

9819-4
2 March 2010

Mr David Pedley
Senior Solicitor
PO Box 16
Christchurch Box Lobby
Christchurch 8140

Copy via email: David.Pedley@adderleyhead.co.nz

Dear David

**Rural Residential Plan Change, Skellerup Block, Rolleston
Preliminary Subdivision and Landscape Plan**

Following your recent instruction, we have reviewed the Preliminary Subdivision and Landscape Plan for the Skellerup Block Rural Residential Plan Change, Rolleston. We have considered how the changes affect the Transportation Assessment previously undertaken for the proposal and report as follows:

1. Background

Traffic Design Group has provided a Transportation Assessment for the Skellerup Block Rural Residential Plan Change proposed by the Selwyn Plantation Board Ltd. The assessment is based on the March 2009 Subdivision and Landscape Concept Plan. We understand that this plan has been refined through ongoing liaison with the Selwyn District Council, with the latest plans being the January 2010 Preliminary Subdivision and Landscape Plan and associated Outline Development Plan.

This report provides a review of differences between the January 2010 layout and the March 2009 layout and the implications for the Transportation Assessment previously undertaken based on the March 2009 plan. The Preliminary Subdivision and Landscape Plan and Outline Development Plan are attached for reference.

This letter should form an addendum to the Transportation Assessment dated 16 April 2009, and be read in conjunction with that report.

2. Connections to External Network

The proposed layout has two external road connections to Dunns Crossing Road. The first is located 310m south of the northern boundary of the site and the second is located 870m south of the northern boundary of the site. These intersection locations are identified on the March 2009 plans. However, the northern of the two intersections with Dunns Crossing Road is now located approximately 30m further south than indicated on the March 2009 plans. The effect of this change in location is considered to be negligible.

The March 2009 plans allow for direct access to properties fronting Dunns Crossing Road, whereas the January 2010 plan provides a 'countryside area' strip along the Dunns Crossing Road frontage, preventing direct property access to the road. This would result in a more rural type of interface on the western side of the road. As this is consistent with current intentions for this road (without the Plan Change), any effects of the revised access provisions on Dunns Crossing Road are considered negligible.

3. Development Yield

The following table compares development yield between the March 2009 proposal and current January 2010 proposal.

Development Plan	Lots	Daily Traffic Generation (vpd)
March 09	125	1,000
January 2010	100	800
Change in lots	- 25	- 200

Table 1: Comparison of Daily Traffic Generation

As outlined above, the current proposal for 100 lots is 25 lots less than the 125 lots previously intended. This results in a reduction in total traffic generation of some 200vpd. Accordingly, any effects of development traffic on the external road network will be less than assessed previously.

Consideration has been given to potential cumulative effects of this proposal and the Holmes Block Rural Residential Plan Change, also proposed by the Selwyn Plantation Board Ltd. The latest proposal for the Holmes Block involves a lower number of lots than allowed for in the previous assessment, and hence any combined effects of the two Plan Changes are also lower than previously reported.

4. Internal Configuration

4.1 General Configuration

The general structure of the internal road is retained within the latest layout plan. This includes two east / west orientated access roads from Dunns Crossing Road and three evenly spaced north / south orientated roads. The central north/west orientated road has a lesser function in the current plan, with the road shortened to run between the two east / west orientated roads. A cul-de-sac road (serving approximately 15 lots) and two right of ways replace the loop road south of the southern access road leading into the site from Dunns Crossing Road that is shown on the March 2009 plan.

The March 2009 plans include road connections to service the future development of adjoining land north and south of the site. These connections are not included on the current plans. While these links would contribute to a well connected road network if the adjacent sites were developed in the future, development of adjacent land is not dependent on linkages through the site as alternatives exist via Dunns Crossing Road and potentially Selwyn Road and Brookside Road. Additionally, residential development of the adjacent sites is not anticipated under Proposed Change 1 to the Regional Policy Statement.



4.2 Road Cross-Sections

The Transport Assessment was undertaken assuming two road classifications:

- “Secondary” roads, leading into the site from Dunns Crossing Road (7m sealed width)
- “Neighbourhood” roads, forming the balance of the road network (6m sealed width)

The proposed Local Road Cross Section from the Outline Development Plan provides for a sealed carriageway width of between 6.0m and 7.0m for all roads within the site. Hence, the provisions originally assessed are within the provisions intended by the updated Outline Development Plan.

5. Alternative Modes of Transport

With the configuration of the road layout being largely unchanged from that previously assessed, the effects on other road users will be minimal. It is noted that a ‘public walkway’ is indicated on the updated plan along the site’s frontage with Dunns Crossing Road.

I trust that this letter, read in conjunction with our April 2009 report, addresses the relevant transportation issues associated with the proposed Plan Change. If you would like to discuss this further, please do not hesitate to contact me.

