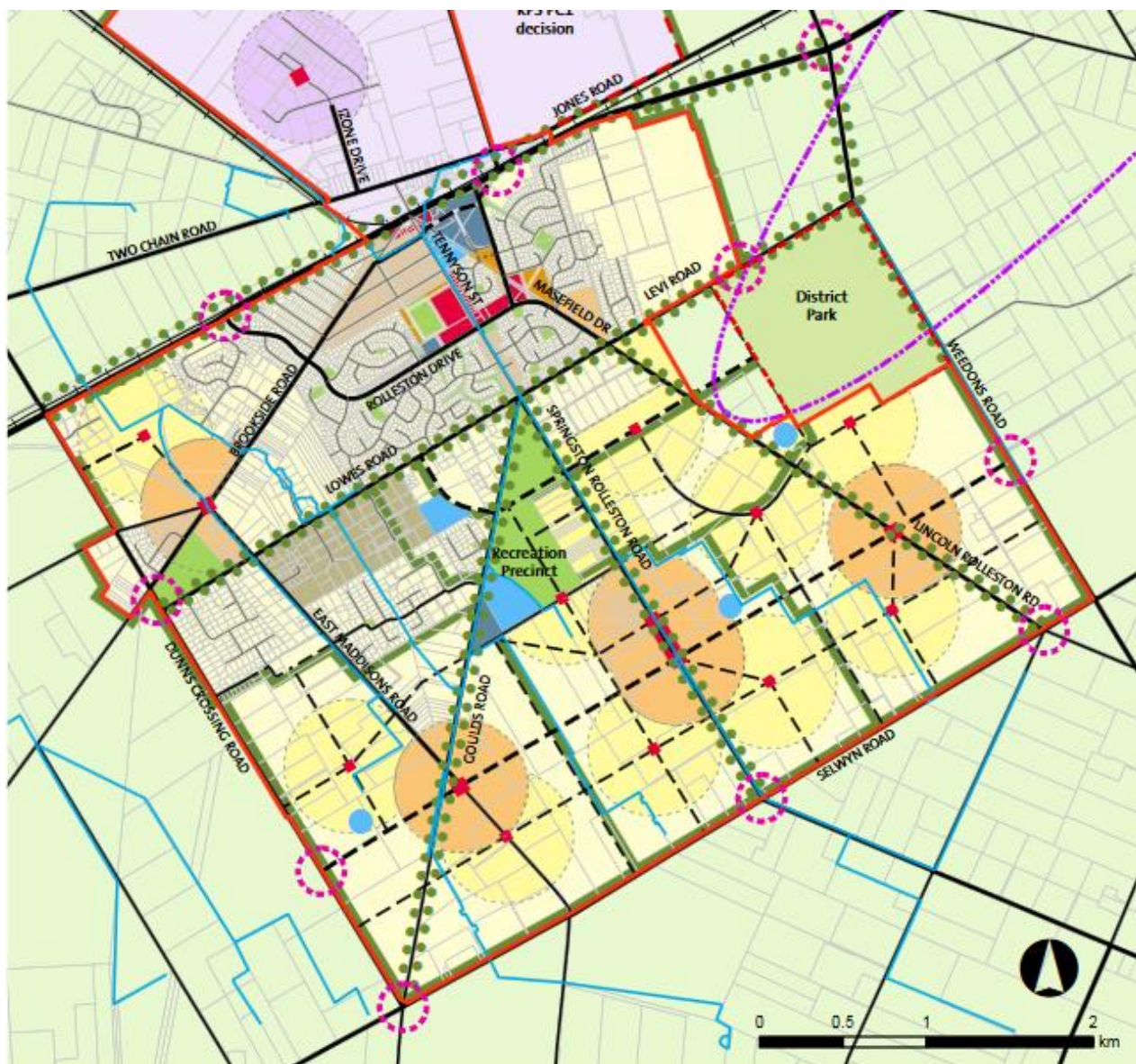
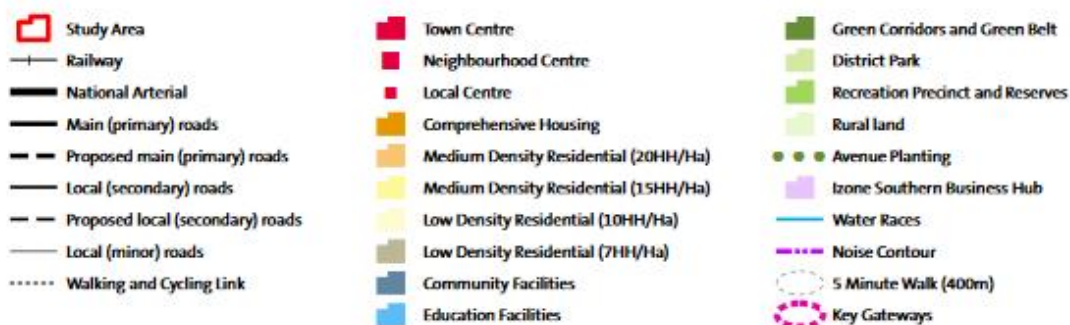


Figure 5.2: Rolleston Structure Plan



01 June 2021

MON Projects Ltd

Attention: Johnny Hague

By email: johnny@mon.nz

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

Dear Johnny,

FALCON'S LANDING: COMMERCIAL SUBMISSION TRANSPORT STATEMENT

1. Plan Change 75 (PC75) seeks rezoning of approximately 24.7Ha of Rural Inner Plains land to Living Z, to the east of Rolleston. That plan change is effectively an extension to the Falcons Landing subdivision and would facilitate development of approximately 280 dwellings. We understand that PC75 is yet to be notified.
2. MON Projects Ltd (MON) are preparing a submission on the PC75 application that seeks the rezoning of approximately 0.55Ha of that land for commercial use, to facilitate a local shopping area. The location of that land is broadly indicated in **Figure 1**. The remainder of this letter provides our transport review of the rezoning sought, which draws upon information presented in the Transport Assessment that supported the PC75 application.



Figure 1: Indicative Site Location



Transport Context

3. The Submission site has frontage to Lincoln-Rolleston Road to the north-east and the PC75 Collector Road to the north. We understand that the intersection between Lincoln-Rolleston Road and the Collector Road is anticipated to be priority controlled, although it may be a roundabout should land to the east of Lincoln-Rolleston Road be developed.
4. The traffic modelling provided in the Transport Assessment indicates that the adjacent road network is predicted to operate well with PC75 in place. It is noted that the intersections generally operated with no movements worse than Level of Service C or D in 2028, with the exception of the Selwyn Road / Lincoln Rolleston Road intersection and the Selwyn Road / Weedons Road intersection.

Proposed Commercial Zoning

5. **Attachment 1** includes indicative layouts of potential retail developments in the area this submission relates to (although this is not necessarily the proposed development). This indicates potential arrangements with between 48 and 68 car parking spaces, primary access to the proposed Collector Road, a potential ingress only from Lincoln Rolleston Road (in one option) northbound one-way loading zone and between 1,745m² GFA to 2,087m² GFA of commercial development. That plan is used as the basis of determining the transport effects of the proposed commercial zoning.

Traffic Generation

6. The traffic generation of the proposed activity has been based on survey data of *Local Shops* of a similar size in the TRICS database. The traffic generation rates are summarised in **Table 1**.

Table 1: Traffic Generation Rate (per 100m² GFA)

	Arrivals	Departures	Total
AM Peak Hour	3.10	2.69	5.79
PM Peak Hour	4.41	4.56	8.97
Daily	57.30	57.12	114.41

7. The above rates have been applied to a floor area of 2,087m², with the resultant traffic generation summarised in **Table 2**.



Table 2: Predicted Application Site Traffic Generation

	Arrivals	Departures	Total
AM Peak Hour	65	56	121
PM Peak Hour	92	95	187
Daily	1,196	1,192	2,388

8. The above identifies the peak hour of traffic generation from the site is the weekday PM peak and this becomes the focus of this assessment. The Institute of Transportation Engineers *Trip Generation Handbook* suggests that 34% of weekday PM peak hour traffic generation from a shopping centre would be pass-by traffic (i.e. traffic that is already on the road network passing the site) and 24% would be diverted (i.e. traffic that is already on the network that undertakes a short detour to visit the site). **Table 3** summarises the weekday PM peak hour traffic generation in terms of new, pass-by and diverted traffic. We note that the percentage of traffic that is already on the surrounding network is anticipated to be higher than presented below because of the local nature of the retail facilities provided, although the following leads to a robust estimate of traffic generation.

Table 3: New & Pass-by Traffic – Weekday PM Peak

	Arrivals	Departures	Total
Pass-by	31	32	64
Diverted	22	23	45
New Trips	39	40	79
Total	92	95	187

9. Although the altered use of this land to be commercial rather than residential would reduce the residential traffic generation, this is considered to be minimal in the context of the commercial traffic generation. That said, the good operation of the road network outlined in the PC75 Transport Assessment indicates that the additional traffic associated with the proposed retail area is able to be accommodated.

Site Layout

10. The proposed layout of the submission land has been reviewed to determine whether it could feasibly accommodate commercial activity from a transport perspective. In this regard, we note that:
- The site would take primary access to / from the proposed Collector Road, with only an ingress proposed to Lincoln Rolleston Road (Arterial Road). The District Plan requires access to the lower order road, although in this instance it is considered that an ingress from Lincoln Rolleston Road would be acceptable as the proposed location is most likely to function and a left turn entry only;



- The car parking and access arrangement can be designed such that it complies with District Plan requirements regarding access widths and queue space provision; and
- The proposed access location from the Collector Road complies with the required 30m separation from the intersection with Lincoln-Rolleston Road. A separation of 30m is required and the separation to the road boundary is 37m, indicating there is scope to provide an intersection whilst maintaining a compliant 30m separation..

Summary & Conclusion

11. The above review has identified that the surrounding road network is anticipated to be able to accommodate the predicted traffic generation associated with rezoning the submission site for commercial development. The land is of sufficient size to accommodate a practical development layout and it is noted that Resource Consent will likely be required to assess the effects of any development that does occur on this site.
12. Given the above, we consider that the commercial zoning sought can be supported from a transport perspective.
13. We trust this letter satisfactorily sets out our review of this matter, but please feel free to contact the undersigned if you have any queries regarding this matter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Senior Transport Engineer

D: 03 972 5714 | M: 021 997 419 | O: 03 365 5570

E: nick@novogroup.co.nz | W: www.novogroup.co.nz

767-001 - TL001A



Attachment 1: Indicative Site Layout

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the contractor shall verify all dimensions on site before commencing work. Written dimensions are to take priority over scaled dimensions. All plans are to be read in conjunction with the specification and engineer's details if applicable.

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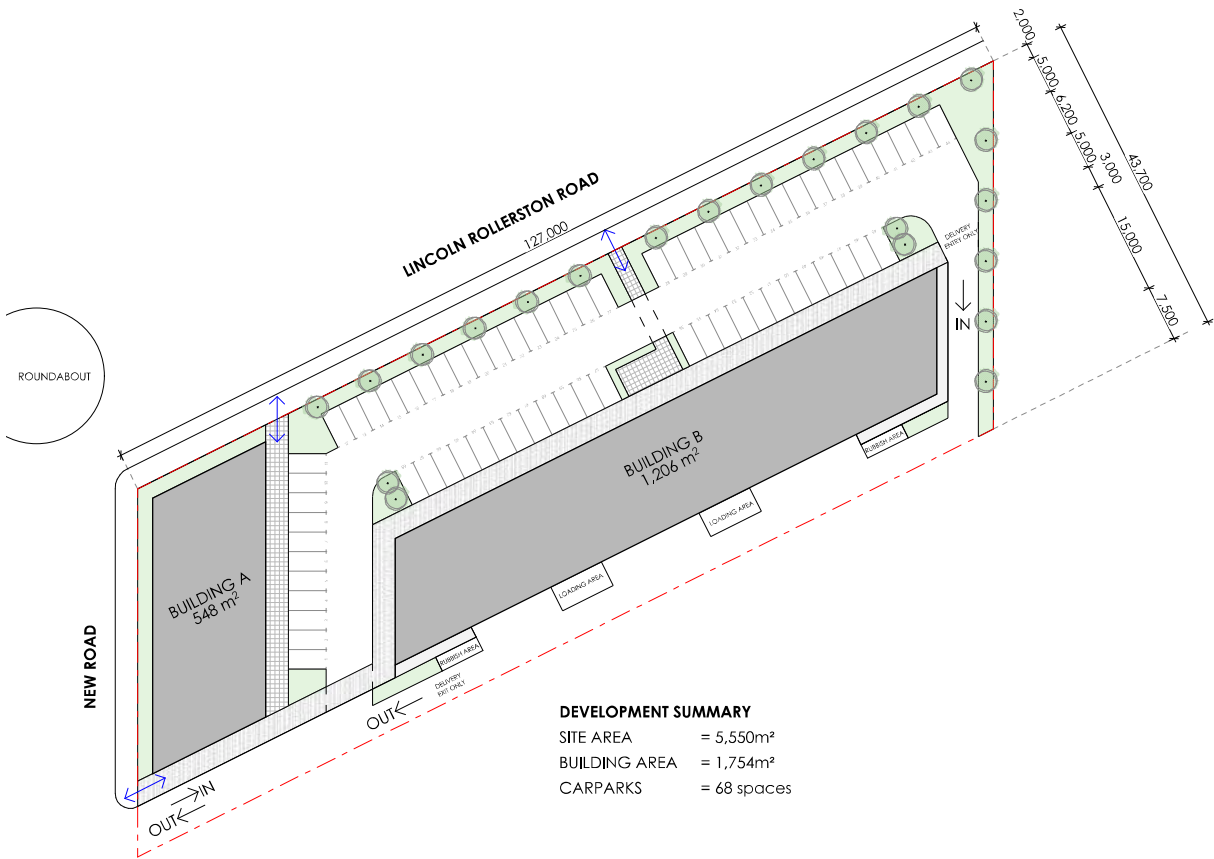
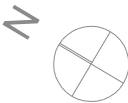
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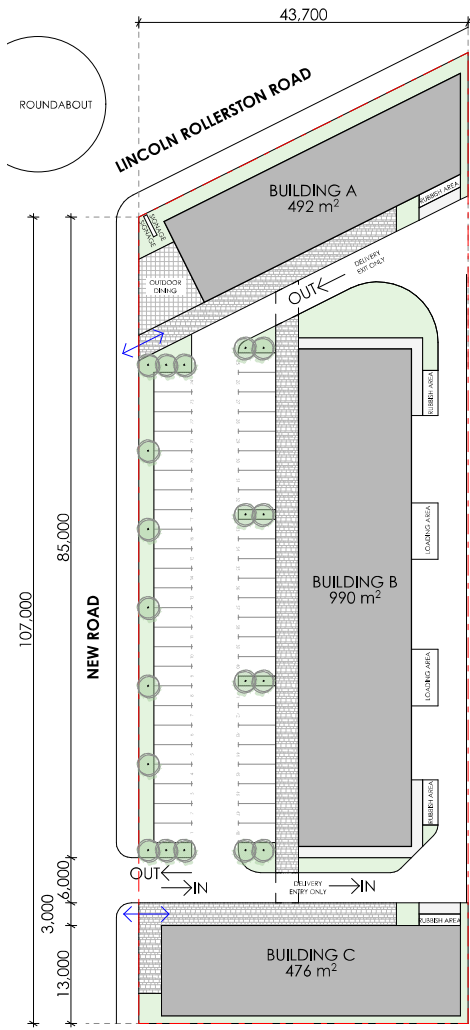
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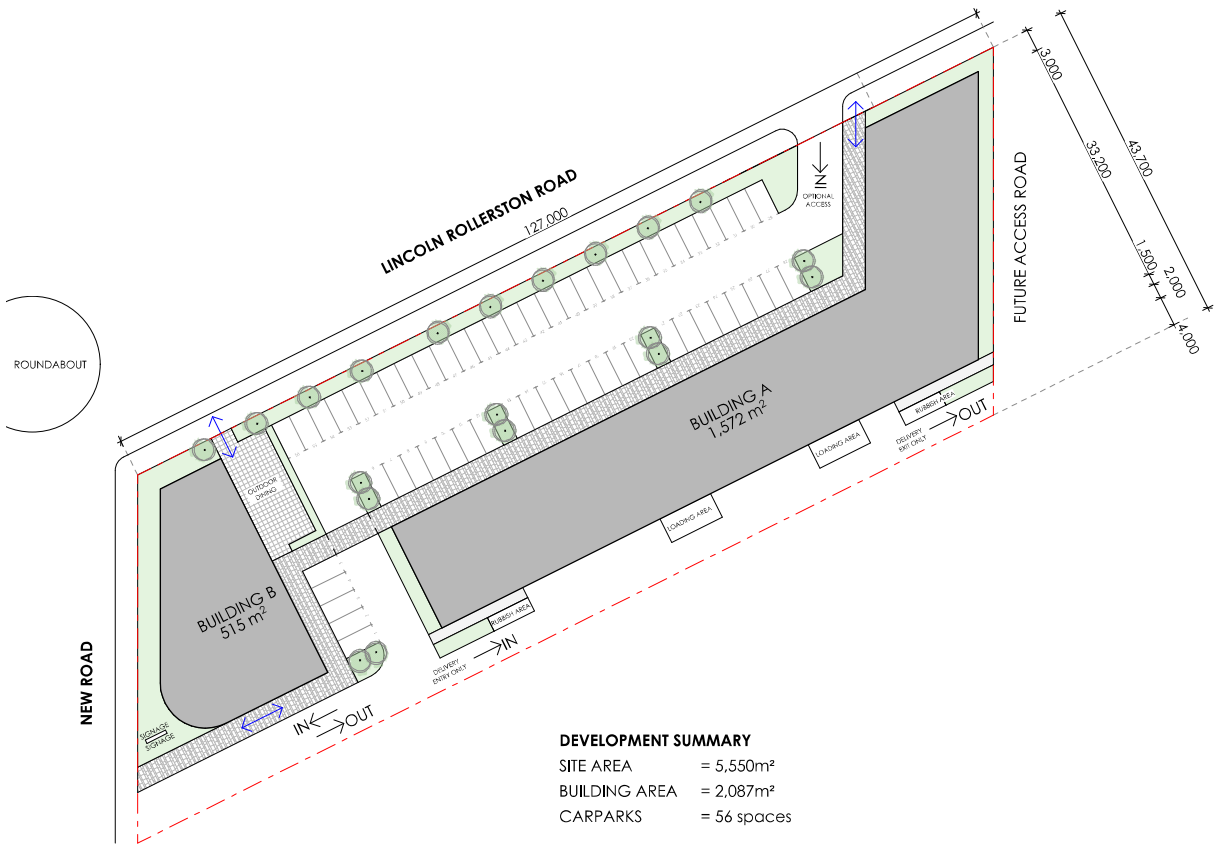
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