

**IN THE MATTER OF** the Resource  
Management Act 1991

**AND**

**IN THE MATTER OF** submissions on Plan  
Change 2 to the  
Selwyn District Plan

## **Report on submissions relating to Plan Change 2**

**Rezoning Rural (Inner Plains) land to Living XA (Deferred)  
Blakes and Trents Roads, Prebbleton**

**Report Number:**  
**To:**  
**From:**  
**Hearing Date:**

PC 080002  
Hearing Commissioner – K Gimblett  
Policy Planner – C Friedel  
28<sup>th</sup> and 29<sup>th</sup> July 2010

This report analyses submissions made on Plan Change 2 (PC2) to the Selwyn District Plan (SDP). The report is prepared under s42A of the Resource Management Act 1991. The purpose of the report is to assist the Hearing Commissioner in evaluating and deciding on submissions made on PC2 and to assist submitters in understanding how their submission affects the planning process. The report includes recommendations to accept or reject points made in submissions and to make amendments to the SDP. These recommendations are the opinions of the Reporting Officer(s) only. The Hearing Commissioner will decide on each submission after hearing and considering all relevant submissions, the Officer's Report(s) and the Council's functions and duties under RMA.

## ATTACHMENTS

<b>Attachment A</b>	Location maps and ODP's
<b>Attachment B</b>	Addendum assessment and updated ODP
<b>Attachment C</b>	PC1 Planning Map 1 H5 – Prebbleton urban limit
<b>Attachment D</b>	PSP map and relevant experts
<b>Attachment E</b>	Landscape peer review
<b>Attachment F</b>	Traffic assessment
<b>Attachment G</b>	Infrastructure assessment
<b>Attachment H</b>	Summary of submissions and further submissions
<b>Attachment I</b>	Recommendations on submissions
<b>Attachment J</b>	Relevant District Plan objectives and policies

## ABBREVIATIONS

<b>CRETS</b>	Christchurch, Rolleston and Environs Transportation Study
<b>CSM2</b>	Proposed Christchurch Southern Motorway – Stage 2
<b>EDA</b>	Existing Development Area (as per the Selwyn District Plan)
<b>ODP</b>	Outline Development Plan
<b>PC1</b>	Proposed Change 1 to incorporate Chapter 12A into the Regional Policy Statement
<b>PC2</b>	Proposed Plan Change 080002 to the Selwyn District Plan
<b>PC7</b>	Proposed Plan Change 080007 to the Selwyn District Plan
<b>PSP</b>	Prebbleton Structure Plan (Adopted 24 <sup>th</sup> February 2010)
<b>NRRP</b>	Canterbury Natural Resources Regional Plan
<b>RMA</b>	Resource Management Act 1991
<b>RPS</b>	Canterbury Regional Policy Statement
<b>RLTS</b>	Regional Land Transport Strategy
<b>SDP</b>	Selwyn District Plan
<b>UDS</b>	Greater Christchurch Urban Development Strategy and Action Plan 2007
<b>WCSAP</b>	Selwyn District Council Walking and Cycling Strategy and Action Plan

## 1. INTRODUCTION

- 1.1 My full name is Craig Robert Friedel. I am a Policy Planner for the Selwyn District Council. I hold the qualifications of Bachelor of Arts (Geography) from the University of Canterbury and Postgraduate Diploma in Resource Studies (Environmental Policy and Planning) from Lincoln University. I have subsequently been awarded Certificates of Proficiency in Advanced Resource Management Law, Advanced Urban and Regional Planning and Environmental Policy and Planning from Lincoln University.
- 1.2 I have worked in the field of planning and resource management for the last five years. This included three and a half years experience as an Environmental Consents Planner and Senior Environmental Consents Planner at Taupo District Council. I have been employed as a Policy Planner for the past year and a half at Selwyn District Council. I am a full member of the New Zealand Planning Institute. I am familiar with the Selwyn District, its resource management issues and the Selwyn District Plan.
- 1.3 This evidence:
- ☐ Sets out the contextual background and overviews PC2;
  - ☐ Outlines the planning context guiding development in Greater Christchurch, Selwyn District and Prebbleton and assesses PC2 against these sub-regional and local statutory planning initiatives;
  - ☐ Summarises and comments on the expert evidence attached to this report;
  - ☐ Sets out a recommendation, to accept or reject in whole or part, for each submission point;
  - ☐ Provides an assessment of PC2 against the statutory requirements set out in the RMA91 and the extent to which it satisfies the overall purpose and principles prescribed in Part II.

## 2. BACKGROUND

- 2.1 Prebbleton is one of the oldest settlements on the Canterbury Plains, having been established for more than 140 years. The fertile land surrounding the village has been utilised for market gardening and crops and the wider area supports an established equine industry. Prebbleton has a range of local services and community facilities. It is well placed on the strategic road network between Christchurch and Lincoln, being 6km from the City centre. The settlement has a distinct village character that is attributed to the historic fabric of the town, rural outlook and low-density living environments.
- 2.2 This high amenity and close proximity to Christchurch City has seen the township experience significant growth in the past 10 years, going from a 2001 population of 1,833 to a 2008 population of 2,121<sup>1</sup>.
- 2.3 The subject land is located to the south of Blakes Road, to the west of Cairnbrae Drive and directly north-west of the urban area of Prebbleton (see **Attachment A**). It is a rural land holding between the township and the Kingcraft Drive Existing Development Area (EDA). The site provides a semi-rural outlook on the western periphery of the township, which is commensurate to its current Rural (Inner Plains) Zone. The land that is subject to PC2 is surrounded by established Living Zones that range in size from between 600m<sup>2</sup> to 1,300m<sup>2</sup> to the east, rural lifestyle properties in the Kingcraft Drive EDA to the west and rural zoned land that has been identified for future residential 'Greenfield' development areas in Proposed Change 1 to the Canterbury Regional Policy Statement (PC1) to the north and south.
- 2.4 The land is level in contour and is currently being utilised for productive rural land uses. There are no sites of historic and/or cultural significance registered in the Appendices or Planning Maps of the Selwyn District Plan, nor is the land subject to any Designations

---

<sup>1</sup> Prebbleton Community Profile [www.statistics.govt.nz](http://www.statistics.govt.nz) and Business and Economic Research Ltd – Selwyn Growth Model

or Notices of Requirement. I concur with the more detailed site description provided in Section 2 of the application.

- 2.5 On the 15th of April 2008, William Blake Limited and M & N Coffey (the applicants) lodged a private plan change request. Plan Change 2 to the Selwyn District Plan (PC2) proposes to rezone approximately 18.85ha of existing rural land (Inner Plains) to a Living XA (Deferred) Zone. The deferral is to remain in place until there is adequate capacity in the Selwyn District Council operated reticulated sewage treatment facility to service the land for residential development.
- 2.6 PC2 seeks to incorporate: (a) New planning maps to amend the zoning on the subject land from Rural (Inner Plains) to Living XA (Deferred); (b) Additional wording to Policy B4.1.4 of the Growth of Townships section of the SDP to outline the zones form and to identify its consistency with PC1; (c) Add new rules in the SDP to allow, control or prohibit future residential development in this zone; and (d) Incorporate a new ODP into the SDP to coordinate development.
- 2.7 Key features of the proposal at the time of notification included:
- ☐ Approximately 200 households at a minimum density of 10 lots per hectare, provided in areas of low (Area A - 1,000m<sup>2</sup>), medium (Area B - 600m<sup>2</sup> to 900m<sup>2</sup>) and high (Area C - 400m<sup>2</sup> to 600m<sup>2</sup>) housing densities;
  - ☐ An ODP to facilitate the coordinated development of future subdivision and land uses;
  - ☐ Road access from two main access roads, including new intersections off Blakes Road and an extension of Cairnbrae Drive, and the provision of cycle and pedestrian links through a new access point off William Street;
  - ☐ Two stormwater reserves, one open space passive recreation reserve and an extension to the existing Williams Street playground; and
  - ☐ Deferral of development until there is adequate capacity in Council's reticulated sewage system.

PC2 was publicly notified on Saturday the 10<sup>th</sup> of October 2009, with submissions closing on Thursday the 12<sup>th</sup> of November 2009. A total of 21 submissions were received (see **Attachments H & I**). A summary of submissions and a call for further submissions were notified on the 1<sup>st</sup> December 2009. Further submissions closed on Wednesday the 16<sup>th</sup> of December 2009 and 6 were received. Submissions and further submissions have been circulated previously and are not attached to this report.

- 2.8 A notice pursuant to S37 has been issued to extend the statutory timeframe for receiving submissions set in the public notice issued in accordance with Clause 5 (3) of the RMA91. This decision formalises the acceptance of the late submission lodged by V & J Cannell [**S1459**].

#### ***Addendum assessments and updates***

- 2.9 A number of addendum assessments have been provided by the applicant since the notification of PC2. This material has been lodged in response to matters raised by Council staff, points raised in submissions and changes in the planning frameworks affecting Prebbleton. **Attachment B** includes the following additional assessments:
- ☐ A letter dated 31 May 2010 outlining a number of iterations to the plan change request, including: (a) Lower housing densities in Area C from 400m<sup>2</sup> to 600m<sup>2</sup> to a minimum lot size of 450m<sup>2</sup> and minimum average lot size of 550m<sup>2</sup>; (b) The inclusion of an indicative road layout to link the subject land to the PC1 'Greenfield' land directly to the south and the Meadow Mushrooms land to the east; (c) The extension of the Area B densities along the immediate boundary of the PC1 'Greenfield' land; and (d) Additional fencing height and setback restrictions.
  - ☐ An additional transport assessment prepared by the Traffic Design Group to consider the effects recent land use changes may have had on the road network since the original report was undertaken in September 2007.

- 2.10 The additional assessments, a summary of the subsequent amendments to PC2, and whether there is sufficient scope to facilitate these amendments through the submissions received, is assessed in [Section 4](#) and [Section 5](#) of this report.
- 2.11 It has become apparent in reviewing PC2 and the current District Plan that the proposed zone description of Living XA (Deferred) is in direct conflict with the Table A4.4 – Description of Townships Zone in the District Plan [A4-011].

Table A4.4 defines ‘Living X’ zones as:

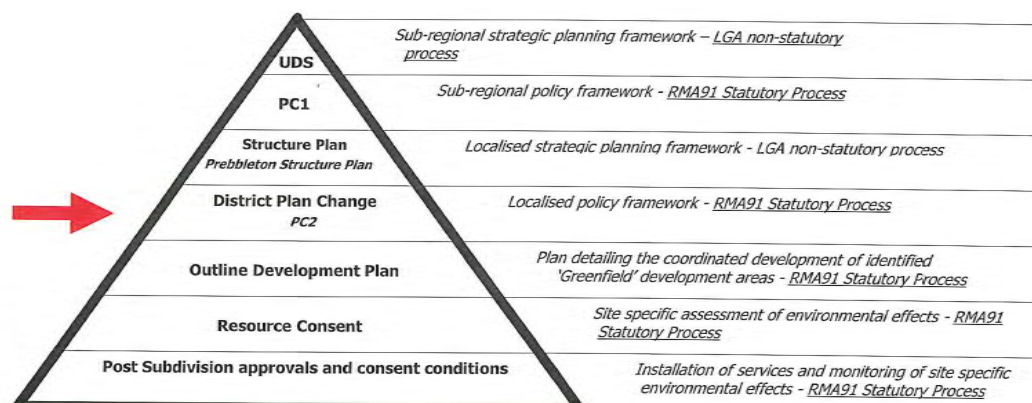
*“Areas zoned as Living but not yet developed. The developer may choose the residential density for the zone, but it may not be more than that of the Living 1 Zone in the township”.*

- 2.12 Therefore, the proposed Living XA (Deferred) Zone is inconsistent with Table A4.4 as it encompasses allotments that are less than the minimum average size of 800m<sup>2</sup> in the Living 1 Zone of Prebbleton.
- 2.13 I am of the opinion that a more appropriate description would be a ‘Living 1A6 (Deferred) Zone’ to ensure consistency with other zone descriptions in Prebbleton and to avoid confusion in interpreting and administering the District Plan. Council proposes to consolidate the zone descriptions and related provisions in Prebbleton as part of the forthcoming plan change (Plan Change 21) to facilitate the strategic management of growth in the township to align with the UDS, PC1 and the PSP.
- 2.14 These suggested amendments to the PC2 provisions were not raised in submissions. However, Clause 16 of the RMA91 enables local authorities to amend proposed plan change provisions without using the First Schedule process where the alteration is of minor effect, or is correcting a minor error. In this instance, the suggested changes have a neutral effect as they are restricted to ensuring the wording of the zone description and consequent changes are consistent with the District Plan. I believe it is appropriate to make the change without any risk of compromising the purpose and principles of the RMA91 or to undermine the participatory principles espoused within the Act.
- 2.15 **The Living XA (Deferred) zone has been retained throughout this report, with the amendments to the PC2 provisions outlined in [Section 8](#) [see [Amendments 1, 3 to 6, 8 & 9](#)] changing this zone description to the preferred Living 1A6 (Deferred) zone.**

### 3. PLANNING CONTEXT

- 3.1. The extent to which PC2 aligns with the sub-regional and local strategic planning frameworks are considered in the following sub-sections of this report. [Diagram 1](#) illustrates the hierarchy of planning processes currently in place within the Greater Christchurch sub-region.

**Diagram 1: Planning process overview within Greater Christchurch**



### ***SUB-REGIONAL PLANNING CONTEXT – UDS and PC1***

- 3.2. The Greater Christchurch Urban Development Strategy (UDS) delivers a strategic vision for Greater Christchurch by: (a) Detailing the location of future housing; (b) Facilitating the development of social and retail activity centre's; (c) Identifying areas for new development; and (d) Ensuring these activities are serviced with an integrated transport network and coordinated infrastructure<sup>2</sup>.
- 3.3. Proposed Change 1 to the Regional Policy Statement (PC1) was notified on the 28<sup>th</sup> July 2007 as a key statutory instrument to implement the UDS. The principle techniques employed in PC1 to achieve an integrated planning approach across the Greater Christchurch area include the identification of 'Urban Limits' around existing settlements and to allocate where, and at what rate, growth should occur from 2007 through to 2041.
- 3.4. The setting of urban limits aims to promote efficient development by achieving more compact settlements, whilst providing sufficient housing to accommodate the projected population growth and to cater for business land development. PC1 encourages intensification within Christchurch City and the larger peripheral towns in Selwyn and Waimakariri Districts to :
- ☐ Reduce urban sprawl;
  - ☐ Create efficiencies in the provision of infrastructure and operation of transport networks;
  - ☐ Reinforce existing commercial centres;
  - ☐ Provide a range of living environments and housing opportunities; and
  - ☐ Improve living spaces by bringing urban design into all aspects of planning.
- 3.5. The Independent Commissioners appointed by Environment Canterbury to consider the evidence and submissions on PC1 released their Recommendation on the 1<sup>st</sup> December 2009. The Recommendation accepts that PC1 is an appropriate response to the development issues affecting Greater Christchurch and that the goal of urban consolidation will lead to efficiencies in both the provision and use of infrastructure for urban development<sup>3</sup>. Urban limits were considered an appropriate mechanism to ensure the strategic integration of infrastructure and to achieve the intensification and consolidation measures advanced by PC1.
- 3.6. This Recommendation has been accepted by Environment Canterbury. Approximately 53 appeals to this decision have been received by the Environment Court. One appellant seeks the additional 'Greenfield' land allocated to Prebbleton to be removed. This land holding is referenced as SP4 in **Attachment C**, and is located on the southern boundary of the subject land.
- 3.7. S74 (2) (a) (i) of the RMA91 requires Selwyn District Council to have regard to PC1. Significant statutory weight should be afforded to PC1 as decisions on submissions have been released. The process has involved consultation, public notification, the calling for public submissions, further submissions, provided interested parties the opportunity to be heard and afforded rights of appeal.
- 3.8. The PC1 decision amends the phasing of urban development in Prebbleton by reducing the sequencing from three to two periods. In addition, the Urban Limit of Prebbleton has been extended to the west to include a land holding fronting Trents Road, which is located on the eastern periphery of the Kingcraft Drive EDA<sup>4</sup> (**Attachment C**). This land is located on the southern boundary of the subject site.
- 3.9. The inclusion of this property has been reflected in an increased allocation of 100 additional households to the four 'Greenfield' development areas (SP1, SP2, SP3 and SP4) in Prebbleton. These 'Greenfield' areas, coupled with the deferred zoned land,

---

<sup>2</sup> Greater Christchurch Urban Development Strategy and Action Plan 2007

<sup>3</sup> PC1 RPS: Executive Summary, Commissioners' Recommendation Report, 01.12.2009

<sup>4</sup> This area is identified in PC1 as SP4, which is referenced in Attachment B

provide a total of 1,295 households up to 2041. A minimum of 998 households are to be developed from 2007 to 2020, and a further 297 households from 2021 to 2041.

- 3.10. **Assessment:** Policy 1 of PC1 prescribes the Urban Limit for Prebbleton, which for the most part reflects the preferred growth path identified in the SDP. The appropriateness of the development site for residential intensification is confirmed in PC1, where it is identified as part of 'Greenfield' development area SP1 in Planning Map 1 H5 (**Attachment C**). The proposed densities align with the overall households allocated for Selwyn District through Policy 6 Table 2 of PC1, with the 200 households proposed in PC2 forming part of the 1,295 households allocated to accommodate the projected growth for Prebbleton over the next 30 years.
- 3.11. I support the conclusions drawn in the application that PC2 meets the objectives of PC1, reflects sustainable development that encompasses a co-ordinated approach and that the land is suitable for, and would be more effectively utilised in, residential forms of development<sup>5</sup>. The formalisation of a Living XA (Deferred) Zone incorporating the minimum densities of 10 households per hectare satisfies Policy 11 of PC1. PC2 will deliver a diversity of households and living environments for the future residents of Prebbleton. Policy 4 identifies Prebbleton as a town within the UDS area that is suitable to accommodate urban growth.
- 3.12. The co-ordinated development of PC2 with the established township to the north, east and south, and integration with the Kingcraft Drive EDA to the west, is assured by the requirement for any future development to align with the proposed ODP. The updated ODP provided in **Attachment B** now incorporates:
- ☐ Lower housing densities and landscape treatments along the western boundary (Area A – 1,000m<sup>2</sup> minimum net allotments area),
  - ☐ Traditional sized sections along the eastern boundary where it adjoins the established Living 1 Zone (Area B – 600m<sup>2</sup> minimum net allotment area and 900m<sup>2</sup> maximum net allotment area), and
  - ☐ Higher densities within the core of the site (Area C – 450m<sup>2</sup> minimum net allotment area and 550m<sup>2</sup> minimum average allotments area).
- 3.13. The updated ODP also seeks to integrate the PC2 land with the PC1 'Greenfield' land directly to the south and the Meadow Mushrooms land to the east by providing through connections and more standardised residential densities along the interface with the two sites. The substantive merits of these proposed changes and whether they are within the scope of submissions received on PC2 are considered in Section 5 of this report. In the context of PC1, I believe the ODP provided in support of PC2 is consistent with the general matters set out in Policy 8 and will go some way to incorporating the 'Greenfield' development into the existing town form.
- 3.14. I believe the ODP provided in **Attachment B** incorporates all the necessary urban design, public transport, reserves, infrastructure services, distribution of residential densities, pedestrian and cycle linkages specified in Policy 8 of PC1 and will deliver the high level of urban design anticipated by Policy 7.
- 3.15. Overall, I consider that PC2 is able to align with the relevant objectives and policies prescribed in PC1 and will deliver the UDS vision.