Yours faithfully

Traffic Design Group Ltd

Ryan Rolston

Project Transportation Engineer

Enc: Preliminary Subdivision and Landscape Plan
Outline Development Plan



PRELIMINARY SUBDIVISION AND LANDSCAPE PLAN

Skellerup Block
20 January 2010

Selwyn Plantation Board Limited
Land at Dunns Crossing Road, Rolleston

HG Ref: 1021-127337-Preliminary Subdivision and Landscape Concepts-Holmes and Skellerup-v3.ai

Scale: 1:5000@A3



Gross Area: 72.7ha
Total Lots: 100
Minimum Lot Size: 4000m²
Average Lot Size: 5113
Net Area: 51.13ha (70.3%)

- Countryside Area
- Community Focal Point / Reserve
- Rural Buffer Planting
- Shelterbelt
- Street Tree Planting
- Public Walkway

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OUTLINE DEVELOPMENT PLAN:
SKELLERUP BLOCK



Species List for Clustered Street Trees:

- | | |
|------------------------|------------------|
| Acer pseudoplatanus | Sycamore |
| Alnus rubra | Alder |
| Fagus sylvatica | Beech |
| Ginkgo biloba | Ginkgo |
| Platanus orientalis | Plane |
| Prunus sp. | Flowering Cherry |
| Aesculus hippocastanum | Horse Chestnut |
| Sophora microphylla | Kowhai |
| Tilia sp. | Lime |
| Ulmus procera | Elm |

Species List for Shelter Belt Planting:

- | | |
|-----------------------------------|-----------------|
| Chamaecyparis lawsoniana | Lawsons Cypress |
| Cryptomeria japonica | Japanese Cedar |
| Cupressocyparis leylandii | Leyland Cypress |
| Liriodendron tulipifera 'Helleri' | Tulip Tree |
| Podocarpus totara | Torata |
| Quercus robur 'Fastigiata' | Upright Oak |
| Taxus baccata 'Fastigiata' | Irish Yew' |

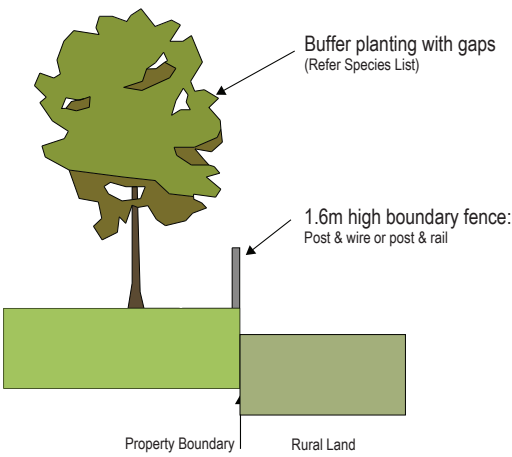
Species List for Buffer Planting:

- | | |
|--------------------------|--------------|
| Coprosma robusta | Karamu |
| Cordyline australis | Cabbage Tree |
| Dodonaea viscosa | Akeake |
| Griselinia littoralis | Papauma |
| Hoheria angustifolia | Lacebark |
| Meliccytus ramiflorus | Mahoe |
| Myrsine australis | Mapou |
| Pittosporum eugenoides | Lemonwood |
| Pseudopanax crassifolius | Horoeke |

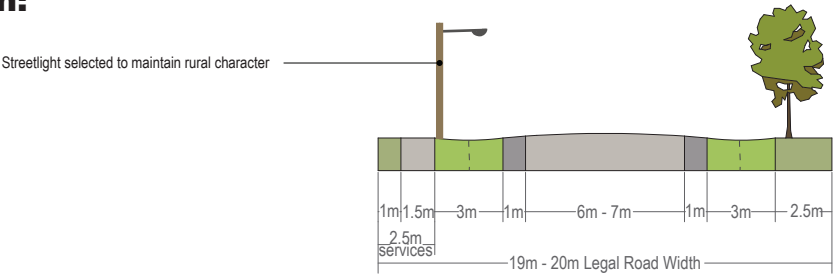
OUTLINE DEVELOPMENT PLAN:
SKELLERUP BLOCK

Rural Buffer Treatment:

Species List for Buffer Planting:	
Coprosma robusta	Karamu
Cordyline australis	Cabbage Tree
Dodonaea viscosa	Akeake
Griselinia littoralis	Papauma
Hoheria angustifolia	Lacebark
Melicytus ramiflorus	Mahoe
Myrsine australis	Mapou
Pittosporum eugenoides	Lemonwood
Pseudopanax crassifolius	Horoeke



Local Road Cross Section:



Local Road Plan:

