



25 May 2010

Attention: Craig Friedel
Selwyn District Council
PO Box 90
Rolleston 7643

By email: craig.friedel@selwyn.govt.nz

Dear Craig

PC090008 AND PC090009: SPBL PRIVATE PLAN CHANGES: REQUEST FOR FURTHER INFORMATION AND AMENDMENTS

- 1 I refer to your email of 27 April 2010 requesting further information and amendments regarding the 'Countryside Areas' shown on the subdivision concept plan attached to the Holmes Block and Skellerups Block plan change applications.

Certainty regarding Countryside Area outcomes

- 2 Your key concern is that the plan change proposals should deliver greater certainty about the intended outcomes for the Countryside Areas and, critically, the mechanism by which the Council can ensure that such outcomes are achieved on a continuing basis following subdivision.
- 3 In this letter we provide additional information regarding the Countryside Areas, particularly in respect of the following matters:
 - The purpose of the Countryside Areas;
 - Management structure for Countryside Areas;
 - Management Plan for Countryside Areas; and
 - Additional amendments regarding Countryside Areas.
- 4 We anticipate that better and further information regarding each of the above matters will be presented through evidence from SPBL at the hearing of the plan change applications.

Purpose of Countryside Areas

- 5 The Countryside Areas are a mechanism to bring "rural-ness" or rural character to the development. The design intention is that they are areas of productive land use, akin to what might be found in the surrounding landscape.
- 6 In determining appropriate uses within the Countryside Areas consideration must be given to a range of factors to ensure that such use does not create a nuisance or adversely impact upon the quality of life of rural residential allotment owners.
- 7 SPBL has received advice from rural land valuers, Property Advisory Limited, about what land uses would be appropriate and economically practical within the Countryside Areas. Their advice is to the effect that the most suitable and likely

use of Countryside Areas is for dryland cropping/lucerne cut and carry operation (possibly with ornamental tree planting), horticultural land use such as viticulture or olive groves and horse grazing.

Management structure of Countryside Areas

- 8 There are many ways in which the Countryside Areas could be owned and managed. We consider it unnecessary for SPBL to specify or limit which management structure will apply to these areas following subdivision. We do not intend to specify in the plan provisions which mechanism will be used.
- 9 We can signal however that SPBL's current preference is for the Countryside Areas to be held in one title owned by an incorporated society (e.g. "The Holmes Block Owners Association"), which would have responsibility for giving effect to the management plan discussed below.

Countryside Area Management Plan

- 10 SPBL proposes to insert additional provisions into the District Plan
 - 10.1 requiring the provision of a Countryside Area Management Plan at the time of subdivision consent application;
 - 10.2 specifying matters to be addressed by the Management Plan; and
 - 10.3 requiring that the Management Plan be approved by Council as part of discretionary subdivision of the Holmes Block and Skellerups Block.

District Plan amendments

- 11 SPBL has prepared amendments to the District Plan to give effect to the matters discussed above (refer Schedule of Amendments at **Appendix A**).
- 12 We look forward to your response to the matters discussed above and the proposed District Plan amendments.
- 13 If you agree that the amendments are in order we will update the District Plan application documents accordingly and forward these to you for final consideration as to notification of the applications.

Yours faithfully
ADDERLEY HEAD



Chris Fowler
Partner

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Our ref: CSF-017798-196-129-V1

APPENDIX A

Countryside Areas – Additional District Plan Amendments (24 May 2010)

Amendment 1 Amend Rule 10.3.2 for Activities and the Keeping of Animals (Page C10-003) as follows:

The keeping of animals other than domestic pets except as provided under Rules 10.3.3 to 10.3.5 shall be a discretionary activity (**except within the Living 3 Zone Countryside Areas identified on the Outline Development Plans at Appendices 34 and 35 provided that such activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.**).

Amendment 2 Insert New Rule 10.15 Countryside Areas – Living 3 Zone, Rolleston (Page C10-011) as follows:

Permitted Activities – Countryside Areas – Living 3 Zone, Rolleston
10.15.1 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plans at Appendices 34 and 35 shall be a permitted activity provided that such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.

Restricted Discretionary Activities – Countryside Areas – Living 3 Zone, Rolleston

10.15.2 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plans at Appendices 34 and 35 shall be a discretionary activity except where such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.

10.15.3 Under Rule 10.15.2, the Council shall restrict the exercise of its discretion to:

10.15.3.1 the degree to which the proposed rural activities maintain open space and/or rural character and rural amenity of the Countryside Area(s);

10.15.3.2 the extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Areas.

Amendment 3 Insert the following within “Reasons for Rules” for “Keeping of Animals” (Page C10-012) as follows:
*Resource consent for a discretionary activity is required for: commercial rearing of animals for sale of progeny, meat, skins, wool or other products; the keeping of animals other than domestic pets **(except within the Living 3 Zone Countryside Areas identified on the Outline Development Plans at Appendices 34 and 35;** and for the keeping of more than 15 domestic pets (excluding progeny up to weaner stage). Those activities may be granted resource consent, depending on whether adverse effects can be adequately mitigated, and if there is consistency with the relevant objectives and policies of the plan. **The exception***

provided for the Living 3 Zones Countryside Areas regarding keeping of animals recognises that rural activities (subject to some specific exceptions) are anticipated and intended to occur within the designated Countryside Areas. The potential adverse effects associated with the keeping of animals other than domestic pets (e.g. horse grazing) within the Living 3 Zone is managed through the requirement for a management plan to be in place prior to such activities occurring, and as such, are deemed appropriate for the Zone.

Amendment 4 Insert the following within “Reasons for Rules” for “Countryside Areas – Living 3 Zones” (Page C10-014) as follows:
Rule 10.15 provides for rural activities (subject to some specific exceptions) to occur within the designated Countryside Areas within the Living 3 Zones identified on the Outline Development Plans at Appendices 34 and 35 as a means of achieving and maintaining rural character within the Living 3 Zone. While such activities have the potential to create adverse environmental effects, the requirement for those activities to be identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35 will ensure that any adverse effects are appropriately managed over time.

Amendment 5 Insert the following Rule 12.1.3.39 for Subdivision General Standard under Rolleston (Page C12-006):

Within the Living 3 zone at Rolleston in respect of land lying east of Dunns Crossing Road:

- i) no more than 125 rural residential allotments shall be created by subdivision within the period ending 31 December 2016; and**
- ii) no more than a further 125 rural residential allotments shall be created by subdivision within the period 1 January 2017 – 31 December 2026.**

Amendment 6 Insert the following as new Rule 12.1.3.35 under Restricted Discretionary Activities – Subdivision - General Standard (Page C12-006):

Any subdivision application within the Living 3 Zone west of Dunns Crossing Road that includes any part of the Countryside Areas as identified on the Outline Development Plans included at Appendices 34 and 35 shall be accompanied by a Countryside Area Management Plan which addresses the following matters:

- (a) The ownership and management structure for the Countryside Area(s);**
- (b) Mechanisms to ensure that the management plan applies to and binds future owners;**
- (c) The objectives of the proposed rural use of the Countryside Area(s);**
- (d) Identification of the rural activity or activities proposed for the Countryside Area, which meet the above objectives;**
- (e) Measures to maintain and manage open space and/or rural character;**
- (f) Measures to manage plant pests and risk of fire hazard;**
- (g) Measures to internalise adverse effects including measures to avoid nuisance effects on occupiers of adjacent rural residential allotments; and**

- (h) Measures to provide for public access within the Countryside Area(s) along Dunns Crossing Road.

Amendment 7 Insert the following matter over which Council has restricted the exercise of its discretion at Clause 12.1.4.49 (Page C12-016) as follows:

In relation to the Countryside Area Management Plan required for the Living 3 Zone west of Dunns Crossing Road, Rolleston as shown in Appendices 34 and 35:

- (a) The adequacy of the management plan to achieve open space and/or rural character across the Countryside Area(s) in a manner that is compatible with the surrounding rural residential environment;
- (b) The adequacy of proposed mechanisms to maintain and manage the Countryside Area(s) long term in a consistent manner;
- (c) Whether rural landscape, visual and amenity value characteristics of the Countryside Areas are maintained;
- (d) The extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Areas;
- (e) The extent to which adverse effects of plant pests and fire hazard risks will be avoided or remedied; and
- (f) The suitability of proposed access within the Countryside Area(s) along Dunns Crossing Road.



8 April 2010

Attention: Craig Friedel
Selwyn District Council
PO Box 90
Rolleston 7643

Dear Craig

PC090008 AND PC090009: SELWYN PLANTATION BOARD LIMITED (SPBL) PRIVATE PLAN CHANGES: REQUEST FOR FURTHER INFORMATION AND AMENDMENTS

- 1 We refer to your request for further information and amendments dated 22 March 2010 (RFI), which has been referred to our office for response.
- 2 Please find below our response to the Councils' RFI. We have set out in full each RFI, which is then followed by SPBL's response.
 - 1 *Confirm whether the proposed Countryside Areas, reserves and roadside treatments detailed in the Outline Development Plans are to be vested in Council and what the actual size of those areas will be. If these areas are not proposed to be vested in Council, then confirmation of the management structure of these areas is required to ensure that they are maintained to the necessary standards and to gauge the extent of public access to the development.*
- 3 The roads are intended to vest in Council. The treatment of the roads is identified in Appendices 34 and 35 (Local Road Plan and Local Road Section) and this treatment is intended to promote rural-residential character.
- 4 The reserves are also likely to vest in Council, subject to final agreements on reserve contributions. Both Homes and Skellerup Blocks have proposed reserves (the Harrison Grierson visual and landscape assessment report is included only as a background report to the Vivian-Espie Report and refers to an earlier layout for Holmes Block in which no reserve was proposed).
- 5 The 'Countryside Areas' are not to vest in Council and will remain in private ownership. Exactly how they are to be owned is yet to be finalised, however, that has no bearing on the potential effects of the Proposed Plan Changes.
- 6 The actual size of these areas will be determined more accurately at the development stage, but the areas shown on the Outline Development Plans in Appendices 34 and 35 are as follows:

	Roads and Walkways	Reserves	Countryside Area
Holmes	10.0ha	0.5ha	14.1ha
Skellerup	7.4ha	0.5ha	13.2ha

- 2 *Clarify the land uses proposed for the Countryside Areas to determine how effective this may be in promoting the anticipated level of rural residential character.*
- 7 In terms of activities within the 'Countryside Areas', provisions have been proposed which restrict the construction of any dwellings within the same and makes this activity non-complying. The intention is that these areas provide an element of rural amenity. Rural amenity comes in many different forms from open pasture, fields of crops, presence of livestock, shelter belts, to name a few. The Countryside Areas have been located to create broad vistas to the rural land, and to create a green buffer along Dunns Crossing Road. Their proposed width (not less than 50m) was selected by Harrison Grierson and Vivian Espie as being suitable to achieve the appropriate sense of space. They are nearly always located adjacent to a road corridor, which along with large yards on adjacent properties serves to add further width to this building-free corridor. This is anticipated to be an effective component in establishing a rural residential character.
- 3 *Confirm whether additional assessments have been undertaken by Golder Associates to ensure the private plan change will not result in adverse reverse sensitivity effects that may undermine the current operation of the RWTP and the future operation of the ESSS. The SPBL requests need to include an assessment of environmental effects that considers Council's current request for discharge permit for the ESSS. Attendance to these matters are considered necessary to ensure that the SPBL plan change requests do not undermine the ability for the RWTP to expand as the ESSS in accordance with the discharge permits currently lodged with Environment Canterbury, should they be granted.*
- 8 Each Plan Change application includes an odour assessment completed by Golder Associates (Golders). The odour assessment includes analysis of odour effects of the Rolleston Wastewater Treatment Plant (WWTP) on future inhabitants of the Plan Change land and specifically contemplates the possibility of expansion of the Pines WWTP site include treatment and disposal of wastewater from Lincoln, Prebbleton and Springston¹.
- 9 The Golder report recommends a range of buffer distances associated with the Rolleston WWTP. Such recommendations are conservative and contemplate the proposed Pines II expansion². Golders recommend a 200m buffer in respect of effluent irrigation and advises that if the Council decides to proceed with spray irrigation on land to the south of the Holmes Block, then...
- "They would need to ensure that no adverse odour effects occur beyond their boundary. This could be achieved using a buffer/setback or various management practices that control the way irrigation is undertaken in order to minimise odour."³*
- 10 In addition, Golders have recommended a 1000m from the Pines bio-solids treatment area. This causes an area identified as "odour constrained area" with the Holmes Block identified at Figure 4 of the Golder report. This area is identified on the ODP for the Holmes Block⁴ of the landscape and visual effects assessment report at Appendix D of the applications.

¹ Refer section 5.0 of Golder Associates' report.

² Refer section 6.2.4 of the Golder report.

³ Refer section 6.2.4 of the Golder report.

⁴ Refer Appendix 2: Proposed Outline Development Plan, at page 35 of the report.

- 11 We have provided Golders with a copy the designation notice of requirement (NoR) and resource consent applications by the Selwyn District Council for the expansion of the Pines WWTP.
- 12 Golders have confirmed that the setback distances discussed in the above-mentioned odour assessment remain appropriate.
- 13 In summary, the private Plan Change will not result in adverse sensitivity effects that would undermine either the current operation of the Rolleston WWTP or the future operation of the East Selwyn Sewer Scheme (ESSS) for the following reasons:
- 14 First, the 1000m setback to avoid odour effects from bio-solids treatment has been confirmed as appropriate by Golders, and this is reflected in the existing odour constrained area shown on the Holmes Block ODP.
- 15 Secondly, Golders has confirmed that a setback of 200m is appropriate in respect of treated wastewater, spray irrigation, and residential development. It is generally well understood that persons that undertake activities causing emissions that might cause adverse nuisance effects on neighbouring land have an obligation under the RMA to internalise any such adverse effects within the boundaries of their property. The areas indicated in the Council applications for possible effluent irrigation and designations are excessive and unnecessarily large to enable practical operation of the proposed ESSS. In these circumstances, the required 200m setback of effluent irrigation on land to the south of the Holmes Block can be readily incorporated into any proposed ESSS without any adverse effect on practical operation of the proposed ESSS.

4 *Confirm that the reference to 'Variation 4' of PC1 to the RPS in Paragraph 1.8 is correct or whether it is required to be amended to 'Variation 1'.*

- 16 As noted, both Variations 1 and 4 to PC1 affect Rolleston and, whilst we do not believe anything turns on this point, if Council would like to substitute references to 'Variation 4' with 'Variation 1', we have no objection to the same.

5 *Assess the extent to which the proposals align with the greenspace network, reserve corridors, recreation precincts and walkability identified in the Rolleston Structure Plan.*

- 17 Both Plan Changes make provision for a public walkway along the Dunns Crossing Road frontage of each site⁵, and each have public roads connecting to the same. In addition, over the Holmes Block there are two additional pedestrian/cycle links⁶ provided to Dunns Crossing Road. As such, any future walkways established in the surrounding area that link to Dunns Crossing Road will then be able to gain easy access into the site through the aforementioned connections.
- 18 In terms of the Rolleston Structure Plan ('RSP'), we note that there are no walkways or cycle routes identified near the Holmes Block and, as such, Dunns Crossing Road will provide for these opportunities. In addition, the proposed public walkway along Dunns Crossing Road in front of the Holmes Block provides further opportunities in this respect.

⁵ The nature of the red arrow indicating 'public walkway' along these roads is undetermined. It could just be a footpath within the road corridor (and we have not counted it in "walkway" in the table above).

⁶ We have assumed however that these would likely be publicly owned walkway, and have been counted as such.

- 19 The RSP does indicate a cycle route on Dunns Crossing Road adjacent to the Skellerup Block, and the two road connections into the site from this road will provide for an expanded 'cycle circuit'.
- 20 Given the above, we consider the rezoning of the two sites in question will fit well with the possible future pedestrian and cycle connections on the western side of Rolleston.
- 21 With respect to the alignment of the Proposed Plan Changes and the green space and reserve corridors as identified within the RSP, both sites provide for open space and shelterbelt/rural buffer planting along Dunns Crossing Road. In addition, distant views through each site are provided for through the identification of 'Countryside Areas' crossing each site. The Proposed Plan Changes are therefore considered to be consistent with the RSP in this regard.
- 22 The combined public walkways and Countryside Areas that are proposed along the road frontages of both Plan Change sites will combine with any Green Corridor treatment on the eastern side of Dunns Crossing Road, as is indicated on the RSP, to provide broad corridors of high amenity (in terms of views, open space and pedestrian movement) along the relevant stretches of Dunns Crossing Road, and will tie in with the identified stretch of Recreation Reserve along the western side of the road between the two Plan Change sites.
- 23 In addition, the various proposed Countryside Areas and footpaths within the road corridors of the two Plan Change sites will combine with the RSP's identified reserves adjoining Dunns Crossing Road to provide easy and high amenity walkable access from the proposed allotments of the two Plan Changes and neighbouring land to the two Local Centres to the east of Dunns Crossing Road, the Neighbourhood Centre on Brookside Road and the large recreation reserve on the corner of Lowes and Dunns Crossing Roads, all identified on the RSP, as well as destinations further afield.

6 *Confirm the extent to which the plan change requests align with the staging of development outlined in the Rolleston Structure Plan.*

- 24 In terms of staging, it is clear through PC7 that the CDL land opposite the Holmes Block is to be developed in the first planning sequence, being from now out to 2020. However, even if the CDL development is delayed, good links exist between the Holmes Block and the commercial area of Rolleston via Brookside Road, which intersects with Rolleston Drive. In addition, Lowes Road (close to the site) provides access to both the sports fields on the same and through to the new Primary School between Lowes and Goulds Roads, while Brookside Road provides a connection through to the existing Primary School.
- 25 In terms of the Skellerup Block, Dunns Crossing Road provides a direct connection to Lowes Road, which provides direct and easy access into the centre of Rolleston and the aforementioned amenities and facilities.
- 26 Given the above, the two sites in question are already well served by road connections and there is no need to delay the establishment of rural residential allotments while other land close by develops for residential purposes.

7 *Assess the proposed CDL Block, the Rolleston Structure Plan and PC7 to consider the wider interaction between the township and the development site, with particular emphasis on the safety and efficiency of the road network given the relatively close proximity of the CDL Block to the Holmes Block.*

- 27 This request has been considered in detail by Andrew Metherell of Traffic Design Group. His full response dated 7 April 2010 is attached to this letter.

8 *Assess the extent to which the plan change requests achieve the rural/urban interface anticipated by the Rolleston Structure Plan for along Dunns Crossing Road, particularly whether the Countryside Area achieves the outcomes sought by the 'Green Belt' concept identified in the Structure Plan.*

- 28 The RSP drawing indicates a greenbelt on the north-eastern side of Dunns Crossing Road (i.e. the opposite side from the SPBL sites and inside the Metropolitan Urban Limit (MUL)). This scenario is also illustrated in the Indicative Greenbelt cross section on pages 92 to 93 of the document. However, the RSP text identifies that a landscape buffer strip of approximately 50m is to be created *between* the MUL and surrounding rural areas.
- 29 In any event, it was recognised that the lengths of the SPBL landholdings offer a good opportunity to achieve the intentions of this greenbelt with a consistent treatment along most of Dunns Crossing Road. As such, layouts for both blocks include the proposed 'Countryside Areas', which provide an approximately 50m wide landscape 'strip' along the south-western boundary of Dunns Crossing Road.
- 30 The treatment of this area is anticipated to include open grassland or cropped areas. Its western edge is defined by a proposed shelterbelt (annotation of "shelterbelt treatment required" on the ODP's in Appendices 34 and 35). This is broken by the 'Countryside Areas' also extending to the south-west (two in Skellerup and one in Holmes) to provide views through each site, thus ensuring distant views through the rural landscape. It is anticipated that the Countryside Areas could easily combine (in a design sense) with any future green space treatment on the opposite side of Dunns Crossing Road, as is identified by the RSP. Alternatively, these spaces proposed by the two Plan Changes could, partially or entirely negate the need for any additional green space treatment in these areas.
- 31 The RSP states that '*a strong visual sense of open rural character and amenity in the design of the buffer is important*' (p93, RSP). The 'Countryside Areas' along Dunns Crossing Road provide open space and planting areas that provide this sense of open rural character and amenity sought by the RSP in these locations.
- 32 It is considered that the 'Countryside Areas' create a clear rural/urban spatial edge to Rolleston and achieve the outcomes sought by the "greenbelt" concept sought within the RSP.

9 *Provide a servicing plan that details the location of street lights within the Local Road network of the development and clarify the extent of public access to the development sites, particularly to the Skellerup Block.*

- 33 At this stage, we do not consider it necessary to provide a servicing plan, as this detail will no doubt be worked through as part of detailed design associated with the subdivision process in the future (if the plan changes are successful). We assume the intent of this point is to identify the extent of, and where, the maintenance requirements will lie. In this regard, the roads will be public roads, as opposed to private laneways, and the maintenance costs associated with street lighting and street trees will lie with Council. It is uncertain at this stage as to the extent of street lighting to be established; however, we anticipate that street lighting will be consistent with that expected for a rural-residential development (i.e. substantially less than for urban development). The ODP diagrams for Local

Road Cross sections in Appendices 34 and 35 remind Plan users in future that the roads should include "*streetlights selected to maintain rural character*"

- 34 With respect to the matter of public access, the proposed local roads will be public roads and, as such, will be available for public use. The reason for the identification of the public walkway link into the Holmes Block is to ensure that easements (or other ownership arrangements) are put in place during any future subdivision process so as to provide for public access into the site in addition to that provided by the single road connection to Dunns Crossing Road. The Skellerup block is provided with multiple road access points onto Dunns Crossing Road, and no specific public walkway link is considered necessary given the public will be able to utilise these road connections for access into the site.

10 *Provide an assessment of the plan change requests against Selwyn District Council's Walking and Cycling Strategy and the Greater Christchurch Travel Demand Strategy, both of which are considered relevant for peri-urban developments of the scale proposed.*

- 35 Turning to the Selwyn District Council's Walking and Cycling Strategy and the Greater Christchurch Travel Demand Strategy, we have reviewed the same in light of the proposed plan changes. We respond as follows:
- 36 The broad intent of the abovementioned strategies is to increase the use of sustainable transport modes such as walking and cycling, and to reduce reliance on the private motor vehicle. In this regard, each site adjoins the current town boundary and will therefore avoid people having to travel great distances for services that are generally associated with rural-residential development of this nature.
- 37 In addition, the proposed local road cross sections for both the Skellerup and Holmes Blocks provide a footpath of 1.5m in width each along local road, thus ensuring that pedestrian access is provided for, and available, throughout the blocks. In addition, the Holmes Block provides for two direct public access links into the site from Dunns Crossing Road. A public walkway is identified adjacent to each block along Dunns Crossing Road. This provides the ability for pedestrian access along Dunns Crossing Road and for connections to be made into other pedestrian networks throughout Rolleston.
- 38 We note that the RSP identifies a cycle route along Dunns Crossing Road directly adjacent to the Skellerup block. While no cycle route is provided directly adjacent to the Holmes Block, the site is located in close proximity to Lowes Road and Brookside Road - both provide ready access to the Rolleston town centre for cyclists. In addition, public transport route patterns (orbital and potential services) are identified within the RSP that are in relatively close proximity (within a 5-10 minute walk) to both sites.
- 39 The provision of footpaths, public walkways, and the sites proximity to the current town boundary combine to provide a range of sustainable transportation options to each site, thus achieving consistency with the goals sought in the Walking and Cycling Strategy and Greater Christchurch Travel Demand Strategy.

11 *Provide copies of the plan change requests on CD Rom so that it can be confirmed they are in the correct order and to enable images to be printed in larger formats (A3 rather than A4) and in colour where necessary. This will ensure the applications can be clearly understood by Council staff, decision makers and members of the public. An electronic version will also reduce staff time required to scan the applications and to print copies.*

40 CD Rom copies of the Plan Changes will be provided following Council receipt and response to the matters discussed above. We do not currently anticipate there being any further change required to the Plan Change documentation however we would prefer to have this confirmed by the Council to avoid provision of multiple CD Rom copies.

41 Please note that the address for service in respect of each of the Plan Change applications is as follows:

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PO Box 16, Christchurch 81410
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E chris.fowler@adderleyhead.co.nz

42 Please ensure that all correspondence regarding this matter is copied to:

Attention: Greg Dewe
Aurecon
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E dewegj@ap.aurecongroup.com

43 Please contact the writer if you wish to discuss any of the matters above.

Yours faithfully
ADDERLEY HEAD



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Our ref: CSF-017798-174-92-V2

9819.004
7 April 2010

Mr Chris Fowler
Adderley Head
PO Box 16
Christchurch 8140

Copy via email: Chris.Fowler@adderleyhead.co.nz

Dear Mr Fowler

SPBL Private Plan Change: Response to RFI

This letter provides a response to the Selwyn District Council's Request for Further Information (RFI) dated 22 March 2010, relating to the proposed 'Holmes Block' Rural Residential Plan Change in Rolleston. Specifically this letter addresses item 7 of the RFI which states:

"Assess the proposed CDL Block, the Rolleston Structure Plan and PC7 to consider the wider interaction between the township and the development site, with particular emphasis on the safety and efficiency of the road network given the relatively close proximity of the CDL Block to the Holmes Block."

The following documents have been reviewed when preparing the response:

- SPBL Holmes Block Transportation Assessment
- SPBL Skellerup Block Transportation Assessment
- CDL Stonebrook Transportation Assessment
- Rolleston Structure Plan
- PC7 - Outline Development Plan Area 1
- Selwyn District Council – Subdivision Design Guide
- Selwyn District Council - District Plan
- NZS 4404: Land Development and Subdivision Engineering

In addition to the specific RFI relating to the Holmes Block Plan Change, the influence of the transportation aspects of the Rolleston Structure Plan on the Skellerup Block Plan Change have also been considered.

1. Rolleston Structure Plan

The Rolleston Structure Plan considers how existing and future development in Rolleston should be integrated in order to ensure that sustainable development occurs and makes best use of natural resources. The structure plan is intended to manage growth that is expected to occur in the long term, and generally covers the Rolleston urban limit promoted through Proposed Change 1 to the Regional Policy Statement. The Holmes Block is located outside of the Structure Plan Study Area.




Figure 1 attached shows the Rolleston Structure Plan Diagram. The structure plan has been developed in four key layers being a Centre Strategy, Land Use Movement Networks, and Infrastructure.

A key feature of note in relation to the Holmes Block is the identification of both a Neighbourhood Centre and Local Centre in the northwest corner of Rolleston, which will provide local services within 400m of the Holmes Block site boundary. This provision will encourage opportunities for the Holmes Block to be less reliant on the private motor vehicle for accessing local services. The Outline Development Plan for the Holmes Block has been developed to encourage a high level of permeability through the internal transport network of the site, and will provide for direct connections to the Neighbourhood and Local Centre. It is considered that the location of a rural residential development in such close proximity to local services is consistent with the District and Regional transportation objectives and policies.

The Structure Plan seeks to provide a cohesive and efficient movement network for pedestrians, cyclists and vehicles, and diagrams relating to the movement network are included as an attachment to this letter. The primary transport network generally adopts the CRETS transport network included within the Holmes Block Plan Change Assessment. The proposed outer ring road encompasses Dunns Crossing Road, Selwyn Road and Weedons Road, and is defined as a Main (primary) road. Dunns Crossing Road is anticipated to remain fully connected with SH1 via a "full at-grade controlled intersection" and be one of three "entry points" into Rolleston. Access to Dunns Crossing Road is intended to be managed to maintain a higher speed environment. It is considered that the layout of the Holmes Block and the restricted access onto Dunns Crossing Road with provision of a single intersection will not detract from the movement function of Dunns Crossing Road, or its safety and efficiency.


A Public Transport Route has been identified that will provide an orbital service within Rolleston (passing through the nearby Neighbourhood Centre on Brookside Road), and in turn connect with services to Christchurch and Lincoln. Together with the expected provision of Park and Ride services in the Town Centre, the bus services will enable the Holmes Block Rural Residential Plan Change site to have good opportunities for utilising these services compared with rural residential development further from a town centre.

In summary, it is considered that the provisions of the Rolleston Structure Plan will positively contribute to the opportunities for the rural residential development to utilise modes of transport other than the private motor vehicle for both local service and longer distance commuting trips. The transport network provisions of the Structure Plan are consistent with those previously assessed within the Plan Change Transport Assessment Report.

2. Plan Change 7

The Selwyn District Council has notified Plan Change 7 addressing matters relating to growth of townships, and subdivision design. Within the Plan Change is an Outline Development Plan for the residential development of a block of land adjacent to Dunns Crossing Road (on its eastern side), referred to as "Stonebrook".

The Stonebrook block shows a new road through the site between Dunns Crossing Road and Brookside Road, and this will improve permeability of the transport network in this area. It will also provide a neighbourhood centre that is conveniently located for use by the SPBL block.



The ODP for the Stonebrook land provides for two connections to Dunns Crossing Road. The southern Stonebrook intersection is approximately 115m from the proposed Holmes Block intersection location (centreline to centreline). The northern Stonebrook intersection is approximately 245m from the Dunns Holmes Block intersection. The Holmes Block intersection location was located prior to notification of PC7, and was based on providing an efficient access both into the Rolleston Township, and to the State Highway. By locating access as far south as practicable, distances to services, community facilities, and other neighbourhoods are minimised and will encourage integration of the SPBL rural residential site with the surrounding Township.

The Selwyn District Plan includes a rule (E13.3.2) that states that intersections shall be separated by 220m in a posted 70km/h speed limit area. The proposed provision of new intersections onto Dunns Crossing Road from the Holmes block and CDL will result in an unavoidable non-compliance with this rule. The District Plan does not include assessment matters to consider in relation to intersection separation.

The "Austroads Guide to Road Design Part 4: Intersections and Crossings – General" also does not give specific requirements in regards to intersection separation, but provides some guidance. In relation to the proposed separation:

- Austroads suggests that desirably, stopping sight distance is provided between access/intersections. At a speed of 70km/h, the stopping sight distance of a car is 92m (reaction time of 2 seconds), which is less than the separation provided. This will enable a driver to clear the upstream intersection, react and then stop prior to reaching the next intersection.
- The distance required for a car to travel the reaction time of 2 seconds and comfortably decelerate to a stop is 114m, which can be achieved.
- As the intersections are on opposite sides of the road, the potential for confusion is diminished as there is no 'left turn overlap conflict' between intersections.
- The intersection separation would have a minor effect on the need for through vehicles to activate their brake lights.

Based on this guidance, it is expected that the proposed location of the intersection relative to the Stonebrook intersection will have a negligible effect on road safety and efficiency.

Further, the intersections are located on a straight and flat section of road with good intervisibility and there will be an absence of other access from the SPBL Holmes Block frontage reducing drivers decision making. The proposed separation will enable the provision of a right-left stagger in which vehicles crossing from one side of the road to the other wait for an appropriate gap in both streams of traffic on Dunns Crossing Road before turning right, and are then able to utilise the shoulder or auxiliary lane (if provided) for a left turn to enable efficient movement into the opposite intersection. If this separation was increased, then the speed differentials between through and turning traffic occur over a greater length of road. As discussed above the separation provided is sufficient to accommodate the deceleration distance between the intersections, and therefore any provision of auxiliary lanes would not be affected by the intersection spacing.

In summary, it is considered that the proposed intersection location will not result in adverse safety and efficiency effects on Dunns Crossing Road.

3. SPBL Skellerup Block Plan Change

The Rolleston Structure Plan provides for a transportation network within the southwest of the proposed Rolleston urban area generally consistent with the CRETSS transport network assessed in the Transportation Assessment for the Skellerup block Plan Change. In this regard, the Skellerup Block Plan Change Outline Development Plan includes a note to ensure that the southern intersection location is considered further at the time of subdivision when further detail is known of the main road positioning on the northeast side of Dunns Crossing Road.

The Structure Plan makes provision in the southwest of Rolleston for a neighbourhood centre and local centres, which enables the rural residential development to be located as close as practicable to local service facilities. Provision is also made for an educational facility near to the Skellerup Block. The Public Transport network will also pass through the southwest part of Rolleston. Whilst the service is still located more than a desirable walking distance from the site, it nevertheless affords some opportunity for public transport to be utilised, particularly for longer distance trips where a longer walk time is likely to be more acceptable.

In summary, it is considered that the Structure Plan provisions will enable a high utilisation of alternative modes of transport for the rural residential development, when compared with possible rural residential development further from urban areas.

I trust that these responses satisfactorily address the matters raised by the Council on Point 7 of the RFI. If you have any queries, please do not hesitate to contact me.

Yours faithfully

Traffic Design Group Ltd



Andrew Metherell
Principal Transportation Engineer

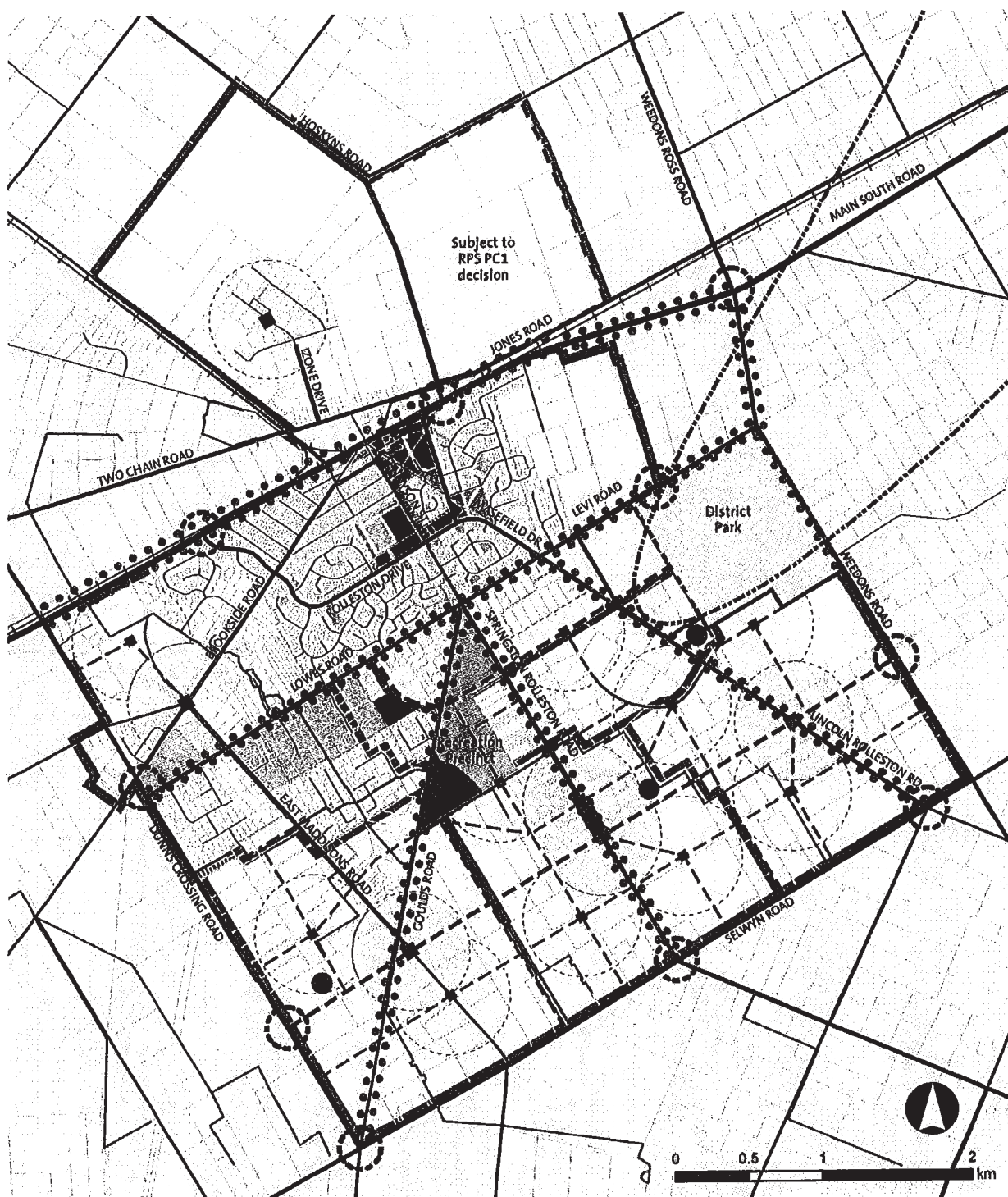
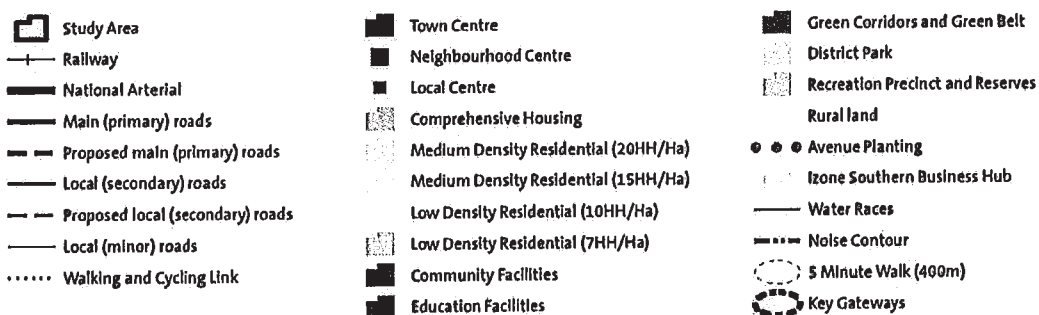


Figure 5.2: Rolleston Structure Plan



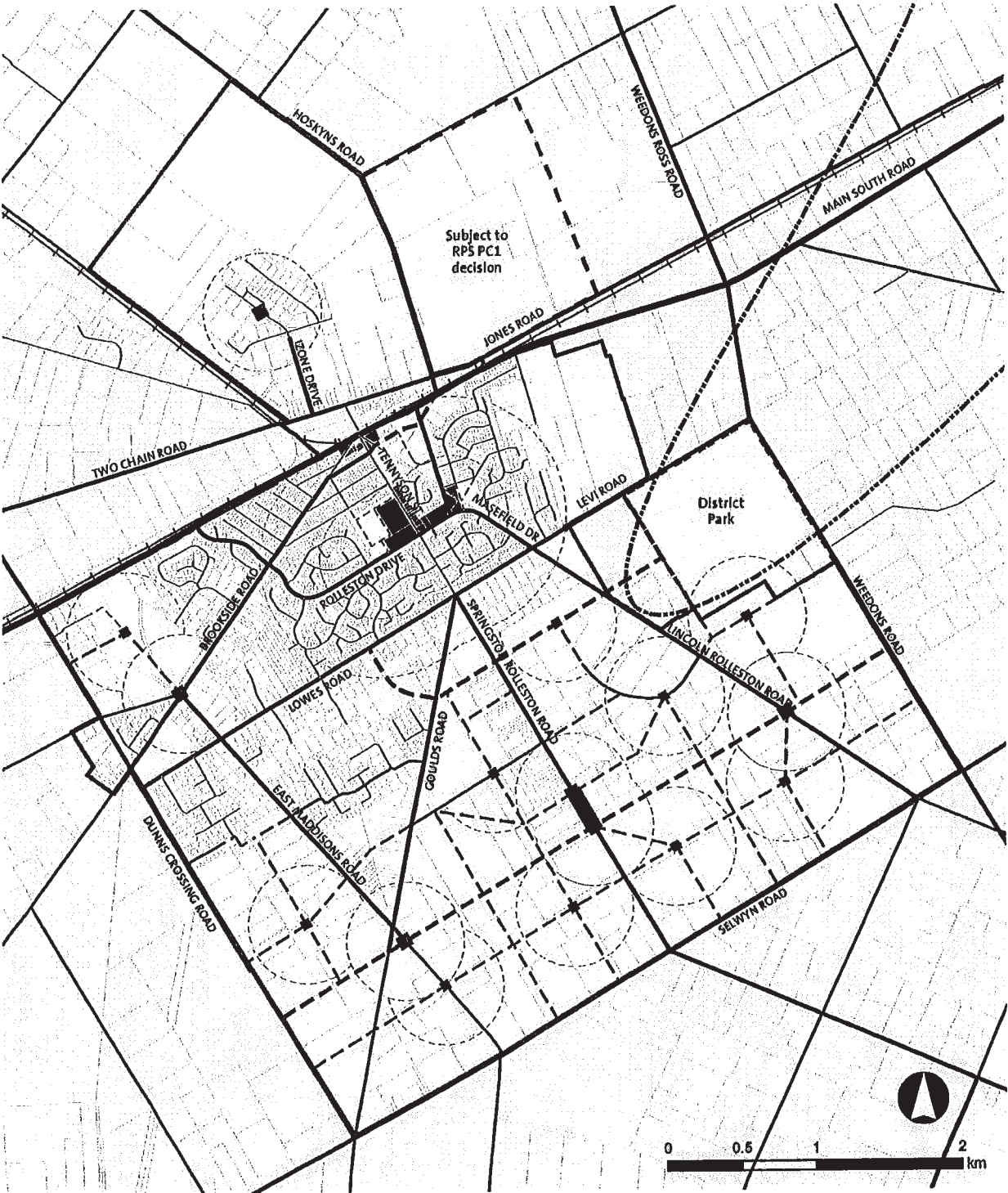


Figure 8.2: Main Roads - Primary Network

- | | |
|----------------------|----------------------------------|
| Study area | Railway |
| Noise Contour | National Arterial |
| Town Centre | Main (primary) roads |
| Neighbourhood Centre | Proposed main (primary) roads |
| Local Centre | Local (secondary) roads |
| 5 Minute Walk (400m) | Proposed local (secondary) roads |
| Rural land | Indicative local (minor) roads |

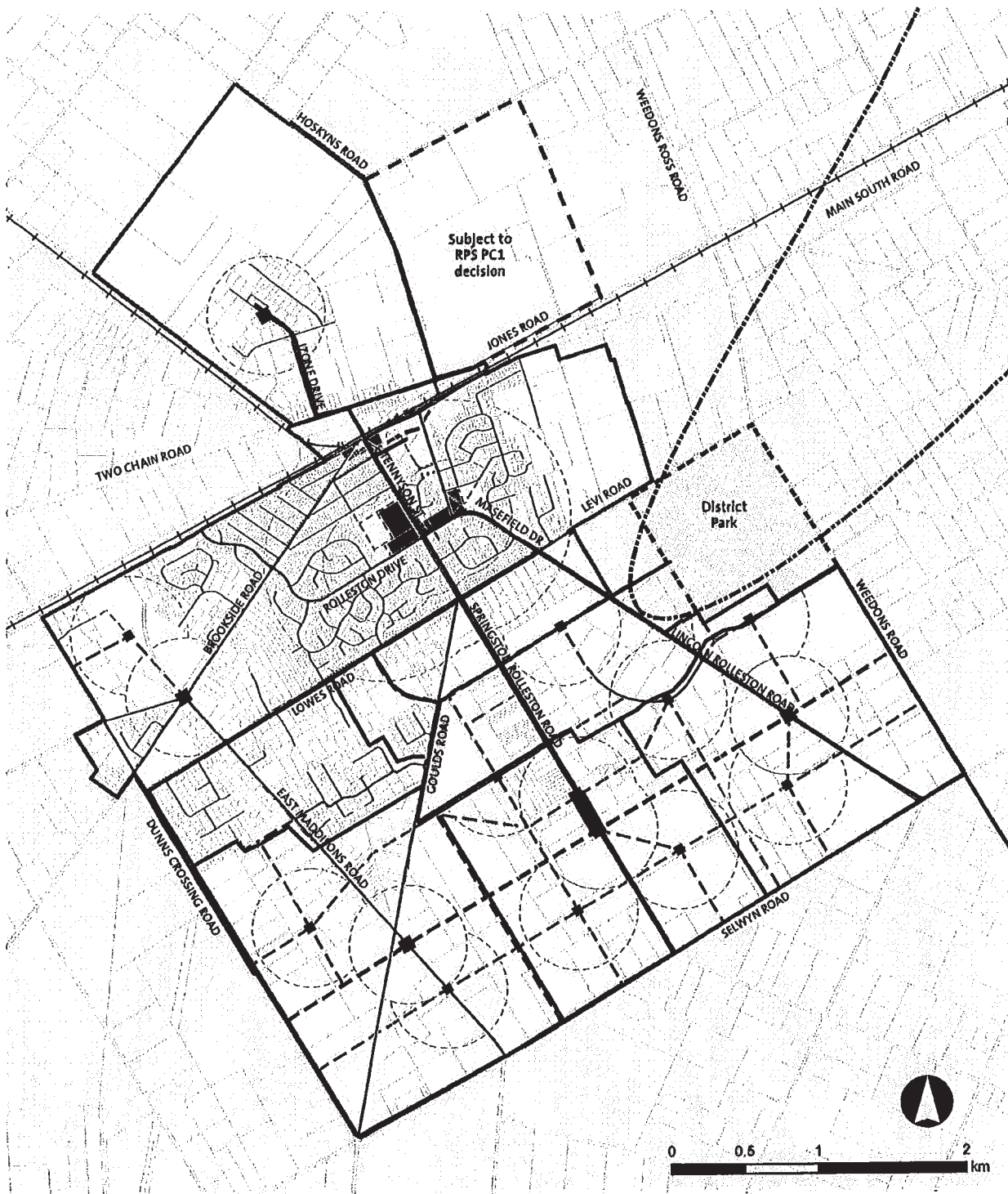
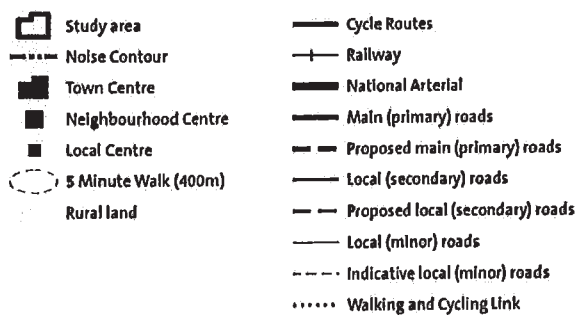


Figure 8.4: Cycleway Routes



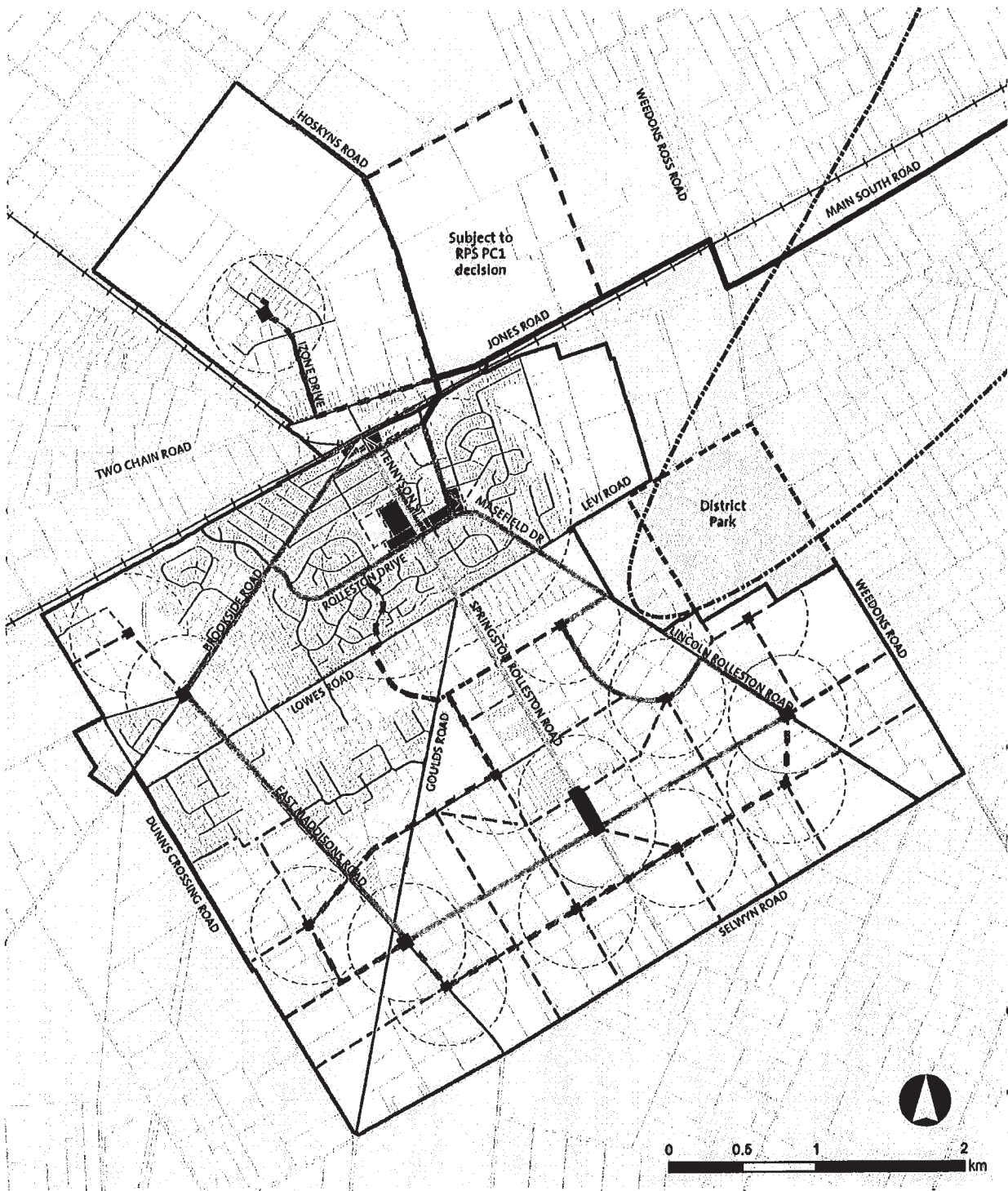


Figure 8.5: Public Transport Route Patterns