### **SELWYN DISTRICT PLANNING CONTEXT**

- 3.16. Selwyn District Council has advanced a number of initiatives to take a more directive role in determining where, and in what fashion, urban growth should occur in the eastern area of the District. These include: (a) Being a signatory to the UDS; (b) A partner in the development of PC1; (c) Adopting Structure Plans for Lincoln, Rolleston and Prebbleton; (d) Notifying Plan Change 7 (PC7) to incorporate a framework into the District Plan to manage the strategic residential growth of townships; and (e) Preparing

---

<sup>5</sup> PC2 Application Request; Paragraphs 3.6 and 3.7, Revision 3 December 2008

design guides for subdivision<sup>6</sup>, medium density housing and the subdivision of existing rural residential sections established within the township boundaries.

- 3.17. This represents a significant shift from a developer-led approach, to a more strategic planning framework incorporating community outcomes determined through structure plans and other strategic planning initiatives.

#### ***Proposed Plan Change 7 to the Selwyn District Plan (PC7)***

- 3.18. PC7 seeks to introduce substantial amendments to the SDP to provide for the strategic growth of townships and to introduce new subdivision and urban design standards. Emphasis is placed on implementing a planning framework that supports strategic residential growth in townships within the UDS area of the District, particularly Lincoln and Rolleston where Structure Plans had been adopted at the time of drafting PC7.
- 3.19. In addition, District-wide and Township objectives, policies and rules are proposed within the subdivision section of the SDP, which are accompanied by specific provisions and a design guide to facilitate medium density and comprehensive housing. This is to support the consolidation of townships and to achieve good urban design outcomes required by PC1. These principles include the delivery of high quality built forms that provide relatively private outdoor living areas, do not appear out of place due to their bulk or design and create appropriate streetscapes.
- 3.20. Medium density housing in the context of PC7 (Lincoln and Rolleston townships only) applies to maximum average allotment sizes of 450m<sup>2</sup> and minimum individual allotment sizes of 350m<sup>2</sup> <sup>(7)</sup>. The amended ODP, updated PC2 rules and the addendum assessments provided in **Attachment B** reduce the densities proposed in the Area C component of the Living XA (Deferred) Zone so that they are outside the definition of 'medium density' housing in PC7. These amendments, if accepted, would negate the need for the corresponding medium density housing provisions being advanced in PC7 to be carried through to PC2.
- 3.21. PC7 was publicly notified on the 27<sup>th</sup> February 2010 and 95 submissions have been received. Submissions were notified and further submissions were called on the 5<sup>th</sup> June 2010.

#### ***PREBBLETON PLANNING CONTEXT***

##### ***Prebbleton's urban form and limit to growth – Environment Court***

- 3.22. The Environment Court resolved in its decision on a number of appeals to the SDP relating to land in Prebbleton that the southerly limit of residential growth should be Trices and Hamptons Roads<sup>8</sup>. Particular emphasis was placed by the Court on the need to retain the greenbelt separation between Prebbleton and the Christchurch City territorial authority boundary to the north. The electricity transmission lines were identified as the limits to growth east of the existing urban form, with the Kingcraft Drive EDA and Shands Road being the preferred cut off points for growth to the west. The Court did not prescribe a definitive limit to growth to the west due to an absence of direction in the SDP at the time and because there was insufficient information at hand to reach a final conclusion<sup>9</sup>.
- 3.23. A plan was produced showing the extent of the Preferred Growth option for Prebbleton that illustrates the northern, eastern, southern and western limits to the townships growth<sup>10</sup>. This plan was inserted into the SDP as Appendix 31 to the Township Volume<sup>11</sup> (see **Attachment J**). These decisions identified the need for the urban form of Prebbleton to expand in a more compact concentric shape as the township had

---

<sup>6</sup> SDC's Subdivision Design Guide was recognised with a Best Practice award by the NZPI in 2010

<sup>7</sup> SDP: PC7 Table C12.1 – Allotment Sizes, 27.02.2010

<sup>8</sup> D Bates & Ors v Selwyn District Council C7/2006

<sup>9</sup> D Bates & Ors v Selwyn District Council C7/2006

<sup>10</sup> D Bates & Ors v Selwyn District Council C116/2006

<sup>11</sup> Selwyn District Plan: Township Volume Part E; Appendix 31, E31-001



become elongated along Springs Road from its traditional core south. The current urban form of Prebbleton has evolved from a high demand for residential properties, protection of the northern 'greenbelt' and the need to avoid Versatile Soils.

- 3.24. Policy B4.3.56 of the SDP reiterates that residential growth should be in the east and west directions to: (a) Create a compact concentric urban form; (b) Minimise pressure on Springs Road; and (c) Reduce the length of 'rural residential' boundaries and the corresponding increased potential for adverse reverse sensitivity effects.
- 3.25. Policy B4.3.5 outlines the general benefits associated with a compact concentric urban form in improving the functionality of townships, which include: (a) Reducing the number of allotments that share a boundary with the Rural Zone and the potential conflicts between incompatible land uses; (b) Facilitating the cost effective provision of services; (c) Reducing the travel distances to business and community facilities; (d) Maintaining the visual distinction between the rural area and townships; and (e) Reducing the impacts on the road network.
- 3.26. **Assessment:** I concur with the assessment provided in paragraphs 7.30 through to 7.43 of the application, where confirmation is provided that PC2 satisfies the Growth of Townships objectives and policies in the SDP.
- 3.27. The appropriateness of the site for intensification to urban densities is reinforced by the fact that the subject land is bordered by existing residential land to the east and rural residential development to the west. The land immediately to the south and to the north on the opposite side of Blakes Road have been identified for 'Greenfield' development under PC1 (SP1 and SP4). The intensification of the development site and the resulting urban form is considered appropriate as it achieves the following:
  - ☐ Consolidates the residential expansion of the township west of Springs Road to avoid 'ribbon' development along Springs Road in a manner that compliments the character of the area;
  - ☐ Represents a natural progression of the urban area based on logical physical boundaries;
  - ☐ Aligns with the District Plans directive to encourage new urban areas to be clustered around established settlements;
  - ☐ Achieves a compact concentric settlement pattern based on the logical progression of residential growth;
  - ☐ Is compatible with the established built forms on the directly adjoining properties, which includes existing and future residential densities to the north-east, east and south-east and rural residential development to the west; and
  - ☐ Avoids the potential for adverse reverse sensitivity effects arising from the continued use of the land for productive rural uses.
- 3.28. It is concluded that PC2 is consistent with the preferred urban limit to growth prescribed in Appendix 31 of the SDP and the anticipated urban form of Prebbleton.

#### ***Prebbleton Structure Plan (PSP)***

- 3.29. The PSP was adopted by Selwyn District Council on the 24<sup>th</sup> February 2010. The Structure Plan provides a strategic planning framework for coordinating development in the township for the next 30 years. It is a template for ensuring that the necessary housing, infrastructure and community needs in the township are provided, and that high standards of town planning and urban design are achieved.
- 3.30. The scope of the PSP was restricted to the Urban Limit prescribed in PC1 and does not review the appropriateness for the peripheral rural land to accommodate rural residential development or future urban expansion beyond 2041. The PSP lists the elements that contribute to the amenity and character of the township and outlines what actions should be taken to ensure these qualities are retained.
- 3.31. The PSP includes preliminary ODP's for each of the four 'Greenfield' development areas detailed in PC1. It prescribes the number of sections to be developed in each ODP, the timing of when it is to be developed and highlights the design elements

needed to ensure the necessary infrastructure, community services, character and residential forms of development are provided.

- 3.32. **Attachment D** includes the PSP map, a copy of Table 5 and the preliminary ODP prepared for the PC1 SP1 'Greenfield' development area encompassing the development site. Council is seeking to implement the PSP through Proposed Plan Change 21 (PC21), which will include a similar strategic planning framework to what is currently being advanced through PC7.
- 3.33. **Assessment:** The household yields and densities, infrastructure requirements, urban design outcomes and character elements being proposed in PC2 are consistent with the PSP. PC2 is not in conflict with any of the development constraints, community aspirations and issues identified in the PSP.
- 3.34. The PC2 ODP provided in **Attachment B** generally aligns with the preliminary ODP included in the PSP. The scope and substantive merits of the amended ODP are considered in more detail in **Section 5** of this report.

#### 4. EXPERT EVIDENCE

- 4.1 A number of expert reports have been commissioned to review PC2 and address the issues raised in submissions. These reports are provided in full as attachments to this report.

##### *Landscape peer review*

- 4.2 **Mr Andrew Craig**, of Andrew Craig Landscape Architects, undertook a peer review (**Attachment E**) of the methodologies used to formulate the Landscape and Visual Assessment prepared by Isthmus Group in support of PC2.
- 4.3 Mr Craig concludes that the Landscape and Visual Assessment is adequate, whilst identifying that it is substantially bolstered by additional information provided in the application by Aurecon. Mr Craig confirms that the ODP and Living XA (Deferred) Zone policy and rules will deliver high levels of landscape amenity in accordance with what can be expected for living zones in Prebbleton. Mr Craig further states that the proposal will be compatible with the surrounding land uses.
- 4.4 Mr Craig highlights a number of matters that require further consideration, these include:
- ☐ Confirmation of the boundary planting proposed for the ODP landscape buffer at the interface between the Living XA (Deferred) Zone and the Kingcraft Drive EDA and how this will be maintained in perpetuity;
  - ☐ Extent of the loss of rural based amenity on neighbours; and
  - ☐ The need for a rule to restrict front fences within the building setback.
- 4.5 The applicant's representative has confirmed that the landscape buffer is to be planted in accordance with an approved plan and that the ongoing management and maintenance to ensure the interface treatments remain effective will be achieved through private covenants.
- 4.6 The details of this management plan and consent notice should be formalised as part of any subsequent resource consent process, should PC2 be adopted. Amended wording to proposed Rule 12.1.3.35 is considered necessary to clarify the extent of landscape mitigation and the demarcation of the interface treatment from residential sections [Section 8 – Amendments 11 and 12]. The requirement also addresses the relief sought in submissions [**S1419** – D & P Williams].
- 4.7 The loss of rural amenity is a relevant consideration that has been assessed in the PSP and identified in the SDP. It is my opinion that giving effect to the longstanding preferred growth of Prebbleton outweighs the loss of rural amenity associated with the development site. Furthermore, the continued operation of the land holding in rural

productive uses may increase the risk of reverse sensitivity effects, with land on all four boundaries having either been developed to living zone standards or identified for future residential purposes.

- 4.8 An additional Rule is considered necessary to implement the mitigation proposed in the Landscape and Visual Assessment to restrict front fences within the minimum front building setback. The addendum assessment in **Attachment B** clarifies this matter by restricting fencing within the street setback to ensure consistency with the standard bulk and location standards prescribed in the District Plan. Mr Craig has considered this amended provision, in addition to the other supplementary material lodged since the close of submissions, and concluded that he supports these changes.
- 4.9 Mr Craig recommends a number of amendments to proposed Policy B4.1.4 and the proposed rules being sought by PC2. These changes are all considered appropriate for the reasons stated in Mr Craig's evidence and have been included in the Recommended Changes detailed in Section 8 [Amendments 8, 9, 11, 12 and 13] of this report.
- 4.10 It is considered that there is scope provided in the submissions to facilitate these amendments as they are addressing submitters concerns with the potential incompatibility of the households proposed in PC2 with the existing residential form and character of the town [**S1422.02** – G & R Savage, **S1411.03** – D Schurgers, **S1412.02** – G Craig, **S1420.02** – H Steer, **S1421.01** – P Reveley and **F1412** G Craig, **F1460** A Meaclem & R Hyndham and **F1461** K & S Coffey].

#### ***Traffic assessment***

- 4.11 **Jeff Owen**, a traffic engineer with AECOM New Zealand Ltd, has provided a report (**Attachment F**) that considers the initial Transport Assessment and Addendum Report prepared by Traffic Design Group in support of PC2.
- 4.12 Mr Owen confirms that the expected increase in vehicle movements generated by the proposal can be accommodated within the existing road network. The report identifies that PC2 is consistent with the SDP and aligns with the PSP.
- 4.13 Mr Owen concludes that PC2 is thorough and addresses the relevant transport related issues that can be addressed at this time. Mr Owen agrees with the Transport Assessment Reports prepared by the Traffic Design Group, stating that any subsequent subdivision is unlikely to have any significant effect on the safety or efficiency of the surrounding road network.
- 4.14 Mr Owen verifies the need for additional road connections linking the subject land to the 'Greenfield' land to the south and the Meadow Mushrooms site to the east detailed in the PSP. This supports the wider road hierarchy, connectivity and enhances the use of alternative modes of transport. These additional connections are outlined in the PSP and supported in submissions. As noted previously, the addendum assessment and amended ODP in **Attachment B** now includes the connections between the PC2 land and the PC1 'Greenfield' land to the south and the Meadow Mushroom land to the east. These amendments provide the relief sought in submissions [**S1419.06** – D & P Williams and **F1458** – Ecan].
- 4.15 Mr Owen has considered several traffic matters raised in submissions on PC2. These are reported on in Section 5 of this report, which considers the submissions received.

#### ***Infrastructure assessment***

- 4.16 **Mr Hugh Blake-Manson**, Council's Asset Manager Utilities, has provided a report (**Attachment G**) that assesses the Servicing Report prepared by Auercon Limited.
- 4.17 Mr Blake-Manson concludes that PC2 sufficiently accounts for the water, wastewater and stormwater utilities and confirms that there are no fundamental reasons to not allow the plan change to proceed.
- 4.18 A number of matters are raised in Mr Blake-Manson's report that will need to be addressed by the land owner prior to onsite works commencing. It is considered that

the resource consent process, should PC2 be formalised, is the appropriate time to provide this information to ensure that the necessary conditions are imposed on the future design, construction, operation and maintenance of utility services and related infrastructure. No additional amendments to the Living XA (Deferred) Zone in relation to infrastructure are considered necessary.

## 5. SUBMISSIONS

5.1 A total of 19 submissions (including the one late submission) oppose PC2, one submission is in support and one submission opposes PC2 in part (**Attachment H**). Six further submissions were received.

5.2 These submissions have been grouped into the following topic areas and assessed accordingly:

- (i) Section sizes and density
- (ii) Vehicle movements;
- (iii) Cycle ways and walkways;
- (iv) Infrastructure;
- (v) Nuisance effects;
- (vi) Reserves;
- (vii) ODP and District Plan provisions; and
- (viii) Natural habitat.

5.3 Recommendations on each submission are described in this section and summarised in **Attachment I**.

### ***(i) Section sizes and housing density***

#### ***Proposed amendments to PC2 (as notified)***

5.4 A number of amendments to PC2 were introduced in Section 2 of this report and included in **Attachment B**. These changes were received from the applicant after the submission period had closed. The changes that are of particular relevance to the submissions that have raised concerns with the proposed section sizes and housing densities proposed in PC2 are:

- ☐ A decrease in the housing densities proposed for Area C from 400m<sup>2</sup> to 600m<sup>2</sup> to 450m<sup>2</sup> minimum lot sizes and an average minimum lot size of 550m<sup>2</sup>. This change has been promoted to address concerns raised in submissions and to avoid uncertainty or inconsistency with PC7; and
- ☐ An extension of the more standardised residential section sizes contained in Area B to replace the low density sections along the border of the PC1 'Greenfield' land directly to the south. This change has been promoted to align PC2 with the PSP and decisions released on PC1, which has identified the land directly to the south as a future residential 'Greenfield' area.

5.5 It is my opinion that the first set of amendments are appropriate in ensuring that the higher housing densities proposed as part of PC2 are now outside of what are considered 'medium' density housing in the context of Council's PC7 and PC1. These amendments are deemed to be within the scope of the submissions received, specifically those pertaining to section sizes and housing densities.

5.6 The second proposed amendment to PC2 and the ODP are also considered to be appropriate. This is because the increased densities along the interface between the PC2 land and the PC1 'Greenfield' residential land will facilitate a more co-ordinated development of the wider area by providing graduated residential densities on the eastern limits of the town. In addition, the increased density of Area B will offset the lower densities within Area C, which will ensure that the overall yield of the PC2 land

satisfies the minimum densities of 10 households per hectare prescribed for Prebbleton 'Greenfield' residential areas in Policy 11 of PC1. The amended ODP also better aligns PC2 with the wider contextual analyses formulated in the PSP.

- 5.7 However, there is a degree of uncertainty as to whether this particular amendment is:
- (a) Within the scope of submissions received on PC2;
  - (b) Whether formalising the change may result in additional effects over and above what could have been anticipated by a reasonably well informed person in reviewing PC2 at the time of notification and the submissions received; and
  - (c) Whether all potentially affected parties have been given the necessary opportunity to consider and lodge submissions on the change outlined above.
- 5.8 The applicant in the covering letter provided in **Attachment B** states that the amended densities are within scope as they address the relief sought in submissions [**S1419.06 – D & P Williams and S1415.02 – P & J Francis**] (see **Attachment H**). However, the degree to which these submissions are able to facilitate the proposed change is subjective depending on how the relief being sought in submissions is interpreted.
- 5.9 In this instance I am not convinced that the submissions referenced above specifically seek the Area B densities now proposed in the amended ODP, nor am I confident that all potentially affected parties could have ascertained the effects that could arise from formalising this component of the amended ODP through a review of the summary of submissions.
- 5.10 It is for the above reasons that I support the increased densities along the interface between the PC1 'Greenfield' land to the south and the subject property in principle, but believe that such a change is beyond the scope of the relief sought by the submissions received on PC2 [**Section 8 – Amendment 2**].
- 5.11 The implementation of the PSP through PC21 is likely to include higher densities along this interface to assist in the coordination of future urban development. This process would provide an opportunity for all potentially affected parties to review such a change and to make an informed decision on whether to participate in the process to consider its merits.

#### ***Consideration of the submissions on section sizes and household density***

- 5.12 A number of submitters raise concerns about the high density component of PC2 (Area C) and seek that it is reallocated to either medium or low density households to preserve the character of the area and to align with the PSP [**S1404.02 – C Fossey**], **1407.01 – B Gomibuchi and 1415.02 – P & J Francis**]. These submissions were supported by one further submission [**F1412 – G Craig**].
- 5.13 Similar submission points oppose PC2 as it is believed that densities any higher than one dwelling per 600m<sup>2</sup> are too high and that the current densities of at least one dwelling per 800m<sup>2</sup> should be retained [**S1406.06 – K Gillespie, 1408.01 & 1408.02 – A Berry, 1409.02 – A Rudd, 1421.01 – P Reveley, 1459.04 – V & J Cannell (Late Submission)**]. These submissions were supported by three further submissions [**F1412 – G Craig, F1460 – A Meaclem & R Hyndman and F1461 – K & S Coffey**].
- 5.14 Two submitters seek the plan change request to be rejected and the original village left in its current size [**S1411.01 & 1411.03 – D Schurgers and 1412.02 – G Craig**]. These submissions were supported by one further submission respectively [**F1412 – G Craig**].
- 5.15 **Assessment:** I support the conclusions drawn in the application, where it states that the proposed Living XA (Deferred) Zone is consistent with the UDS, PC1 and PSP<sup>12</sup>. The PC2 densities are generally compatible with the established development in the immediate vicinity of the site, where the adjoining Cairnbrae Drive, Waratah Park and

---

<sup>12</sup> PC2 Application Request: Paragraph 8.1, Revision 3 December 2008

Williams Street have housing densities of 9.5, 9 and 9 dwellings per hectare respectively. The amended ODP further aligns PC2 with PC1 and the PSP.

- 5.16 The household densities of Area C have been reduced to facilitate larger lot sizes that reflect more standard, rather than 'medium', residential densities. The higher densities of development are contained within the centre of the development site (Area C) to reduce any effects on the amenity of directly adjoining residents. The graduated densities proposed in PC2 will integrate land that has been identified for future residential use for some time into the Living 1 Zone to the east. A clear demarcation with the lifestyle living environments of the Kingcraft Drive EDA to the west has been provided, which is also supported by lower housing densities and landscape mitigation along this residential/rural residential interface.
- 5.17 It is apparent in reviewing a number of the submissions opposing PC2 that local residents believe their amenity will be compromised by multi-level apartments. There is also a negative perception that densities ranging between one household per 400m<sup>2</sup> to 800m<sup>2</sup> will attract lower socio-economic groups into the community and deliver poor quality developments.
- 5.18 It is acknowledged that the higher densities of development that form a component of PC2 is more intensive than the 800m<sup>2</sup> sections that have been the norm in Prebbleton until recently. However, a paradigm shift in thinking of the current and future land owners in Greater Christchurch is required to facilitate the urban consolidation principles in PC1. This includes the need to intensify urban areas to curb sprawl, provide sustainable transport networks, promote alternative modes of transport, achieve a critical mass of household to support the integrated provision of infrastructure and to minimise adverse effects on natural resources.
- 5.19 Higher density housing does not equate to lower quality development. The Living XA (Deferred) Zone will provide mixed density housing to meet a wider range of needs as people enter different stages in life. There are sufficient development controls in the Township Volume of the SDP and PC2 to preserve the character of Prebbleton. The Subdivision Design Guide also provides a non-statutory mechanism to ensure the best urban design outcomes for future subdivisions in the town are delivered.
- 5.20 Several amendments to the PC2 provisions are suggested in Section 8 [Amendments 2, 3, 4, 5, 6, 7, 8, 10, 11, 13] to address the above submissions and to make the Living XA (Deferred) Zone policy and rules more specific and prescriptive. These include restricting fencing within 4m of the street setback to ensure consistency with the current Living Zone bulk and location setbacks and rewording of proposed Policy B4.1.4.
- 5.21 As detailed previously, the high density component (Area C) of PC2 has been reduced to address concerns raised in submissions and to better align the proposed zoning with the PSP. I believe that the necessary integration of the PC2 land holding with the wider township will be able to be successfully achieved. In addition, PC2 will satisfy the minimum household yields prescribed in PC1 to facilitate urban consolidation, without undermining the character of Prebbleton.
- 5.22 There is uncertainty in the submissions received as to the difference between medium and standard housing densities. As means of clarification, the Area C densities proposed in PC2 will accommodate stand alone homes that are akin to standard residential areas, rather than the more intensive living environments encompassing 'medium' density or 'comprehensive housing'. It will not include connected terraces of houses, apartments or closely spaced homes built "one behind the other".
- 5.23 The adoption of the suggested amendments to the Living XA (Deferred) Zone provisions will ensure that PC2 delivers the same quality of living environments as standard residential developments. This includes providing sufficient private yard space, ensuring the higher housing densities do not appear out of context due to their bulk or design and that the streetscape is not compromised.

- 5.24 I believe that PC2 is able to deliver an integrated and sustainable development framework to meet the demand for housing in Prebbleton without compromising the character elements detailed in the PSP<sup>13</sup>.
- 5.25 One submitter recommends that any future sections are a minimum size of 800m<sup>2</sup> unless for over 60's units [**S1405.02** – *J Dixon*]. This submission is supported by one further submission [**F1412** – *G Craig*]. The reasons given for precluding higher densities of development are the need to avoid ghetto style housing. A similar submission recommends that high density housing not be constructed unless for retirement purposes and that it be restricted if there is no demand for this form of development [**S1422.02** – *G & R Savage*]. This submission is also supported by one further submission [**F1412** – *G Craig*].
- 5.26 **Assessment:** The above submitters indicate a degree of comfort with higher densities of development, but only where they are provided as elderly persons housing. As detailed above, the higher densities of development in the Living XA (Deferred) Zone are limited to a portion of the site within a generally centralised location some distance from current residential land. The applicant has lowered the densities of Area C to address the above submissions and to align PC2 with PC1 and the PSP.
- 5.27 Higher density housing of the nature proposed in Area C will not equal low quality housing, rather it will provide for a diversity of living environments within Prebbleton to meet a wider range of needs. This includes singles, small families, professionals or elderly persons who want the convenience, amenity, services and social networks available in a small semi-rural town but do not want large sections, gardens or yard space to maintain.
- 5.28 The existing bulk and location standards will continue to apply to the Living XA (Deferred) Zone, which ensures that any future dwellings will be of a similar form to what already exists in Prebbleton.
- 5.29 One submission point opposes PC2 on the grounds that the proposed through road will fail to retain the character and atmosphere of Prebbleton [**S1413.02** – *M Hollis*]. This submission is supported by two further submissions [**F1412** – *G Craig* and **F1461** – *K & S Coffey*].
- 5.30 **Assessment:** The proposed through road is not only essential in providing the necessary links and connectivity for the Living XA (Deferred) Zone, but also in enabling the integrated development of the western urban area of Prebbleton. The road hierarchy has been formulated to direct vehicles to the appropriate connection points, which is based on a grid layout that is conducive to efficient vehicle, pedestrian and cycle movements. I believe that the proposed network will assist in integrating development on the western side of Springs Road with the town centre, services, community facilities (town hall and bus stops), identified 'Greenfield' development areas and established residential neighbourhoods to the east of the site.
- 5.31 The PSP identifies the through road as a key component of a future walking and cycling route that will eventually link the open space reserves, town centre and community facilities through a dedicated circular network<sup>14</sup> (see **Attachment D**). These factors will promote the character and liveability of Prebbleton by promoting a conventional grid layout in preference to cul-de-sacs.
- 5.32 Two submission points seek the provision of low density housing to the rear of the directly adjoining properties fronting Norris Street. These same submissions also request that restrictions are placed on multi-level buildings [**S1420.02** – *H Steer* and **1421.01** – *P Reveley*]. One further submission supporting S1420.02 and three further submissions support S1421.01 were received [**F1412** – *G Craig*, **F1460** – *A Meaclem & R Hyndman* and **F1461** – *K & S Coffey*].

<sup>13</sup> The PSP identifies that the current village can support a limited amount of development over the next 30 years, but highlights a number of qualities that contribute to the character of the township that need to be protected. These include: (a) sense of character; (b) rural aspect; and (c) sense of community.

<sup>14</sup> PSP: 11.3 Circular Walking and Cycling Route, Page 54

- 5.33 **Assessment:** Only a small portion of higher density housing is proposed (Area C 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes), which are located centrally within the site away from the established residential areas on the eastern boundary of the site. As stated above, the high density component (Area C) of PC2 has been reduced to address concerns raised in submissions and to better align the proposed zoning with the PSP. This will ensure that the PC2 land holding will be integrated into the surrounding land and the wider township. It will also satisfy the minimum household yields prescribed under PC1 to facilitate urban consolidation, without undermining the character of Prebbleton.
- 5.34 The interface between the existing residential land and the PC2 land is proposed to incorporate allotments ranging from between 600m<sup>2</sup> to 900m<sup>2</sup> (Area B) to achieve a graduated density. This layout will avoid any housing that is significantly more intensive than the standard Living 1 Zone (800m<sup>2</sup>) allotments in Prebbleton, which are located directly adjacent to the properties fronting Norris Street.
- 5.35 The standard maximum building height of 8m will apply to all future housing in accordance with the SDP unless resource consent is sought. This will preclude multi-level housing and provide the submitters with a degree of certainty that the bulk and location of any future houses in the Living XA (Deferred) Zone will be consistent with other residential areas in Prebbleton. In any case, I do not believe that the provision of the smaller lots in Area C will be inappropriate.
- 5.36 One submission point requests Council to ensure that infill development occurs before 'Greenfield' land is developed and that one set of consistent planning rules should apply to all [**S1417.02 – Akaroa Orchards**].
- 5.37 **Assessment:** Council cannot preclude the lodgement of private plan change requests and resource consent applications, which provide scope for innovation, facilitates 'effects' based planning and enables sustainable development that has not necessarily been anticipated by the District Plan to occur where it satisfies the purpose and principles of the RMA.
- 5.38 The comprehensive suite of development controls that apply to the 350m<sup>2</sup> sections in the Living L1A5 Zone of Prebbleton are not considered appropriate for PC2, which has mixed densities where larger sections on the periphery offset the smaller sections proposed for the central core of the site.
- 5.39 It should also be recognised that the Living 1A5 Zone package was formalised prior to PC1, which has set urban limits to growth, identified 'Greenfield' development areas and prescribed minimum household densities. The strategic planning approaches espoused in PC1 and the PSP are preferred to intensifying established residential areas, as conflict is likely to arise where the character and amenity of existing residents may be compromised by significant infill development.

**RECOMMENDATION:**

That for the reasons discussed, all the above submissions **1422.02, 1405.02, 1411.01, 1411.03, 1412.02, 1406.06, 1408.01, 1408.02, 1409.02, 1421.01, 1459.04, 1404.02, 1407.01, 1417.02, 1415.02, 1413.02, 1420.02** and further submissions **F1412, F1460 and F1461** be **ACCEPTED IN PART** and submission **1417.02** be **REJECTED**.

**(ii) Vehicle movements**

- 5.40 Six submitters oppose PC2 on the grounds that any additional vehicle movements down Williams, Norris and Charles Streets should be restricted [**S1405.01 – J Dixon, 1406.01 & 1406.02 – K Gillespie, 1409.01 – A Rudd, 1411.02 – D Schurgers, 1412.01 – G Craig, 1415.01 – P & J Francis**]. One further submission supports the above submission points [**F1412 – G Craig**]. Nine similar submission points recommend that Council decline PC2 and that the proposed road connections accessing Williams Street should be amended to cycle and pedestrian links only [**S1404.01 – C Fossey, 1413.01**].



& **1413.03** – M Hollis, **1414.02** – N Carlisle, **1416.01** – W Nicholson, **1418.01**, **1418.02** & **1418.03** – B & D Craddock and **1422.01** – G & R Savage].

- 5.41 **Assessment:** The request proposes a grid layout that is conducive to good pedestrian permeability, whilst also recognising the capacity and hierarchy of the local roads that feed into the development site. This is to achieve an integrated road network that promotes connectivity, whilst having the least impact on existing and future residents and road users. This road network, and the associated pedestrian and cycle links, align with what is anticipated in the UDS and PC1 at a strategic level. It also aligns with the PSP and assists to deliver an integrated road network for the township.
- 5.42 All potentially adverse traffic effects arising from the proposal have been considered by Traffic Design Group in the request, and subsequent addendum transport assessment, and by AECOM on behalf of the Council. These traffic assessments have concluded that any additional vehicle movements that can be attributed to PC2 will not compromise the safety and efficiency of the road network.
- 5.43 A number of submitters (eight) have concerns that the additional vehicle movements will compromise the safety of residents, including children, elderly and learning impaired persons living in Williams, Norris and Charles Streets. Particular concerns were raised for the safety of children commuting to the Primary School, the Williams Street playground and the Plunket rooms at the corner of Williams Street and Springs Road [**S1404.01** – C Fossey, **1405.01** – J Dixon, **1406.01** – K Gillespie, **1411.02** – D Schurgers, **1412.01** – G Craig, **1414.02** – N Carlisle, **1416.01** – W Nicholson, **1418.01** & **1418.04** – B & D Craddock and **1422.01** – G & R Savage]. These submission points were supported by one further submission [**F1412** – G Craig].
- 5.44 **Assessment:** Mr Owen of AECOM considered these submission points and concluded that the traffic volumes for Williams, Charles and Norris Streets are low, that the carriageway specifications and road status are able to cater for the projected household numbers, and that these vehicle movements can be incorporated into the wider network without compromising road safety or efficiency.
- 5.45 One submission point opposes any additional vehicle movements as it is believed it will exacerbate car parking overspill associated with the Primary School on Blakes Road [**S1413.01** – M Hollis]. One further submission was lodged in support of this submission point [**F1412** – G Craig].
- 5.46 **Assessment:** Mr Owen has inspected the site and did not encounter any parking overspill at the time of his visit. However, Mr Owen notes that there is no existing broken yellow limiting parking or yield control at the Blakes Road and Norris Street intersection.
- 5.47 It is recommended that these controls are investigated further at the time of subdivision, should PC2 be adopted. This approach has been confirmed as being appropriate by Council's Asset Manager: Transportation.
- 5.48 Three submission points recommend that Council decline PC2 on the grounds that any additional vehicle movements through the Waratah Park and Cairnbrae Drive subdivisions should be restricted [**S1459.01**, **1459.02** & **1459.03** – V & J Cannell (*Late Submission*)]. One further submission was lodged in support of this submission point [**F1412** – G Craig].
- 5.49 **Assessment:** As detailed above, this through connection is required to achieve the necessary road hierarchy to effectively service the subject land and the transport network supporting development to the west of Springs Road.
- 5.50 Mr Owen considered these submission points and concludes that the traffic volumes through the Waratah Park development via Lindsay Drive and Cairnbrae Drive are low, the carriageway specifications and road status are able to cater for the projected household numbers, which can also be accommodated into the wider road network without compromising road safety or efficiency.

**RECOMMENDATION:**

That for the reasons discussed, submissions **1405.01**, **1406.01**, **1406.02**, **1409.01**, **1411.02**, **1412.01**, **1415.01**, **1404.01**, **1413.01**, **1413.03**, **1414.02**, **1416.01**, **1418.01**, **1418.02**, **1418.03**, **1422.01**, **1404.01**, **1405.01**, **1406.01**, **1411.02**, **1412.01**, **1414.02**, **1416.01**, **1418.01**, **1418.04**, **1459.01**, **1459.02**, **1459.03** and further submission **F1412** be **REJECTED** and submission **1413.01** and further submission **F1412** be **ACCEPTED IN PART**.

**(iii) Cycle ways and walkways**

- 5.51 Two submitters support and encourage the cycle way and walkway network proposed in the ODP of PC2 [**S1405.03** – *J Dixon* and **1418.06** – *B & D Craddock*]. Two similar submission points seek to restrict additional vehicle movements onto Williams Street, which they feel should be integrated into the development site by a walkway access and cycle way link only [**S1414.01** – *N Carlisle* and **1418.04** – *B & Craddock*]. These two submissions are supported by one further submission [**F1412** – *G Craig*].
- 5.52 **Assessment:** In my view the provision of an integrated road network that includes dedicated space for cycling, walking and other modes of transport as alternatives to private motor vehicles is essential in delivering liveable urban areas that have safe and efficient transport and commuter networks. This is supported by a number of sub-regional and local planning strategies<sup>15</sup> and confirmed in the traffic assessments undertaken by Traffic Design Group and AECOM.
- 5.53 Any restrictions on vehicle movements through the proposed Williams Street access will compromise the efficiency of the remaining road network provided in PC2. The cycle way and walkway network proposed in the ODP and PC2 provisions are therefore considered to be necessary and appropriate.

**RECOMMENDATION:**

That for the reasons discussed above, submissions **1405.03** and **1418.06** be **ACCEPTED**, submissions **1414.01**, **1418.04** and further submission **F1412** be **REJECTED IN PART**.

**(iv) Infrastructure**

- 5.54 Two submission points identify that PC2 should not proceed until there is sufficient capacity in the reticulated wastewater system [**S1406.04** – *K Gillespie* and **1417.01** – *Akaroa Orchards*]. One further submission was lodged in support of these submission points [**F1412** – *G Craig*].
- 5.55 **Assessment:** PC2 is seeking a deferred zone acknowledging that wastewater connections are not currently available, but that Council will have sufficient network capacity in the near future.
- 5.56 Development in Lincoln, Prebbleton, Springston and Tai Tapu are currently dependent upon an agreement with Christchurch City Council, which enables wastewater from these townships to be pumped to the Bromley Plant for treatment and disposal. This arrangement is unable to be continued.
- 5.57 The existing demand for connections, coupled with the additional households proposed in the 'Greenfield' development areas within PC1, has necessitated Selwyn District Council to progress the East Selwyn Sewer Scheme (ESSS). The ESSS involves a

<sup>15</sup> UDS, PC1, CRETS, Regional Land Transport Strategy 2008 – 2018, Canterbury Regional Travel Demand Management Strategy 2008, SDC Walking and Cycling Strategy & Action Plan and the Prebbleton Structure Plan

significant upgrade to the existing Pines Wastewater Treatment Plant in Rolleston to cater for the long term growth projected for the eastern area of Selwyn District<sup>16</sup>.

- 5.58 The District Plan acknowledges this situation and land has been rezoned in Prebbleton for intensification to residential densities in lieu of available wastewater connections being available<sup>17</sup>. This is in recognition that these deferred zones satisfy the objectives and policies of the SDP, including those relating to the Preferred Growth option for Prebbleton, and the relative surety that connections will be made available in the short to medium term.
- 5.59 On this basis, I am of the opinion that the Deferred Zone proposed in PC2 is consistent with the approach undertaken to rezone land in Prebbleton in recent years and is appropriate under the circumstances.
- 5.60 Two submission points identify that the density of development proposed will place a strain on community resources, such as the Primary School, road network, sewer, water supply and public transport [**S1408.03** – *A Berry and 1411.01* – *D Schurgers*]. These two submission points are supported by one further submission respectively [**F1412** – *G Craig*]. One similar submission point seeks assurances that the necessary investment will be given to easing the current pressure on what they believe is already stretched infrastructure in the township [**S1418.05** – *B & D Craddock*]. One further submission was lodged in support of this submission point [**F1412** – *G Craig*].
- 5.61 **Assessment:** The PSP has investigated the infrastructure requirements, public transport needs and necessity for an additional school based on the projected households in the township up to 2041. This takes into account the additional households proposed in PC2 and the projected population growth anticipated for Prebbleton over the next 30 years.
- 5.62 Environment Canterbury and the Ministry of Education have confirmed that additional bus services and school are not required when assessed against the 30 year population projections. Council is also progressively upgrading the road network and infrastructure services through implementing Asset Management Plans and the capital works programme identified in the Long Term Council Community Plan.
- 5.63 The consistency of PC2 with the PSP confirms that development is able to be co-ordinated in a manner that will avoid any undue strain on existing infrastructure, services and community facilities. Council's Asset Manager: Utilities has reviewed the application and confirmed that there are no fundamental concerns with the provision and operation of infrastructure to the Living XA (Deferred) Zone.
- 5.64 One submission point seeks reassurance that an existing soak pit, thought to be located on the subject land in close proximity to the existing residential area, is recognised and factored into any development of the site [**S1421.03** – *P Reveley*]. This is to avoid any adverse drainage problems caused to the submitter's land, who has experienced run-off from the property during high rainfall events.
- 5.65 A similar submission raises concerns that the new subdivision may increase the risk of flooding into adjacent properties [**S1422.03** – *G & R Savage*]. One further submission was lodged in support of this submission point [**F1412** – *G Craig*].
- 5.66 **Assessment:** The application identifies that the treatment and disposal of stormwater to ground is the preferred method given the nature of the soils and the limited stormwater reticulation available to service the site. A number of comprehensive measures to ensure that stormwater and associated run-off are treated and disposed of within the development site are outlined in PC2.

---

<sup>16</sup> Resource consents have recently been lodged with Environment Canterbury to establish and operate the ESSS. Notices of Requirement to designate the necessary land for the ESSS have been lodged with Selwyn District Council and are expected to be notified shortly. The modular plant and associated land proposed as part of the ESSS will be sufficient to cater for the treatment and disposal of reticulated wastewater in the UDS Area of Selwyn District for the next 100 years.

<sup>17</sup> Land in Prebbleton that has been zoned, and in some circumstances consented, pending the availability of reticulated wastewater connections – Living X (Deferred), Living 1A (Deferred), Living 2A (Deferred), Living 1A5 (Deferred) and Business 1 (Deferred).

- 5.67 Councils Asset Manager Utilities has confirmed that more specific investigations will be required at the subdivision consent stage to ensure that stormwater is appropriately managed, including the need to obtain the necessary stormwater discharge consents from Environment Canterbury. No impediments to the efficient treatment and disposal of stormwater have been identified and the site is some distance from the high water table and flood prone land in Prebbleton, which is to the east of Springs Road.

**RECOMMENDATION:**

That for the reasons discussed above, submissions **1406.04**, **1417.01**, **1408.03**, **1411.01**, **1418.05** and further submission **F1412** be **REJECTED** and submissions **1421.03** and **1422.03** and further submission **F1412** be **ACCEPTED IN PART**.

**(v) Nuisance effects**

- 5.68 Several submitters seek compensation payments for any extra cleaning costs incurred as a result of earthworks, including dust and airborne pollution [**S1410.02** - *B Jeurson*, **1420.01** – *H Steer* and **1421.02** – *P Reveley*]. One further submission supports these submissions [**F1412** - *G Craig*]. Two similar submission points seek clarification of the measures proposed to mitigate noise nuisance and requested that notice be provided several months prior to construction commencing on the site [**S1410.01** – *B Jeurson* and **1422.04** – *G & R Savage* respectively]. One further submission supports these submissions [**F1412** - *G Craig*].
- 5.69 **Assessment:** The District Plan currently includes provisions to reduce nuisance effects in a general sense, by prescribing noise limits and controlling earthworks for example. It is also standard practice to prescribe conditions on resource consents requiring development works to comply with an approved Earthworks Management Plan<sup>18</sup>.
- 5.70 I believe the submissions and further submission raise valid resource management issues, but that the appropriate time to address these concerns is when the necessary resource consents are sought to develop the Living XA (Deferred) Zone, should it be incorporated into the SDP. In my view it is not necessary to require any additional provisions to be included in PC2 to avoid, remedy or mitigate potential nuisance effects.

**RECOMMENDATION:**

That for the reasons discussed above, submissions **1410.01**, **1410.02**, **1420.01**, **1421.02** and **1422.04** and further submission **F1412** be **ACCEPTED IN PART**.

**(vi) Reserves**

- 5.71 One submitter requests that the subject land be developed as an 18.58ha park or left in its current rural state [**S1406.05** – *K Gillespie*]. This submission is supported by one further submission [**F1412** – *G Craig*].
- 5.72 **Assessment:** The PSP has identified the reserve land required for the projected population of the township up to 2041. This includes a 10ha extension to Prebbleton Domain and a number of local reserves throughout the PC1 'Greenfield' development areas of the village. This reserve provision has been determined on a per capita and spatial proximity basis<sup>19</sup>. The PSP provides a degree of certainty to the community and

<sup>18</sup> An Earthworks Management Plan as part of the conditions of a resource consent typically include measures such as restricted hours of operation, installation of noise dampers on heavy machinery, measures to contain silt laden run-off, suppress dust, limit the time and extent of earth exposed, compensation for any damage to property arising from development works and the provision of contact details of site manager's and other health and safety information.

<sup>19</sup> PSP: 4ha of active recreation reserve per 1,000 residents and passive reserves within a 400m radius of Living zoned land

Asset Managers on the capital expenditure and rates projected for the next 30 years, and ensures the current and future residents would be provided with quality passive and active reserves as the township grows.

- 5.73 There are two open space reserves, and a further two stormwater reserves, incorporated in the proposed PC2 ODP to provide for the direct needs of the future residents of the subject site and those living on the periphery. This reserve provision generally aligns with the preliminary ODP prepared for the PSP (see **Attachment D**).
- 5.74 In my opinion, size and location preclude the sites appropriateness for a reserve based on the previous needs analysis undertaken by Council. The retention of the property in rural land would compromise the ability to achieve the urban consolidation and strategic planning of Prebbleton espoused in the District Plan, UDS, PC1 and the PSP, and could contribute to adverse reverse sensitivity effects to the extent that the viability of ongoing rural productivity could be undermined.
- 5.75 One submission point requests that shade or shelter be provided if the Williams Street playground is extended [**S1408.04** – A Berry]. This submission is supported by one further submission [**F1412** – G Craig].
- 5.76 **Assessment:** The specific layout, use and type of playground equipment for the expanded Williams Street reserve cannot be determined until additional land is vested in Council and the necessary asset management plans and capital expenditure is finalised. There are no additional provisions considered necessary or appropriate in the context of PC2 to address the submission and further submission point.
- 5.77 One submission point supports the proposed extension to the Williams Street children's playground [**S1405.03** – J Dixon].
- 5.78 **Assessment:** This submission is supported as the proposed playground extension forms part of the future reserve network identified for Prebbleton to meet the current and future recreational and amenity needs of the community.

**RECOMMENDATION:**

That for the reasons discussed above, submissions **1406.05** and **1408.04** and further submission **F1412** be **REJECTED** and submission **1405.03** be **ACCEPTED**.

**(vii) Outline Development Plans (ODPs) and District Plan provisions**

- 5.79 One submitter raises a number of queries and suggests amended planning provisions relating to the ODP and District Plan rules being sought in PC2 [**S1419.01**, **1419.02**, **1419.03**, **1419.04** and **1419.05** – D & P Williams]. One further submission supports Submission point 1419.01 [**F1412** – G Craig]. The specific ODP requirements and District Plan rules are summarised below, with my assessment and recommendation identified against each point. Section 8 details the modifications to the Living XA (Deferred) zone provisions that are proposed at the conclusion of this report.
- 5.80 The submitter requests that proposed Rule 12.1.3.33 be moved to the land use section of the District Plan as new Rule 4.9.12 under the heading Prebbleton on Page C4-007. Alternatively, the matter of building setbacks should be addressed as a subdivision assessment matter or via a resource consent [**S1419.01**].
- 5.81 **Assessment:** I concur with the submitter's relief that proposed Rule 12.1.3.33 is better located in the Buildings and Building Position Section of the SDP as new Rule 4.9.12. This reinforces the restriction identified in the ODP prepared for PC2. Any subdivision consents to create residential allotments should also reflect this restriction via consent notices registered on the certificates of title of affected properties. I believe the Living XA (Deferred) Zone rules should be amended accordingly [see Section 8 – Amendment 14].

- 5.82 The submitter requests that proposed Rule 12.1.3.34 be deleted to avoid unnecessary duplication, or alternatively, existing Rule 12.1.3.21 be amended to include the requirement for the LXA (Deferred) Zone to accord with Appendix 19 (ODP's) **[S1419.02]**.
- 5.83 **Assessment:** I concur with the submitter's relief that proposed Rule 12.1.3.34 is superfluous to requirements and that existing Rule 12.1.3.21 should be amended to include the Living XA (Deferred) Zone so that future development accords with the ODP proposed for Appendix 19 [see Section 8 – Amendment 15].
- 5.84 The submitter seeks an amendment to proposed Rule 12.1.3.35 to specify the minimum width of the planting required for the 'landscape buffer' in order to retain a restricted discretionary status. It is identified that a 5m buffer should be provided in the proposed PC2 ODP **[S1419.03]**.
- 5.85 **Assessment:** Mr Craig identifies the need to provide additional wording to specify the treatments for the 'landscape buffer' so that adequate screening is achieved along the interface with the Kingcraft Drive EDA. I believe the Living XA (Deferred) Zone rules should be amended accordingly Section 8 [Amendments 11 and 12].
- 5.86 The submitter identifies that the proposed wording for Table C12.1 is unnecessary as there is no need to obtain either a Council resolution or resource consent to uplift the deferral on the land. In any event, the necessary provisions already exist in the 'Standards and Terms' of subdivision District Plan subdivision standards in Prebbleton **[S1419.04]**.
- 5.87 **Assessment:** It is considered that the proposed wording be retained to ensure consistency with the wording provided for the other Deferred Zones in Prebbleton. Table 12.1 clearly sets out the mechanisms for uplifting the deferral on land in Prebbleton. Furthermore, the PC2 wording reiterates the mixed densities proposed in the Living XA (Deferred) Zone. Section 8 includes additional amendments to facilitate the amended allotment sizes provided in the amended ODP [Amendment 7].
- 5.88 I believe it is also necessary to include the Living XA (Deferred) Zone in the General Policies list of deferred zones under the heading 'Reticulated Sewage and Deferred Zoning' to include the Living XA (Deferred) Zone in the list. I believe the General Policy relating to the Preferred Growth Option for Prebbleton should be amended accordingly (see Section 8 – Amendment 10).
- 5.89 The submitter requests a number of changes to the proposed subdivision assessment matters, including: (1) Either delete proposed assessment matter 12.1.4.37 or redraft it to achieve the intended purpose; (2) Amend proposed assessment matter 12.1.4.38 relating to the 5m building setback to address submission points 1419.01 and 1419.03 above; and (3) Delete proposed assessment matters 12.1.4.39 and 12.1.3.40.
- 5.90 **Assessment:** Having reviewed the proposed assessment matters against the existing SDP provisions, it is considered that the ODP and the suggested modifications to the Living XA (Deferred) Zone outlined in Section 8 [Amendments 15 to 18] achieve the necessary environmental outcomes without the need for additional assessment matters. Proposed assessment matters 12.1.4.37, 12.1.4.38 and 12.1.4.39 should therefore be deleted. Proposed assessment matter 12.1.4.40 should be retained as it promotes the compatibility of the road network and associated structures with other successful developments in Prebbleton.
- 5.91 One submitter supports the provision of connections from the development site through the Meadows Mushrooms property to Springs Road **[S1458.02 – ECan]**.
- 5.92 **Assessment:** PC2 currently presumes that the Meadow Mushrooms site will continue to operate from their current property in the centre of Prebbleton. However, confirmation has been provided by the land owner that the current operations are likely to be relocated from the site in the medium to long term. This is acknowledged in the PSP, where a potential future use of the site as a community precinct and mixed use

activities are identified as being suitable land uses that would benefit the make up of the township.

- 5.93 A preliminary ODP has been incorporated into the PSP that identifies the anticipated road network linking the subject land with the Meadow Mushrooms site and Springs Road to the east (see **Attachment D**). This ODP seeks to promote connectivity between the village core to the western outskirts of the township, which includes the residential housing, reserves and destinations either within or in close proximity to the subject land. The ability to provide these possible future connections will be lost if they are not recognised in PC2. Mr Owen verifies the need for an additional road connection linking the subject land to the Meadow Mushrooms site to the east. The applicant has now provided this additional linkage to address the relief sought in submissions (see **Attachment B**).
- 5.94 One submitter requests an amendment to the PC2 ODP to include a road linkage and an extension of the proposed landscape buffer treatments between the development site and the submitter's land on the southern boundary [**S1419.06 – D & P Williams**]. One further submission supports this submission [**F1458 – ECan**].
- 5.95 **Assessment:** The submitter's land has subsequently been identified as a 'Greenfield' development area SP4 in PC1. This is recognised in the PSP, where the use of the land to the south of the subject site has been identified for residential development that will benefit the overall make up of the township.
- 5.96 A preliminary ODP has been incorporated into the PSP that included the anticipated road network linking the subject land with the SP4 'Greenfield' land to the south (see **Attachment D**). This ODP seeks to promote connectivity between the village core to the western outskirts of the township, which includes the residential housing, reserves and destinations either within or in close proximity to the subject land. The ability to provide these possible future connections will be lost if they are not recognised in PC2. Mr Owen verifies the need for additional road connections linking the subject land to the 'Greenfield' land to the south.
- 5.97 The amended ODP and addendum assessment provided in **Attachment B** now provides this linkage and higher densities along the interface between the PC2 land and the PC1 residential 'Greenfield' land to the south. I support the removal of the landscape buffer treatment along the given that the adjoining land has been identified for future 'Greenfield' development.
- 5.98 I also support the proposed amendments to the ODP to amend the 1,000m<sup>2</sup> lots along the southern boundary as far as the connection to the Waratah Park development to 600m<sup>2</sup> to 900m<sup>2</sup>. These changes will ensure that: (a) The overall yield of the PC2 land satisfies the minimum densities of 10 households per hectare prescribed for Prebbleton 'Greenfield' residential areas in Policy 11 of PC1; and (b) PC2 aligns with the integrated development of the town outlined in the PSP.
- 5.99 This may increase the risk of reverse sensitivity effects arising with the ongoing operation of the Trent's Berry Farm in the short term. However, the amended densities will promote a more contiguous form of residential development in the long term and the submitter's land is already recognised for lifestyle rather than rural purposes through the Kingcraft Drive EDA Zoning. As a result, I am supportive of the PC2 ODP being amended to include higher densities along the southern boundary but to retain the lower densities and landscape buffer treatment along the western boundary of the Living XA (Deferred) Zone (see **Section 8 – Amendment 2**).
- 5.100 As discussed previously, I have concerns that the amended densities for Area B may result in additional effects over and above what were anticipated when the request was publicly notified and whether all potentially affected parties have been given the necessary opportunity to consider and lodge submissions on the change.
- 5.101 There are some general submission points that could be addressed through the proposed increase in densities [**S1419.06 – D & P Williams and S1415.02 – P & J Francis**]. However, the weight able to be afforded to these submissions in facilitating the proposed change is subjective depending on how the relief sought in submissions

is interpreted. It is for these reasons that I support the changes in principle, but believe that they are not within scope.

- 5.102 One submitter supports an exemption to Rules 5.1.1.4 and 5.1.5.5 of the District Plan and requests that footpaths are provided on both sides of the roads proposed in PC2 [**S1458.01** – *ECan*]. One further submission supports this submission [**F1412** – *G Craig*]. One similar submission point identifies that PC2 and the ODP fails to fully have regard to the UDS and Selwyn District Council's Walking and Cycling Strategy [**S1458.03** – *ECan*].
- 5.103 **Assessment:** Mr Owen has considered this matter and confirmed that the Living XA (Deferred) Zone provisions align with the District Plan specifications for road infrastructure. It is further noted that the road cross-sections detailed in the ODP provide for a dedicated cycle way and pedestrian footpath that is separated from the vehicle carriageway to promote alternative modes of transport and road safety.
- 5.104 It is therefore believe that PC2 has given sufficient regard to the UDS, PC1 and Council's Walking and Cycling Strategy.

**RECOMMENDATION:**

That for the reasons discussed above, submissions **1419.04**, **1458.01**, **1458.03** and further submission **F1412** be **REJECTED**, and submissions **1458.02**, **1419.01**, **1419.02**, **1419.03**, **1419.06** and further submission **1458** be **ACCEPTED** and submission **1419.05** be **ACCEPTED IN PART**.

**(viii) Natural habitat**

- 5.105 One submission point opposes PC2 as the conversion of the rural land holding to residential densities will further reduce bird habitat [**S1406.03** - *K Gillespie*]. This submission was supported by one further submission [**F1412** - *G Craig*].
- 5.106 **Assessment:** The subject land offers limited bird habitat due to the current agricultural use of the land. The exception to this is a cluster of oak trees located in close proximity to the homestead, and intermittent hedging on the periphery of the site. I believe that the establishment of domestic gardens, reserve areas, street trees and associated landscaping arising from the implementation of PC2 would offer significantly more habitat and food sources for birds in the area than what is currently the case.
- 5.107 Although not directly raised by submitters, I take this opportunity to identify two mature oak trees surrounding the homestead. It is understood that these trees are to be retained in the grounds of the homestead once the parent titles are subdivided, should PC2 be adopted.
- 5.108 The applicant has confirmed in the addendum assessment provided in **Attachment B** that they are supportive of the two oak trees being investigated for protection under Council's Plan Change 18 (PC18) process.
- 5.109 I can confirm that Council has received a joint submission from Selwyn District Council and the applicant requesting that these two trees be investigated for protection under PC18. This submission highlights that the trees contribute to the village character of the township and represent an historic link to the homestead.

**RECOMMENDATION:**

That for the reasons discussed above, submission **1406.03** and further submission **F1412** be **ACCEPTED IN PART**.



## 6. SELWYN DISTRICT PLAN – OBJECTIVES AND POLICIES

- 6.1 PC2 provides an assessment of the proposal against the objectives and policies set out in the District Plan. The relevant objectives and policies are detailed in Attachment J. That assessment concludes that overall, PC2 is consistent with the relevant District Plan objectives and policies. I concur with that assessment, with the exception of Policy B4.1.4.
- 6.2 PC2 proposes additional wording to Policy B4.1.4 of the Growth of Townships section of the SDP to outline the zones form and character and to identify its consistency with PC1. This approach is not considered appropriate on the basis of the proposed Living XA (Deferred) zones conflict with the Living X zone description. The preferred Living 1A6 (Deferred) zone is better administered through amendments to Policy B4.1.1, which supports a range of living environments while retaining the overall character of townships. Policy B4.1.4 relates specifically to Living X zones.
- 6.3 Section 8 of this report transfers the proposed Policy B4.1.4 provisions being sought in PC2 to Policy B4.1.1 and includes a number of consequential changes [Amendments 8 and 9]. These proposed amendments will ensure that the Living 1A6 (Deferred) zone is managed by the correct policies and also goes some way to addressing some of the concerns raised in submissions in regards to the compatibility of the proposed Living XA (Deferred) Zone with adjoining residential areas.
- 6.4 The reduction in the higher density housing component of PC2 now ensures that Area C will be consistent with standard residential developments and will not be recognised as 'medium' or 'comprehensive' development.
- 6.5 Overall, it is considered that PC2 is consistent with the other relevant objectives and policies of the District Plan, including the remaining Growth of Townships provisions discussed in Section 3 that identify the appropriate densities and preferred growth options for Prebbleton. If the recommended modifications outlined in Section 8 of this report are adopted, I believe that PC2 would be consistent with the District Plan objectives and policies.

## 7. STATUTORY ANALYSIS

- 7.1 S74 of the RMA sets out the matters that must be considered in preparing a change to the SDP. Amongst other things, s74 requires the local authority to: (a) Comply with its functions under s31; (b) Its duties under s32; (c) Ensure the necessary matters are stated in the contents of District Plans under s75; and (d) Have regard to the overall purpose and principles set out in Part II, including the Matters of National Importance (s6), the Other Matters (s7) that require particular regard in achieving the purpose of the RMA, and the Treaty of Waitangi (s8).

### ***Section 31***

- 7.2 Council's functions under s31 are as follows:
- “(a) the establishment, implementation, and review of objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district”*
- 7.3 PC2 amends the mechanism (zoning, policies and rules) for managing the subject site to ensure its development reflect an efficient use of the land resource. The amended PC2 standards for built development and activities on the site ensure that the Living XA (Deferred) Zone will be developed in a consistent manner with the: (a) Living 1 and Living X Zones to the east; (b) Living X (Deferred) Zones to the north of Blakes Road and directly to the south (Waratah Park); (c) Future PC1 'Greenfield' land directly to the south (SP4) and to the north of Blakes Road (SP1); and (d) Kingcraft Drive EDA on the western boundary.

- 7.4 Rezoning the subject land achieves the integrated management of all directly adjoining properties and the wider Prebbleton Township through the provision of an interconnected transport system, safe and direct routes for pedestrians and cyclists, passive open space and stormwater reserves. The scale and density of development is consistent with PC1 and the PSP. The reduced housing densities in Area C will ensure that the limited amount of higher density housing deliver the anticipated environmental outcomes. This will ensure that any future housing developed under the Living XA (Deferred) Zone, should it be formalised, will accord with the character anticipated for Prebbleton.

### **Section 32**

- 7.5 The Council has a duty under s32 of the RMA to consider alternatives, benefits and costs of the proposed change. The s32 analysis is a process whereby initial investigations, followed by the consideration of submissions at a hearing, all contribute to Council's analysis of the costs and benefits of the amended provisions in its final decision making. Having assessed the analysis provided in the request<sup>20</sup>, I am of the opinion that PC2 is the best approach when considered against s32 of the RMA.
- 7.6 As PC2 is rezoning land and adding specific development controls to the District Plan it is necessary that the final decision-making carefully considers the costs and benefits of the new or amended provisions.

### **Section 74 and 75**

- 7.7 S74 (2)(a) requires a Council to have regard to any proposed regional policy statement, while s74 (2)(b)(i) requires Council to have regard to any management plan or strategy prepared under other Acts. S74 (2A)(a) requires Council to take into account any relevant planning document recognised by an Iwi authority and lodged with the Council. S75 (3)(c) requires Council to give effect to any regional policy statement.
- 7.8 **Canterbury Regional Policy Statement:** Chapter 12 of the RPS - Settlement and the Built Environment, is primarily concerned with the outward expansion of urban areas and the protection of regionally important infrastructure, such as Lyttelton Port and Christchurch Airport. PC2 is not in conflict with any of the objectives and policies of this chapter of the RPS.
- 7.9 Chapter 7 of the RPS - Soils and Land Use, is concerned with the protection of the life supporting capacity of soils and in particular, minimising the irreversible effects of land use change on versatile soils. It is understood that the development site is comprised of Class II Versatile Soils (Land Use Capability)<sup>21</sup>, which according to the application represent approximately 0.06% of the versatile soils in Canterbury. I concur with the application where it concludes that the wider strategic benefits of developing the site in a sustainable and compact form to meet the projected growth patterns of Greater Christchurch outweigh the relatively minimal impacts this will have on the versatile soil resource<sup>22</sup>.
- 7.10 As outlined in Section 3 of this report, the rezoning of the land is consistent with the objectives, policies and urban growth principles espoused in PC1 to the RPS.
- 7.11 **Canterbury Natural Resources Regional Plan (NRRP)<sup>23</sup>:** The NRRP sets a framework to assist in ensuring the integrated management of the region's natural and physical resources, and to control the use of land.
- 7.12 PC2 is considered to be consistent with the NRRP as it will be required to provide future households with connections to reticulated water and wastewater services. An application for resource consent to discharge stormwater will be required at the time of subdivision consent, should PC2 be adopted. This will ensure that any potentially

---

<sup>20</sup> PC2 Application Request; Section 7 – Pages 22 to 41, Revision 3 December 2008

<sup>21</sup> ECan: GIS Versatile Soils dataset [www.ecan.govt.nz](http://www.ecan.govt.nz) and RPS – Figure 4: Land Use Capability Classes in the Canterbury Region

<sup>22</sup> PC2 Application Request; Paragraph 5.67, Revision 3 December 2008

<sup>23</sup> Environment Canterbury: Canterbury Natural Resources Plan, Operative in part 27.10.2009

adverse environmental effects associated with this aspect of the proposal will be assessed and any measures to avoid, remedy or mitigate these effects will be enforced where necessary. I therefore conclude that PC2 is not inconsistent with the NRRP.

- 7.13 **CRETS<sup>24</sup> and the Canterbury Regional Land Transport Strategy (RLTS)<sup>25</sup>:** The CRETS is a collaborative study focusing on the shortcomings in the strategic transport network in the area to the south and south-west of Christchurch. It details the appropriate methods to achieve the most integrated, safe, responsive and sustainable road network to satisfy the projected demands of the Greater Christchurch Area.
- 7.14 The primary response affecting development in Prebbleton is Stage 2 of the Christchurch Southern Motorway (CSM2), which will entail significant changes to the road hierarchy in and around the township. The Traffic Design Group and AECOM traffic assessments have considered the CRETS upgrades and the existing patterns of vehicle movements in assessing the traffic related effects of PC2. They have both concluded that PC2 is consistent and appropriate in the context of the CRETS.
- 7.15 The RLTS supports the greater use of public transport by encouraging new developments to be located to facilitate access to passenger transport services. The Strategy promotes the greater use of walking (Policy 1.1) and cycling (Policy 1.2). The RLTS also supports the location of housing that supports sustainable transport choices and reduces the need to travel, especially by private motor vehicle (Policy 4.1).
- 7.16 The application at paragraph 5.42 confirms that the majority of the proposed households will be within 500m of the existing bus stops located on Springs Road. In addition, the ODP provides for a comprehensive road network that incorporates appropriate pedestrian and cycling corridors to promote walking and cycling within the Living XA (Deferred) Zone and throughout Prebbleton. This is supported by the PSP. Overall, it is my opinion that PC2 is consistent with the CRETS and the RLTS.
- 7.17 **Walking and Cycling Strategy and Action Plan (WCSAP)<sup>26</sup>:** The WCSAP seeks to develop and promote walking and cycling as a means of transport and recreation. It builds on the success of the Prebbleton to Lincoln section of the Christchurch to Little River Rail Trail and the RLTS. The Action Plan describes how the Strategy will be implemented and funded.
- 7.18 As detailed above, the ODP provides for a comprehensive road network that incorporates appropriate pedestrian and cycling corridors to promote walking and cycling within the development and throughout Prebbleton. This network includes connections throughout the existing and future residential areas west of Springs Road, whilst also linking into the Christchurch to Little River Rail Trail and circular network supported in the PSP. PC2 is therefore considered to be consistent with Council's WCSAP.
- 7.19 **New Zealand Urban Design Protocol (NZUDP):** The Council signed the NZUDP in September 2008. The Protocol has been produced by the Ministry for the Environment and aims to make New Zealand's towns and cities more successful through quality urban design. The NZUDP identifies seven essential design elements for quality urban design (the "7Cs").
- 7.20 It is my opinion that PC2 is in accordance with the NZUDP. It promotes a choice of housing in a layout which has been designed to complement the traditional grid pattern of older parts of Prebbleton. It provides connections to adjacent land for future development and uses a connected road network which is generally considered to be both environmentally sustainable and healthy.

---

<sup>24</sup> Christchurch, Rolleston and Environs Study: Transportation Study: Transport Strategy Report, September 2007 (CCC, SDC, ECan, NZTA and Christchurch International Airport)

<sup>25</sup> Environment Canterbury: Canterbury Regional Land Transport Strategy 2008-2018, July 2008

<sup>26</sup> Selwyn District Council: Walking and Cycling Strategy, January 2009

- 7.21 **Subdivision Design Guide<sup>27</sup>:** The Subdivision Design Guide outlines best practice urban design methods to deliver high quality living environments and public space. Some of the key outcomes of the Subdivision Design Guide are:
- ☐ Connectivity, as measured by a walkable block size of 800 perimeter;
  - ☐ Pleasant open streets with minimal rear sections;
  - ☐ A hierarchical road design with streets that are designed for their intended use; and
  - ☐ Utilising contextual analysis to guide development and preserve existing character.
- 7.22 It is considered that PC2 and the accompanying ODP, in their amended forms, are able to deliver the key outcomes of the Design Guide and will achieve high quality residential environments. There are appropriate connections and associated road hierarchy to compliment the housing densities and ODP layout, which have been based on contextual analyses of the development site and wider area.
- 7.23 **Five Waters Strategy:** Selwyn District Council has adopted a Five Waters Strategy<sup>28</sup>, which includes seven sustainability principles for the management of water. The 'Five Waters' are stormwater, wastewater, land drainage, water races and reticulated water supply. The Strategy creates the vision and boundaries for Activity Management Plans.
- 7.24 Appendix K of the application provides an assessment of PC2 against the Five Waters Strategy and the seven principles contained within it. I am satisfied that PC2 meets the broad level principles outlined in the Five Waters Strategy.
- 7.25 **Iwi Planning documents:** Te Whakatau Kaupapa: Ngāi Tahu Resource Management Strategy for the Canterbury Region and Te Taumutu Rūnunga Natural Resource Management Plan are the Iwi Management Plans of relevance to PC2. In respect to PC2, the effects land use change may have on the atmosphere and air, land and water and the impact those activities may have on cultural activities, wāhi tapu, wāhi taonga, mahinga kai and ecosystems in general are of interest to Iwi.
- 7.26 To the best of my knowledge there are no sites of historic or cultural significance to Iwi, nor are there specific Tangata Whenua values that require additional protection through PC2. In my opinion, the rezoning of the land subject to PC2 does not present any conflicts or inconsistencies with either of the above Iwi Management Plans and no such matters are identified in the PSP.

### ***Part II Matters***

- 7.27 S5 of the RMA requires the Council to manage the use and development of physical resources in a way, or at a rate, that will enable the community to provide for its social, economic and cultural wellbeing while avoiding, remedying, or mitigating any adverse effects of activities on the environment.
- 7.28 It is my opinion that PC2 in its amended form (see [Section 8](#)) better achieves the purpose and principles of the RMA91 than the current District Plan provisions. I base this conclusion on the fact that the proposed rezoning is consistent with the PSP, PC1 and the Town Growth Policies of the SDP, all of which have identified this area of Prebbleton as being suitable for urban expansion.
- 7.29 The Living XA (Deferred) Zone and accompanying ODP are based on sound urban design principles and comprehensive site assessments that will enable a diversity of households to be provided to accommodate the projected population growth in Prebbleton. These factors will ensure the character and amenity of adjoining residents and the wider community is not undermined.

---

<sup>27</sup> Selwyn District Council: Design Guide for Residential Subdivision in the Urban Living Zones, Adopted 23.09.2009

<sup>28</sup> Selwyn District Council: Five Waters Strategy, August 2009

- 7.30 There are no Matters of National Importance listed in s6 that are considered to be of relevance to PC2.
- 7.31 The following Other Matters under s7 are considered to be of particular relevance to PC2:
- (b) The efficient use and development of natural and physical resources;
  - (c) The maintenance and enhancement of amenity values;
  - (f) Maintenance and enhancement of the quality of the environment.
- 7.32 In my view, the efficient use of the existing resources of the land that is subject to PC2 and the maintenance of the surrounding amenity values are of primary concern. The subject land has been identified for urban intensification through Environment Court decisions on the SDP, and more recently through PC1 and the PSP. The planning provisions and ODP, as amended by the changes detailed in Section 8 of this report, will deliver housing densities that are compatible with the surrounding land uses and entail integrated development to high urban design standards. The PSP identifies that the development of the site to the densities proposed will not undermine the existing character of Prebbleton. It is for these reasons that I believe PC2 is able to satisfy the relevant Other Matters detailed in s7 of the RMA.
- 7.33 There are no known sites of significance or specific cultural values affecting the development site and Iwi have been consulted as part of the RMA process. The Treaty of Waitangi has been considered in assessing the PC2.
- 7.34 In conclusion, it is my opinion that PC2 in its amended form is able to better achieve the purpose of the RMA than the current District Plan provisions.

## 8. RECOMMENDATION

- 8.1 My recommendations on submissions are set out in Attachment I.
- 8.2 On the basis of the discussion in this report, it is my recommendation that proposed PC2 be accepted, subject to the following modifications (Changes to the SDP text are underlined and deletions are ~~striktthrough~~ text):

### RECOMMENDED MODIFICATIONS TO PC2

#### **Amendment 1:**

Rename all references to the Living XA (Deferred) zone in PC2 to the Living 1A6 (Deferred) zone.

Comment: The Living XA (Deferred) zone description is inconsistent with Table A4.4 – Description of Townships zone, which defines ‘Living X’ zones as [A4-011]:

*“Areas zoned as Living but not yet developed. The developer may choose the residential density for the zone, but it may not be more than that of the Living 1 zone in the township”.*

PC2 proposes densities higher than the 800m<sup>2</sup> average minimum lot size in the Living 1 zone of Prebbleton. The proposed Living 1A6 (Deferred) zone is consistent with other zone descriptions in Prebbleton and will avoid any confusion in administering the District Plan. The Council proposes to consolidate the zone descriptions in Prebbleton as part of the forthcoming PC21 to formalise the PSP into the SDP and to incorporate a more strategic approach to managing development in the township.

### Amendment 2:

Amend the Outline Development Plan [E-019], as detailed in **Attachment B**, if it is deemed to be within scope. This will confirm the amended Area B (600m<sup>2</sup> to 900m<sup>2</sup>) densities along the southern boundary with the PC1 SP4 'Greenfield' land and retain the landscape buffer treatment along the full extent of the western boundary of the Living 1A6 (Deferred) zone.

---

### Amendment 3:

Amend proposed Amendment 2 of PC2 to change the zoning on the Planning Map 13 from Living XA (Deferred) zone to Living 1A6 (Deferred) zone in accordance with **Amendment 1** above.

Comment: The proposed Living 1A6 (Deferred) zone is consistent with other zone descriptions in Prebbleton and will avoid any confusion in administering the District Plan.

---

### Amendment 4:

Delete proposed Amendment 3 of PC2, which seeks to incorporate the Living XA (Deferred) zone into Table 4 [A4-010].

<b>Zone</b>	<b>Description</b>
Living XA (Deferred)	Areas zoned as living but not yet developed. Subdivision shall achieve a minimum of 10 lots per hectare with consideration given to maintaining and reinforcing the rural urban interface with lots of not less than 1000m <sup>2</sup> along the common boundary of the Kingcraft Drive Existing Development Area."

Comment: The Living 1A6 zone description detailed in **Amendment 1** above negates the need to update the General Zone descriptions outlined in Table 4 of the District Plan and proposed Amendment 3 of PC2.

---

### Amendment 5:

Delete proposed Amendment 4 of PC2, which seeks to include the Living XA (Deferred) zone into the Residential Strategy section of the Growth of Townships description [B4-002].

#### ~~"Section 4B.1~~

~~Existing residential areas have a similar density in the new plan, to the existing density. The residential density in new Living zones or undeveloped Living zones (Living X, and Living XA (Deferred)) is determined by the subdivider, but is not more dense than the density in the Living 1 zone for the township, except for identified Greenfield site where the Regional Policy Statement requires otherwise."~~

Comment: The Living 1A6 zone description detailed in **Amendment 1** above negates the need to update the Residential Strategy introduction to Growth of Townships description.

---

### Amendment 6:

Delete proposed Amendment 7 of PC2.

#### **Table C4.1 Site Coverage Allowances**

<b>Zone</b>		<b>Site Coverage</b>
Living XA (Deferred)	Prebbleton	35%

Comment: The amended Living 1A6 (Deferred) zone will default to the Living 1 zone site coverage restriction of 35% set out in Table C4.1 [C4-005].

---

### **Amendment 7:**

Reference the amended densities provided in the addendum assessment and updated ODP into Table C12.1 Allotment Sizes (proposed Amendment 10 of PC2) so that the allotment sizes for the Living 1A6 (Deferred) zone reads as follows [C12-009]:

~~“...Area A on ODP: minimum net site area of 1,000m<sup>2</sup>. Area B on ODP: lot size to be contained within a range of 600m<sup>2</sup>—900m<sup>2</sup>. Area C on ODP: average lot size to be contained within a range of 400m<sup>2</sup>—600m<sup>2</sup>.”~~

“...Area A: 1,000m<sup>2</sup> minimum net allotment area. Area B: 600m<sup>2</sup> minimum net allotment area and 900m<sup>2</sup> maximum net allotment area. Area C: 550m<sup>2</sup> minimum average allotment area and 450m<sup>2</sup> minimum net allotment area and...”

In all cases development shall proceed in accordance with the ODP and shall achieve a minimum density of 10 lots/hectare once the entire site has been developed”

Comment: This amended wording goes some way to ensuring PC2 aligns with the PC7 and the PSP, while also reducing the housing densities within the inner core of the development site to land holdings that are of standard, rather than medium, household densities.

---

### **Amendment 8:**

Delete proposed Amendment 5 of PC2 [B4-005]:

#### **~~“Policy B4.1.4~~**

~~Allow choice in housing density in Living X and Living XA (Deferred) Zones, provided, provided that development in the Living Z zone is not more dense than that for the Living 1 zone(s) in the township, and that development in the Living XA (Deferred) Zone is consistent with the density provisions of Chapter 12A of the Regional Policy Statement, and has regard to the form and character of development in the adjacent living zones, with a particular emphasis on maintaining residential lots of not less than 1000m<sup>2</sup> along the common boundary of the Kingcraft Drive Existing Development Area.~~

Amend existing Policy B4.1.1 to include the (a) reference as follows [B4-003]:

#### **Policy B4.1.1 (a)**

Provide for a variety of allotment sizes for erecting dwellings in Living 1 Zones, while maintaining average section size similar to that for existing residential areas in townships.

Add Policy B4.1.1 (b) as follows [B4-003]:

#### **Policy B4.1.1 (b)**

“Facilitate and that development in the Living 1A6 (Deferred) Zone in Prebbleton where it is consistent with the density provisions of Chapter 12A of the Regional Policy Statement, and has regard to is compatible with the form and character of development in the adjacent living zones, with a particular emphasis on maintaining residential lots of not less than 1000m<sup>2</sup> along the common boundary of the Kingcraft Drive Existing Development Area.”.

Comment: These amendments are considered necessary as they are: (a) More specific and prescriptive; (b) Consequential to removing the reference to the Living XA Deferred Zone and its inconsistency with the Living X zone statement (as per **Amendment 1** above); and (c) Goes some way to addressing some of the concerns raised by submitters in regard to the compatibility of development with existing residential forms.

## Amendment 9

Delete proposed Amendment 6 of PC2 [B4-005]:

### “Explanation and Reasons

~~Living X and Living XA Deferred zones are areas zoned for residential development...Policy B4.1.4 requires residential density for the Living X zone to be no greater than the Living 1 zone for the township, to maintain the ‘spacious’ character identified in Objective B4.1.1. Higher density residential areas can be provided for in Business 1 zones. Policy B4.1.4 also requires development of the Living XA Deferred zone to be consistent with the density provisions of the Regional Policy Statement, whilst having regard to the form and character of development of the adjacent living zones. This is to ensure development proceeds in a sustainable and compact manner, without adversely impacting on the ‘spacious’ character of existing development in the vicinity of the site.”~~

Add the following wording as a second paragraph to the existing ‘Explanation and Reasons’ section of Policy B4.1.1 [B4-003]

“Policy B4.1.1 (b) also requires development of the Living XA Deferred zone to be consistent with the density provisions of the Regional Policy Statement, whilst having regard to the form and character of development of the adjacent living zones. This is to ensure development proceeds in a sustainable and compact manner, without adversely impacting on the ‘spacious’ character of existing development in the vicinity of the site.”

Comment: These amendments are considered necessary as they are consequential to removing the reference to the Living XA Deferred Zone and its inconsistency with the Living X zone statement (as per **Amendments 1** and **8** above).

---

## Amendment 10:

Include the Living 1A6 (Deferred) Zone in the list of deferred zones under Policy B4.3.59 - General Policies that relate to the Preferred Growth Option for Prebbleton as follows [B4-058]:

“However, in recognition of the appropriateness of land at Prebbleton meeting the specific policies above, the Council rezoned limited areas of land that adjoin existing Living 1, Living X or Business 1 zoned land as either Living X (Deferred), Living 1A (Deferred), Living 2A (Deferred), Living 1A5 (Deferred), Living 1A6 (Deferred) or Business 1 (Deferred).”

Comment: The inclusion of the reference to the Living 1A6 (Deferred) Zone provides additional clarification that the deferral relates to the availability of connections to public reticulated sewage treatment and disposal systems. This compliments the matters outlined in Table C12.1 (Amendment 10 of PC2), which prescribe the process required to be undertaken to uplift the deferral. The change is consequential to **Amendment 1** above, but also will assist in interpreting and administering the District Plan.

---

## Amendment 11:

Amend proposed new Rule 12.1.3.35 (i) (proposed Amendment 9 of PC2) to read as follows [C12-006]:

“...Native shrubs shall provide under planting to this tree row and shall be spaced at no more than 3m centres and that this area is to be fenced along all boundaries.”

Comment: These amendments are considered necessary to achieve adequate vegetative screening along the interface between the Kingcraft Drive EDA and the Living 1A6 (Deferred) Zone, and that the location and extent of this area is demarcated so as to be readily identifiable for implementation and maintenance



purposes. It is noted that fencing can be transparent and it is recommended that this comprises rural style post and wire construction (as per proposed Rule 12.1.3.36 – Amendment 9 of PC2).

---

**Amendment 12:**

Insert a new paragraph (iv) into proposed new Rule 12.1.3.35 (Amendment 9 of PC2) to read as follows [C12-006]:

**“Rule 12.1.3.35**

In the Living 1A6 (Deferred) Zone, any subdivision plan shall be accompanied by a landscape plan detailing plantings to be undertaken:...

... (iv) and any subdivision of land within the area shown in Appendix 19 shall be in accordance with the development plan shown in that Appendix. Prior to the issue of any completion certificate under Section 224 of the Act, a restrictive covenant in the form of an appropriate legal instrument acceptable to the Council shall be registered in favour of the Council requiring: (i) The ongoing maintenance and retention of the landscape mitigation in accordance with the approved landscape plan; and (ii) The restriction of buildings within the landscape buffer identified in the Appendix 19 ODP.”

Comment: This additional provision will ensure that the landscape mitigation required in proposed new Rule 12.1.3.35 is maintained in perpetuity, to the necessary standard, in accordance with the ‘approved’ Landscape Management Plan.

---

**Amendment 13:**

Amend Rule 12.1.3.37 (Amendment 9 of PC2) to read as follows [C12-006]:

“In the Living 1A6 (Deferred) Zone, any fencing along a boundary adjoining a reserve or pedestrian accessway shall be limited to a height no greater than 1.2m and that no fencing be permitted within the minimum building setback from any road boundary.”

Comment: The addendum assessment provided in **Attachment B** confirms the fencing restrictions to be applied to the Living 1A6 (Deferred) Zone, which will default to the Living 1 zone setback of 4m. These amendments are considered necessary to ensure this mitigation measure is implemented through rules in the District Plan.

---

**Amendment 14:**

Delete proposed Amendment 9 of PC2 from the ‘Living Zone Subdivision Rules’ [C12-005]:

**“Rule 12.1.3.33**

~~For the Living XA (Deferred) Zone in Prebbleton, no dwelling shall be sited within 5m of the common boundary with the Kingcraft Drive Existing Development Area, as identified in the ODP contained in Appendix 19.”~~

Insert as new Rule 4.9.9 in the ‘Living Zone Rules’ as follows and make numbering changes to the following rules [C4-008]:

**“Rule 4.9.9**

For the Living 1A6 (Deferred) Zone in Prebbleton, no dwelling shall be sited within 5m of the common boundary with the Kingcraft Drive Existing Development Area, as identified in the ODP contained in Appendix 19.”

Comment: This reinforces the building restriction identified in the ODP prepared for PC2, which is best located in the land use controls of the SDP. The inclusion as

Rule 4.9.9 will require changes to the following rule number references to ensure that the Living 1 and Living 2 zone provisions are grouped together.

---

**Amendment 15:**

Delete proposed Amendment 9 of PC2 to insert Rule 12.1.3.34 into the Prebbleton subdivision provisions [C12-005]:

**“Rule 12.1.3.34**

~~In the Living XA Deferred Zone in Prebbleton, no dwelling shall be sited within 5m of the common boundary with the Kingcraft Drive Existing Development Area, as identified in the ODP contained in Appendix 19.~~

Amend existing Rule 12.1.3.24 to incorporate the Living 1A6 (Deferred) zone [C12-005]:

“In the Living 1A1, 1A2, 1A3, 2A, 1A6 and any deferred living zone at Prebbleton, any subdivision is in general accordance with the respective concept and/or Development Plans in Appendix 19; and...”

Comment: This will avoid any unnecessary duplication of District Plan provisions.

---

**Amendment 16:**

Delete proposed Amendment 11 of PC2 to Assessment Matter 12.1.4.37 and make any consequential numbering changes.

**“12.1.4.37**

~~In the Living 1A6 (Deferred) zone at Prebbleton, the necessity for large allotments along the common boundary with the Kingcraft Drive Existing Development Area to provide section sizes sympathetic to the character of the adjoining Kingcraft Drive Existing Development Area.”~~

Comment: This assessment matter is not considered necessary as the ODP and **Amendments 11 and 12** above provide surety that the appropriate buffer treatments and building restrictions are provided at the interface of the Living 1A6 (Deferred) Zone and the Kingcraft Drive EDA.

---

**Amendment 17:**

Delete proposed Amendment 11 of PC2 to Assessment Matter 12.1.4.38 and make any consequential numbering changes.

**“12.4.38**

~~In the Living 1A6 (Deferred) zone at Prebbleton, the extent to which landscaping and the 5m building setback along the common boundary of the Kingcraft Drive Existing Development Area, is sufficient to clearly demarcate the rural urban boundary.~~

Comment: This provision is no longer considered to be necessary as **Amendments 12 and 14** above includes land use provisions to control the landscape mitigation and building setbacks, which are also illustrated in the ODP.

---

**Amendment 18:**

Delete proposed Amendment 11 of PC2 to Assessment Matter 12.1.4.39 and make any consequential numbering changes.

**“12.4.39**

~~In the Living 1A6 (Deferred) zone in Prebbleton, the extent to which the subdivision layout achieves a road network width which is suited to their particular function and the design techniques adopted to differentiate between priority roads and pedestrian/cycle network.”~~

Comment: The requirements outlined in the above assessment matters relating to the road network and compatibility of the associated infrastructure with the associated road hierarchy are not considered necessary as they duplicate existing SDP Rules 12.1.4.11 through to 12.1.4.14.

---

# **Report on Submissions Relating to Plan Change 2**

## **Rezoning Rural (Inner Plains) land to Living XA (Deferred) Blakes and Trents Roads, Prebbleton**

**Report Number:**

PC 080002

**To:**

Hearing Commissioner – K Gimblett

**From:**

Policy Planner – C Friedel

**Hearing Date:**

28<sup>th</sup> and 29<sup>th</sup> July 2010

### **FILE INDEX**

#### **1. Officer s42A report**

<b>Attachment A</b>	Location maps and ODP's
<b>Attachment B</b>	Addendum assessment and updated ODP
<b>Attachment C</b>	PC1 Planning Map 1 H5 – Prebbleton urban limit
<b>Attachment D</b>	PSP map and relevant exerts
<b>Attachment E</b>	Landscape peer review
<b>Attachment F</b>	Traffic assessment
<b>Attachment G</b>	Infrastructure assessment
<b>Attachment H</b>	Summary of submissions and further submissions
<b>Attachment I</b>	Recommendations on submissions
<b>Attachment J</b>	Relevant District Plan objectives and policies

#### **2. Prebbleton Structure Plan**

Adopted February 2010

#### **3. Environment Court Decision**

C116/2006 Bates and Ors v SDC

#### **4. Environment Court Decision**

C7/2006 Bates and Ors v SDC

#### **5. SDC/M Coffey**

Joint submission to PC18 (Protected Trees)

#### **6. Further submissions**

Further submissions received on PC2

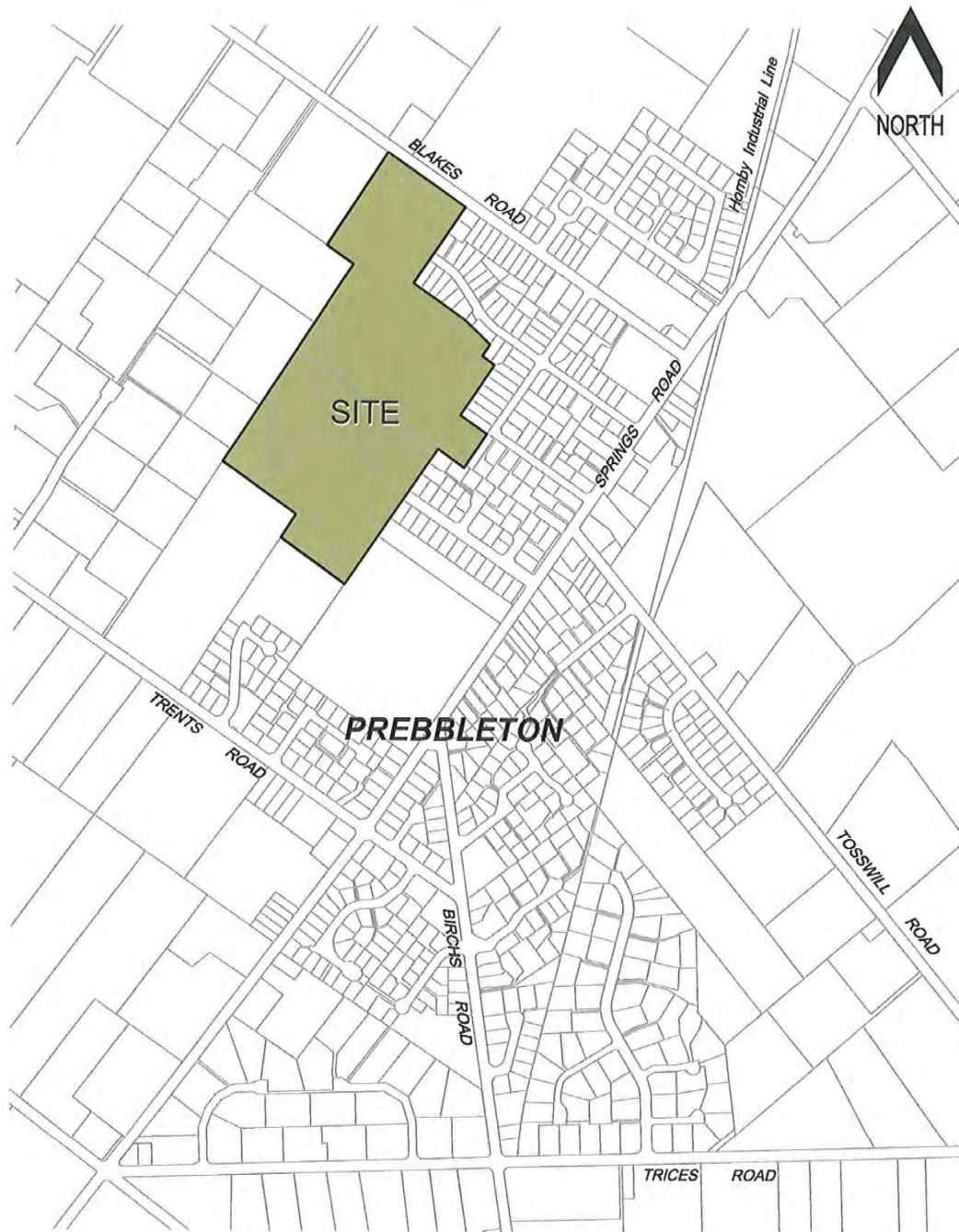
#### **7. Submissions**

Submissions received on PC2

#### **8. PC2**

Private plan change request – Version 3, Sep2010

**ATTACHMENT A:**  
**Location maps and original ODP's**



## LOCATION PLAN

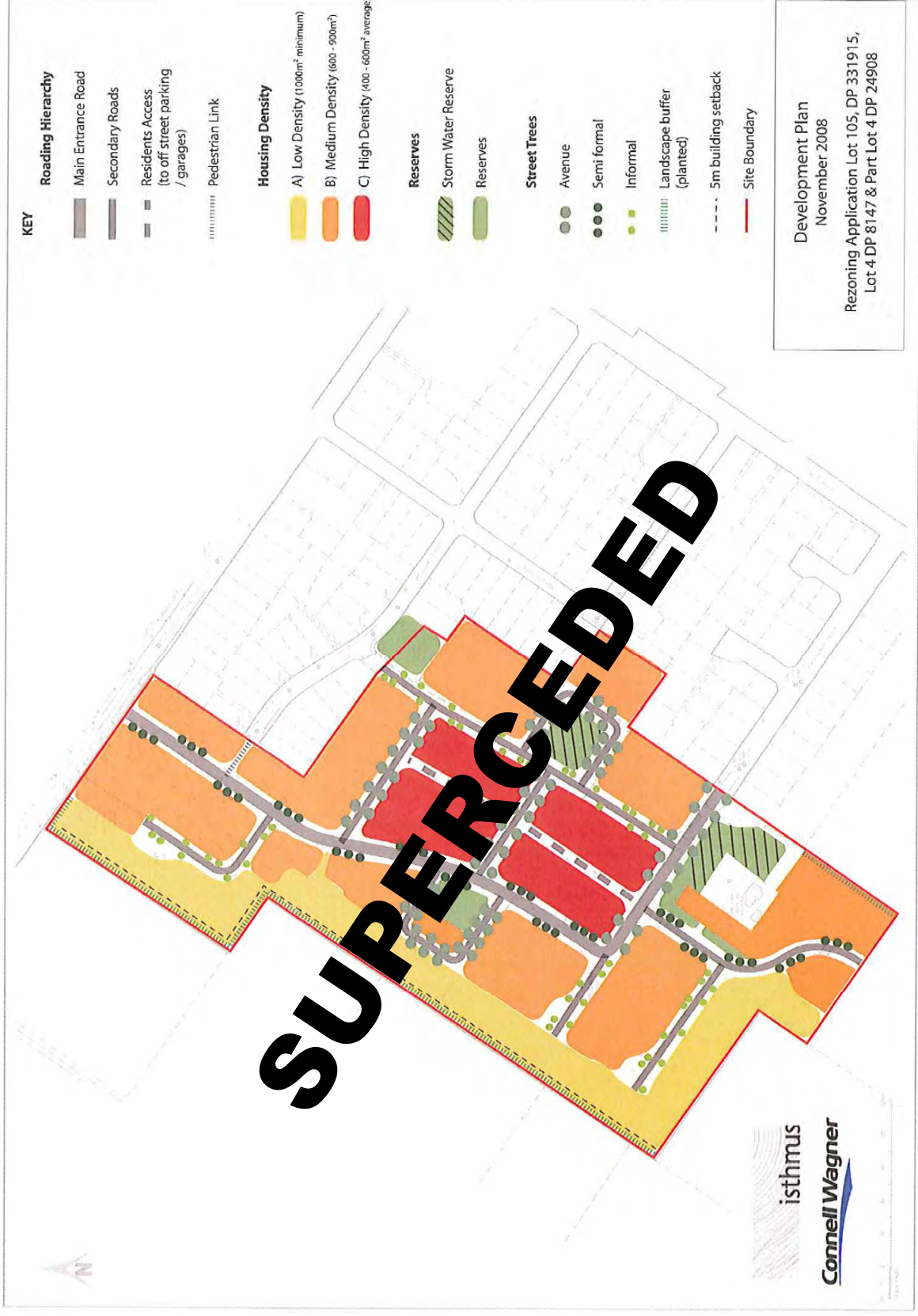
COFFEY SITE  
BLAKES ROAD  
PREBBLETON

Scale 1:10 000@A4 Ref No. 29731-CAD-PES-LOCATION

**Connell Wagner**

Engineers.Surveyors.Planners.Managers

Level 4, Tormina House  
195 Havelock Street  
PO Box 1061, Christchurch, New Zealand  
Email: [cwcho@connwag.com](mailto:cwcho@connwag.com)  
Telephone: 03-368 0821  
Facsimile: 03-379 6955



										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Drawing Title: PREBBLETON REZONING Drawing No: 297321-001 Date: 01/11/2011									
Client: M & N COFFEY & WILLIAM BLAKE LTD Project: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011									
Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011									
Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011										Project: M & N COFFEY & WILLIAM BLAKE LTD Location: 1401-1403 82nd Ave., Richmond, BC V6X 1A1 Date: 01/11/2011									



## **ATTACHMENT B:**

**Addendum assessments and updated ODP**

31 May 2010

Craig Friedel  
Selwyn District Council  
PO Box 90  
Rolleston 7643

Dear Craig

## PROPOSED PLAN CHANGE 2

Since formal lodgement and notification of the above plan change, several recent policy events have influenced the relevant policy context within which PC2 is to be considered, namely:

- release of decisions on submissions to Proposed Change 1 to the Regional Policy Statement (PC1) (December 2009);
- notification of Council's Proposed Plan Change 7 (PC7) to the District Plan (February 2010); and
- adoption of the Prebbleton Structure Plan (PSP) by Council (February 2010).

The purpose of this letter is to update you on proposed amendments to PC2 in light of the above, and in response to our subsequent discussions with you.

Please find **attached** an amended Outline Development Plan, incorporating the following changes:

- An indicative road link now provides for future road connection to Lot 1 DP 55186 ("Trents Road Berryfarm") adjoining the south boundary. As you are aware, decisions on submissions to PC1 (subsequent to notification of PC2) have identified this adjoining land as a Greenfield Residential Area. This is also consistent with the preliminary ODP contained in the PSP.
- Housing densities have been amended to avoid any uncertainty or inconsistency with the provisions of PC7. References are now:
  - Area A: 1000m<sup>2</sup> minimum
  - Area B: 600m<sup>2</sup> minimum – 900m<sup>2</sup> maximum
  - Area C: 450m<sup>2</sup> minimum – 550m<sup>2</sup> average

As a consequence, the proposed amendments to Table C12.1 of the District Plan, as set out on page 8 of the PC2 documentation, should now read:

~~Low Density (A) Minimum net site area of 1000m<sup>2</sup>~~

~~Medium Density (B) lot size to be contained within a range of 600m<sup>2</sup> – 900m<sup>2</sup>~~

~~High Density (C) average lot size to be contained within a range of 400 – 600m<sup>2</sup>.~~

Area A: 1000m<sup>2</sup> minimum net allotment area

Area B: 600m<sup>2</sup> minimum net allotment area and 900m<sup>2</sup> maximum net allotment area

Area C: 450m<sup>2</sup> minimum net allotment area and 550m<sup>2</sup> minimum average allotment area

*In all cases development shall proceed in accordance with the ODP and shall achieve a minimum density of 10 lots/ha once the entire site has been developed.*

- Area B housing density has been extended along the boundary with Trents Berryfarm to achieve better integration and coordination with future development of that land, as anticipated by PC1 and the PSP. It is considered the Williams and Francis submissions provide scope for

this change. Traffic Design Group has confirmed that this change will not result in any additional transport-related effects, and evidence will be presented at the hearing demonstrating the same.

In light of (iii) above, it follows that there is no need to require a 5m building setback from the boundary with Trents Berryfarm. The 5m building setback and landscape buffer, as identified on the ODP, continues to apply along the remainder of the PC2 boundary in common with the Kingcraft Drive EDA.

The ODP continues to show no future road connection to the Meadow Mushrooms site. Evidence will be presented at the hearing as to the merits of a possible pedestrian/cycle link as an alternative.

PC2 restricts fencing to a maximum height of 1.2m along any boundary adjoining a reserve or pedestrian accessway. We confirm that our client also wishes fencing to be similarly restricted within the 4m minimum building setback from any road boundary.

As you are aware, our client is agreeable to the two mature English Oak/*Quercus robur* trees at 27 Cairnbrae Drive being investigated for inclusion in the District Plan through the concurrent PC18 (Protected Trees) process.

We trust you are now in a position to schedule a hearing before the Commissioner, and look forward to receiving your earliest confirmation of date/venue details.

Please do not hesitate to contact the writer if you have any questions regarding the above.

Yours sincerely

Mark Allan  
**Senior Planner**

Encl. Amended Outline Development Plan, PC2

**KEY**

**Roading Hierarchy**

- Main Entrance Road
- Secondary Roads
- Residents Access  
(to off street parking / garages)
- Pedestrian Link

**Housing Density**

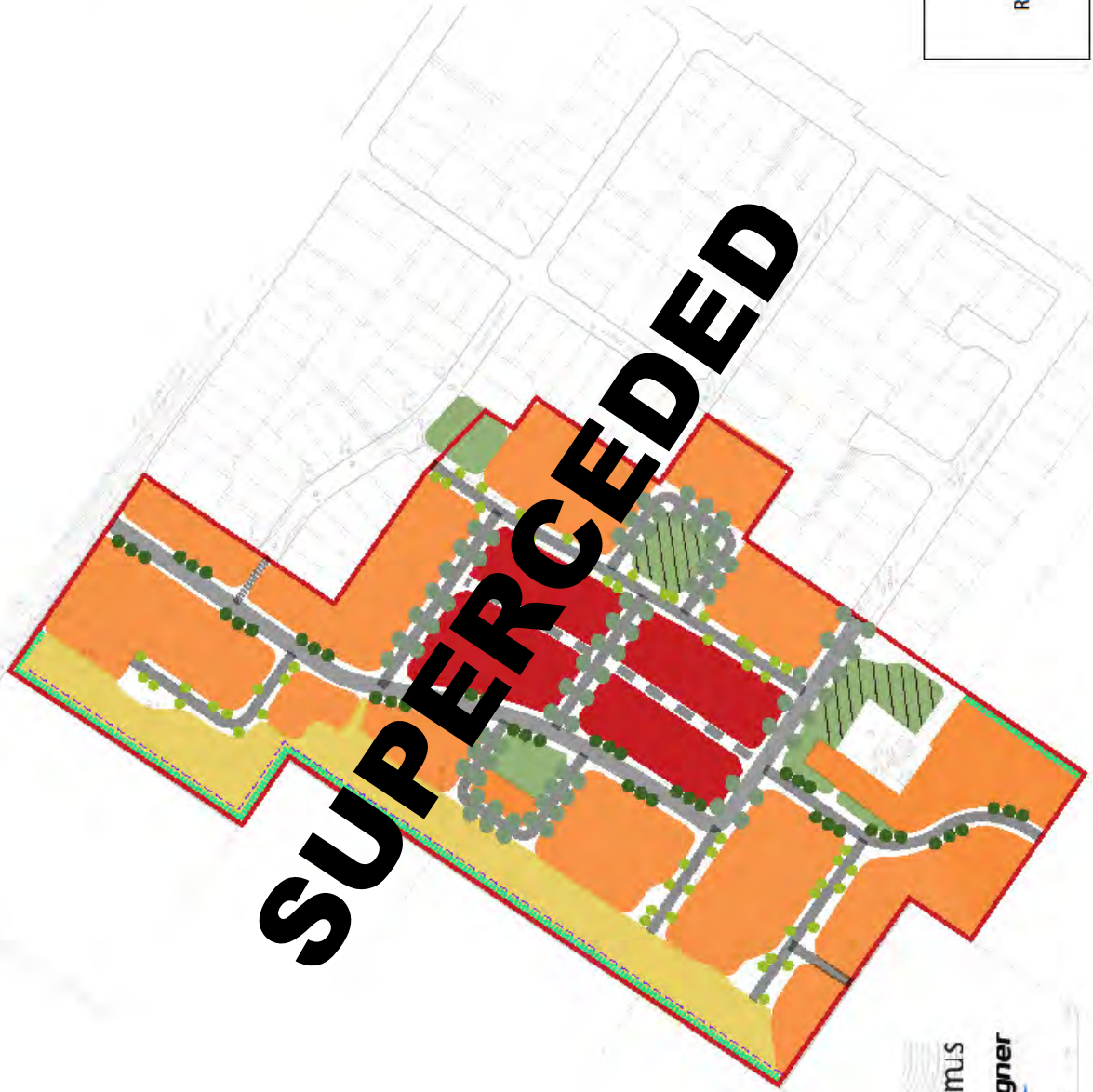
- Area A (1000m2 minimum)
- Area B (600m2 minimum - 900m2 maximum)
- Area C (450m2 minimum - 550m2 average)

**Reserves**

- Storm Water Reserve
- Reserves

**Street Trees**

- Avenue
- Semi formal
- Informal
- Landscape buffer (planted)
- 5m building setback
- Site Boundary



Development Plan  
November 2008

Rezoning Application Lot 105, DP 331915,  
Lot 4 DP 8147 & Part Lot 4 DP 24908

isthmus

Cannell Wagner



**Craig Friedel**

---

**From:** Mark Allan [AllanM@ap.aurecongroup.com]  
**Sent:** Friday, 25 June 2010 2:43 p.m.  
**To:** Craig Friedel  
**Subject:** PC2 - amended ODP  
**Attachments:** ODP 2010-06-22.pdf

Hi Craig

Amended ODP **attached**, providing a road link to the Meadow Mushroom site as discussed. Please disregard earlier versions.

Regards

---

Mark Allan, Senior Planner | **Environment** | **Aurecon**  
Ph: +64 3 366 0821 DD | +64 3 367 3249 | Fax: +64 3 379 6955 | Mob: +64 21 936 468  
Email: [AllanM@ap.aurecongroup.com](mailto:AllanM@ap.aurecongroup.com)  
PO Box 1061, Level 2 122 Gloucester Street | Christchurch 8140 | New Zealand  
<http://www.aurecongroup.com>  
<http://www.aurecongroup.com/apac/groupentity/>

---

Please consider your environment before printing this e-mail.

Disclaimer - <http://www.aurecongroup.com/apac/disclaimer/>

# KEY

## Roading Hierarchy

- Main Entrance Road
- Secondary Roads
- Residents Access (to off street parking / garages)
- Pedestrian Link

## Housing Density

- Area A (1000m2 minimum)
- Area B (600m2 minimum - 900m2 maximum)
- Area C (450m2 minimum - 550m2 average)

## Reserves

- Storm Water Reserve
- Reserves

## Street Trees

- Avenue
- Semi formal
- Informal
- Landscape buffer (planted)
- 5m building setback
- Site Boundary



Development Plan  
November 2008  
Rezoning Application Lot 105, DP 331915,  
Lot 4 DP 8147 & Part Lot 4 DP 24908

---

**William Blake Ltd & Maurice  
Coffey**

Prebbleton Residential Plan  
Change

---

**TRANSPORT ASSESSMENT**

---



**TRAFFIC DESIGN GROUP**

PO Box 13-835  
Christchurch  
Phone : +64 3 379 2404  
New Zealand

March 2010

---

**William Blake Ltd & Maurice  
Coffey**

---

**QUALITY ASSURANCE  
STATEMENT**

---

*Prepared by:*

**Chris Rossiter**

Project Transportation Engineer



*Reviewed by:*

**Mike Buschl**

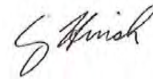
Transportation Engineer



*Approved for Issue by:*

**Gary Huish**

Principal Transportation Engineer



*Status:*

**Final**

*Date:*

**10 March 2010**



## TABLE OF CONTENTS

1.	INTRODUCTION .....	1
2.	EXISTING TRANSPORT INFRASTRUCTURE .....	1
2.1	Location in the Transport Network.....	1
2.2	Site Description.....	1
2.3	Road Network .....	3
2.4	Parking.....	6
2.5	Public Transport.....	6
2.6	Footpaths and Cycle Routes .....	7
3.	TRAVEL PATTERNS.....	9
3.1	Traffic Volumes.....	9
3.2	Hourly Traffic Patterns .....	12
3.2.1	Springs Road.....	12
3.3	Heavy Traffic Volumes.....	12
4.	ROAD SAFETY.....	13
5.	STRATEGIC TRANSPORTATION PLANNING CONSIDERATIONS.....	13
5.1	The Greater Christchurch Urban Development Strategy (UDS) .....	13
5.2	The Christchurch Rolleston and Environs Transportation Study (CRETS).....	14
5.2.1	Springs Road.....	14
5.2.2	Road Hierarchy.....	15
6.	PROPOSED PLAN CHANGE .....	16
6.1	Existing Site Use.....	16
6.2	Proposed Site Use.....	17
6.3	Travel Demand Management .....	17
7.	DISTRICT PLAN PROVISIONS.....	19
7.1	Objectives .....	19
7.2	Policies.....	19
7.3	Rules.....	19
7.3.1	Number of Parking Spaces .....	19
7.3.2	Parking Spaces for Residential Activities .....	20
7.3.3	Maximum Gradients for Access .....	20
7.3.4	On-site Manoeuvring .....	20
7.3.5	Private Vehicular Access.....	20
7.3.6	Distance of Vehicular Crossing from Intersections .....	20
7.3.7	Minimum Sight Distances .....	20
7.3.8	Vehicle Crossing Design .....	20
7.3.9	Road Standards.....	21
7.3.10	Road Intersection Spacing .....	21
8.	TRIP GENERATION AND DISTRIBUTION .....	21
8.1	Existing Trip Generation .....	21
8.2	Expected Trip Generation.....	22

---

8.3	Existing Trip Distribution .....	22
8.4	Expected Trip Distribution.....	22
8.5	Future Network Changes .....	24
9.	ACCESS AND EGRESS.....	25
9.1	Road Standards.....	25
9.2	Road Intersection Spacing.....	25
9.3	Sight Distances .....	25
9.4	Maximum Gradient for Vehicle Access.....	27
10.	PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS.....	28
10.1	Public Transport.....	28
10.2	Cyclists.....	28
10.3	Pedestrians .....	29
11.	EFFECTS ON THE TRANSPORT NETWORK.....	29
11.1	Effect of Development Traffic on Road Network .....	29
11.1.1	Cairnbrae Drive/Springs Road Intersection.....	29
11.1.2	Tosswill Road/Springs Road Intersection .....	29
11.1.3	Charles Street/Springs Road Intersection.....	29
11.1.4	William Street/Springs Road Intersection.....	30
11.1.5	Blakes Road/Springs Road Intersection .....	30
11.1.6	Norris Street/Blakes Road Intersection .....	30
11.1.7	Subdivision Road/Blakes Road Intersection .....	30
12.	CONCLUSIONS.....	30

## William Blake Ltd & Maurice Coffey Prebbleton Residential Plan Change

### 1. INTRODUCTION

William Blake Ltd and Maurice Coffey are proposing a Plan Change for approximately 19 hectares (ha) of land to the west of Prebbleton village to convert it from Rural zoning to Residential zoning so that approximately 212 new dwellings can be created.

This transport assessment considers the implications of travel to and from the proposed Plan Change area on the adjacent network and demonstrates how any adverse effects will be eliminated or mitigated. Whilst the transport assessment includes travel by private motor vehicle, it also recognises the importance of other forms of transport. Consequently, consideration has also been given to public transport, walking and cycling.

This assessment includes updated information on traffic volumes and includes the effects of adjacent developments and road network changes that have proceeded since the original assessment dated March 2008.

### 2. EXISTING TRANSPORT INFRASTRUCTURE

#### 2.1 Location in the Transport Network

The proposed Plan Change site lies to the west of Prebbleton Village on the outskirts of Christchurch City. Figure 1 shows the location of the site within the surrounding road transport network including the classifications of the Selwyn District Plan road hierarchy. The site is currently zoned Rural by the District Plan.

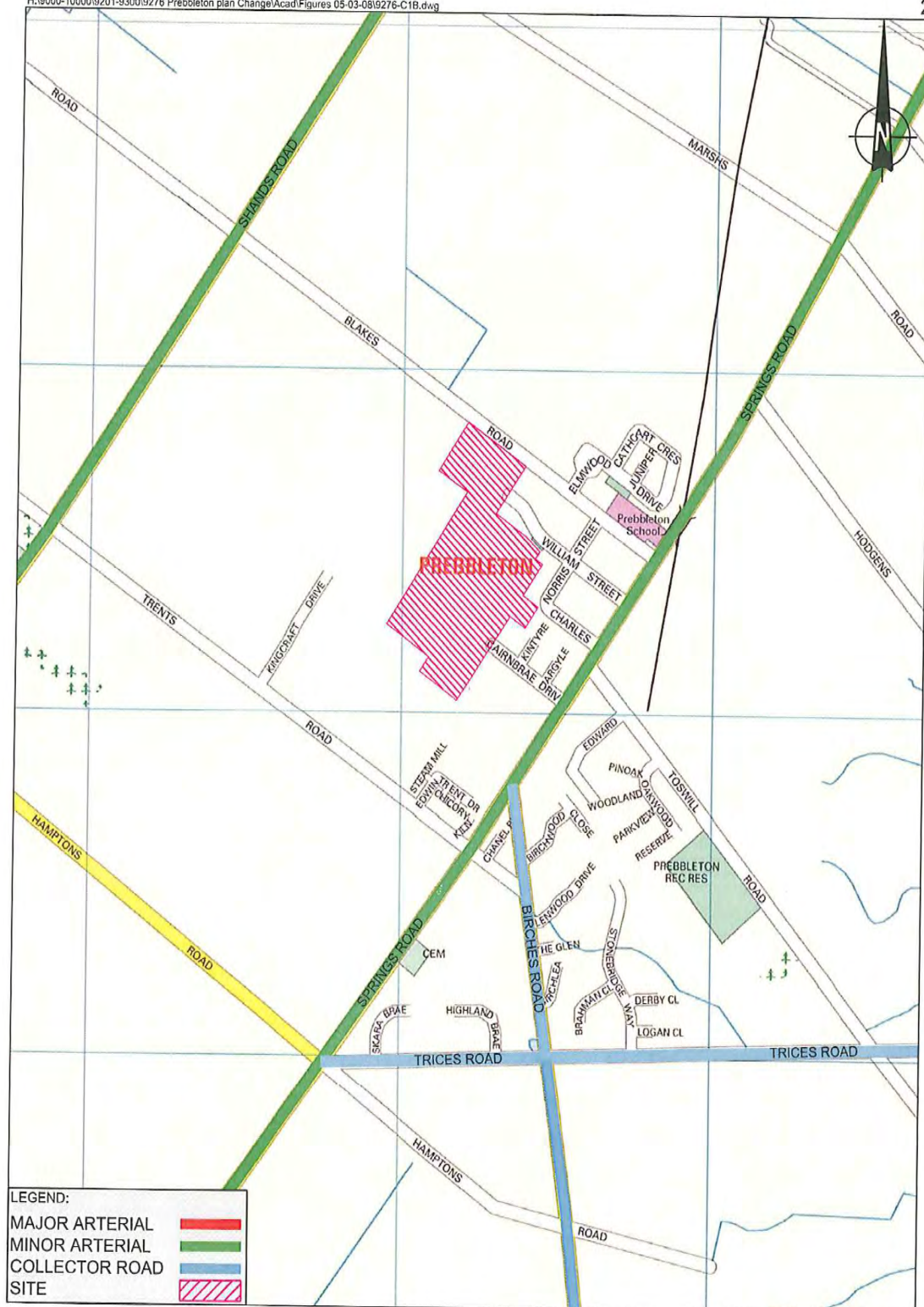
The Selwyn District Plan uses four main categories of road to define a road hierarchy within the district; strategic, arterial, collector and local. Springs Road from Marshs Road, 2km north of Prebbleton, to Collins Road, south of Lincoln, is classed as a strategic road while Shands Road which runs roughly parallel with Springs Road has been classed as an arterial link. Roads between Springs Road and Shands Road such as Blakes Road are considered to be local roads.

The Plan Change area will be accessed via a new intersection onto Blakes Road, a local road, while new roads within the site will connect to William Street and Cairnbrae Drive which are both cul-de-sacs.

#### 2.2 Site Description

Prebbleton Village, which has been in existence for over 140 years, was one of the earliest settlements on the Canterbury Plains. Although now surrounded by orchards, olive groves, race-horse stables and intensive horticulture, Prebbleton has retained its traditional village character although it is only a short distance from Christchurch. Christchurch CBD is 13km from Prebbleton while Lincoln lies 8km south of Prebbleton along Springs Road. Blakes Road and Hamptons Road to the south of Prebbleton both provide links from Springs Road to State Highway 1 to the west. Tosswill Road and Birchs Road, to the east of Springs Road, provide links to State Highway 75 via Leadleys Road.





The village, which is regularly served by public transport, has sporting and community facilities, is close to Lincoln University and high schools, and has its own primary school and early childhood centres. There is a Plunket centre on Williams Street close to Springs Road and a nursery on Springs Road opposite Tosswill Road. There are also children's playgrounds on Cairnbrae Drive and Williams Street. The nearest shops are on the eastern side of Springs Road between the William Street and Charles Street intersections.

The Plan Change site comprises approximately 19ha of rural land located in Prebbleton west of existing residential lots on Springs Road and south of Blakes Road. The land is currently zoned Rural but lies within a region selected for future residential development in the Canterbury Regional Policy Statement Proposed Change Number 1. While lots to the north of Blakes Road and east of the site have already been zoned as Living 2A, lots immediately to the west of the development site will remain as rural zones.

### 2.3 Roading Network

Springs Road runs through the centre of Prebbleton with a road width that varies between 10m and 15m depending upon whether or not a parking lane is provided. The road has a painted central median with a width 2.2m within the village boundaries and has cycle lanes marked in both directions. The speed limit on Springs Road within Prebbleton is 50km/h. Dedicated pedestrian crossing points are provided along Springs Road to ease access to shops, pubs and a repair garage (see Photograph 6 and Photograph 7).

Blakes Road west of the of the development site has a carriageway width of 6m which increases to 10m along the site frontage before increasing further to 14m east of the site. East of the site, Blakes Road includes a parking lane and a 2m central median. The parking lane ends immediately east of the site while the central median tapers down over a distance of 50m. The posted speed limit on Blakes Road is 50km/h from the Springs Road intersection to a point approximately 500m west of the intersection where it increases to 70km/h.



Photograph 1: Blakes Road close to proposed position of intersection



The intersection of Blakes Road and Springs Road is controlled by a roundabout that was constructed to provide access to the Prebbleton Central subdivision that is accessed from Springs Road and Tosswill Road. The first stage of the subdivision has been developed since the original transportation assessment for the proposed Plan Change was completed and the effects of Stage 2 of this development are evaluated in Section 11 of this updated assessment.

Cairnbrae Drive is a currently a cul-de-sac with two small side-roads that provides access to approximately 40 dwellings. The carriageway is 8m wide and has a footpath on one side only. The road joins Springs Road at a simple priority intersection. No turn lanes are marked at the intersection but Springs Road does have a 2m wide central median at this location so it is possible for right turning vehicles to move out of the way of through traffic.



Photograph 2: Intersection of Cairnbrae Drive and Springs Road

Williams Street, Norris Street and Charles Street are local roads located to the East of the site and provide access to approximately 85 residences. Charles Street and Williams Street end at priority intersections with Springs Road. As with Cairnbrae Drive, no turn lanes are marked but the central median on Springs Road is wide enough for right turning vehicles to move out of the way of through traffic. Norris Street joins Blakes Road at a simple priority intersection where a right turn lane is provided for vehicles entering Norris Street from Blakes Road; No left turn lane is provided.



Photograph 3: Charles Street intersection with Springs Road



Photograph 4: William Street intersection with Springs Road



Photograph 5: Norris Street intersection with Blakes Road

## 2.4 Parking

On street parking is allowed on William Street, Norris Street, Charles Street and Cairnbrae Drive. Blakes Road has parking lanes marked from close to the Springs Road intersection out to the existing village boundary. While Springs Road is the main strategic link between Christchurch and Lincoln, on street parking is permitted where it passes through Prebbleton where dedicated parking lanes are provided. Right-angle, short stay, parking is provided adjacent to the shops on Springs Road.

Off-street parking is provided at the Prebbleton Childcare centre on Springs Road and also by the public house at the intersection of Tosswill Road and Springs Road.

## 2.5 Public Transport

Currently, there is a regular bus service operated by Environment Canterbury between Christchurch City and Lincoln that passes through Prebbleton. During the day, there are three buses per hour in each direction. A higher frequency service is provided during the morning and evening peak periods along with an express service.

The normal travel time between the City and Prebbleton is 28 minutes though the express service reduces this to 20 minutes. The one way adult fare is \$3.50 though this can be reduced to \$2.60 with a Metrocard.

The nearest bus stops to the site are located on Springs Road between the Charles Street and Williams Street intersections.



## 2.6 Footpaths and Cycle Routes

The existing roads around the site have a good network of footpaths and road crossing points. All footpaths within the vicinity of the site are tar-sealed with a width of 1.5m.

Blakes Road east of the site has footpaths on both sides of the road giving pedestrians easy access to the school and church located by the Springs Road intersection.

William Street, Norris Street and Charles Street also have footpaths on both sides of the road making pedestrian trips towards Springs Road very easy. Dedicated pedestrian crossing points are provided along Springs Road to ease access to shops, pubs and a repair garage.



Photograph 6: Pedestrian refuge on Springs Road



Photograph 7: Zebra Crossing and cycle lane on Springs Road

A footpath has been provided on only one side of Cairnbrae Drive. The footpath links dwellings on the north side of the road with two short cul-de-sacs, Argyle Close and Kintyre Close, and a children's playground that lies between them.



Photograph 8: Cairnbrae Drive

Springs Road is marked with dedicated cycle lanes in both directions. The cycle lanes begin at the Blakes Road intersection and continue through Prebbleton. The width of the cycle lanes varies from 1.2m to 2.0m between Blakes Road and Cairnbrae Drive.

### 3. TRAVEL PATTERNS

#### 3.1 Traffic Volumes

Traffic Design Group commissioned manual turning count surveys at six intersections close to the Plan Change site and recorded all movements during the morning and evening peak periods on the 5<sup>th</sup> September 2007. The projected movements at the roundabout at Blakes Road and Springs Road have been derived from the expected level of activity on completion of Stage 2 of the Prebbleton Central subdivision. The projected movements from a proposed child care centre on the northern corner of Blakes Road and Springs Road are also included.

The survey counts and derived movement counts are shown in Figures 2 and 3.

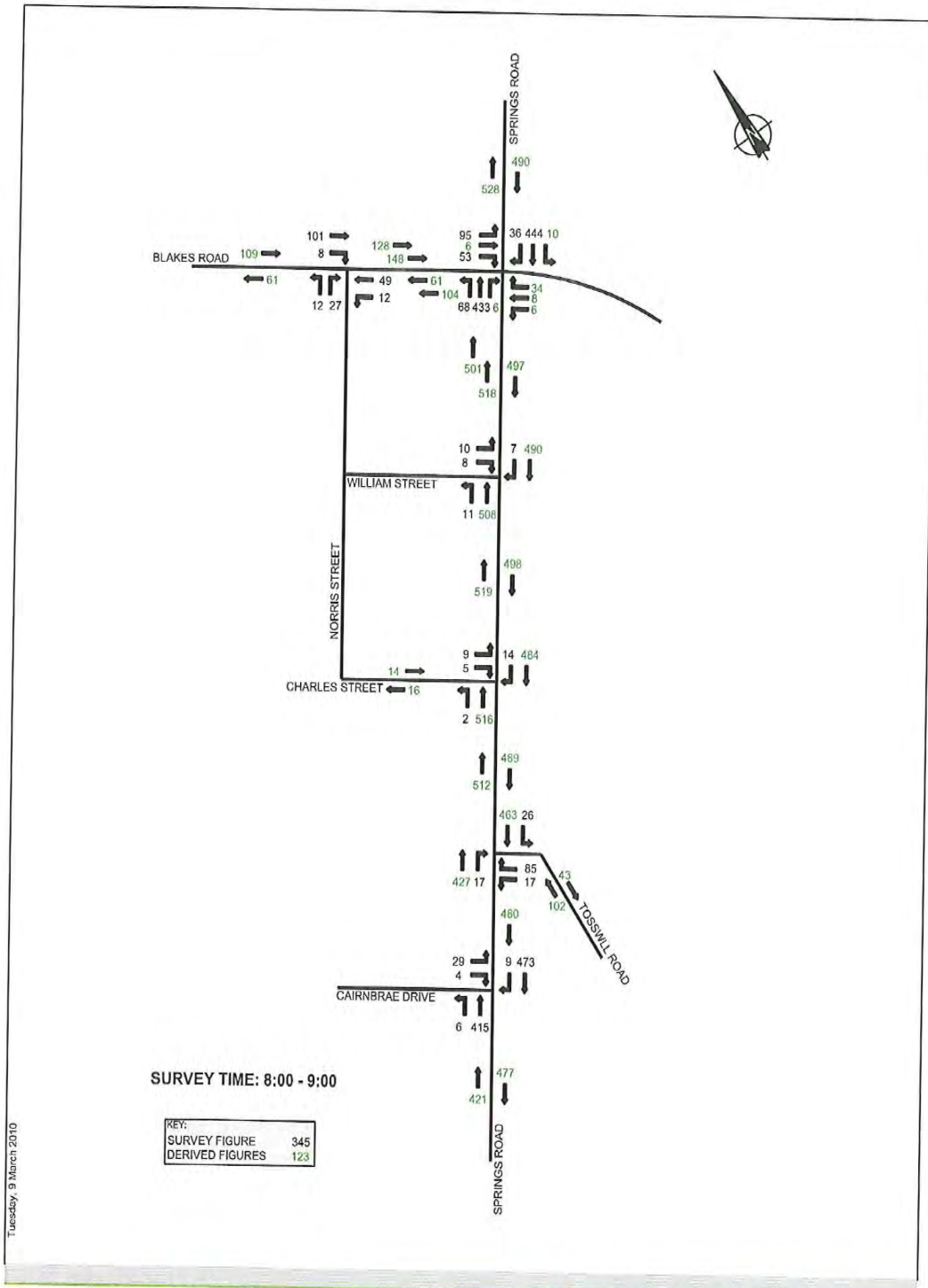
During the morning peak hour from 0800 to 0900, the survey recorded 421 vehicles entering Prebbleton from the south along Springs Road and 528 leaving Prebbleton travelling north. The additional 107 vehicles is largely accounted for by vehicles starting their journeys in Prebbleton, estimated as 75. The remainder turned onto Springs Road from either Blakes Road or Tosswill Road. The numbers of vehicles entering Prebbleton from the north on Springs Road and leaving to the south are very similar at about 480vph. Between Blakes Road and Tosswill Road, the southbound traffic volume increases to about 500vph because of vehicles turning right from Blakes Road onto Springs Road. The decrease in the westbound traffic volume and increase in eastbound traffic volume on Blakes Road between Springs Road and Norris Street can be attributed to the school. It is likely that a number of trips will terminate at the school during the morning peak period as this coincides with the start of the school day. It is also probable that people are dropping off children and then performing a U-turn to return to Springs Road. On Springs Road between Blakes Road and William Street, the changes in northbound and southbound traffic volumes is likely to be due to the shops that are located nearby.

The evening peak hour occurred between 1630 and 1730. Northbound traffic volumes on Springs Road show less growth through Prebbleton than in the morning peak with volumes increasing from 460vph to 500vph. The pattern of southbound traffic volumes in the evening is very different to the morning with the volume falling from 470vph to 400vph. While some of this decrease can be accounted for by trips ending in Prebbleton, there is also a large number of vehicles leaving Prebbleton on Tosswill Road.

The survey shows that Springs Road carries a peak two-way traffic volume of about 1000vph between the Blakes Road intersection and the Tosswill Road intersection. The two busiest intersections in Prebbleton are at Blakes Road and Tosswill Road with about 170 and 150 turning movements per hour respectively.

A comparison of the observed counts with automated counts from October 2005 suggests that the two-way traffic volumes during the morning and evening peak surveys were approximately 10% higher than the automated traffic count to the north of Blakes Road. A comparison with the latest automated count information from August 2009 shows that the increase in the automated traffic count has been less than 1% per annum over the last four years. The 2007 turning counts therefore considered to represent the current situation at the intersections on Springs Road with the modification at the Blakes Road roundabout derived from known additional developments.



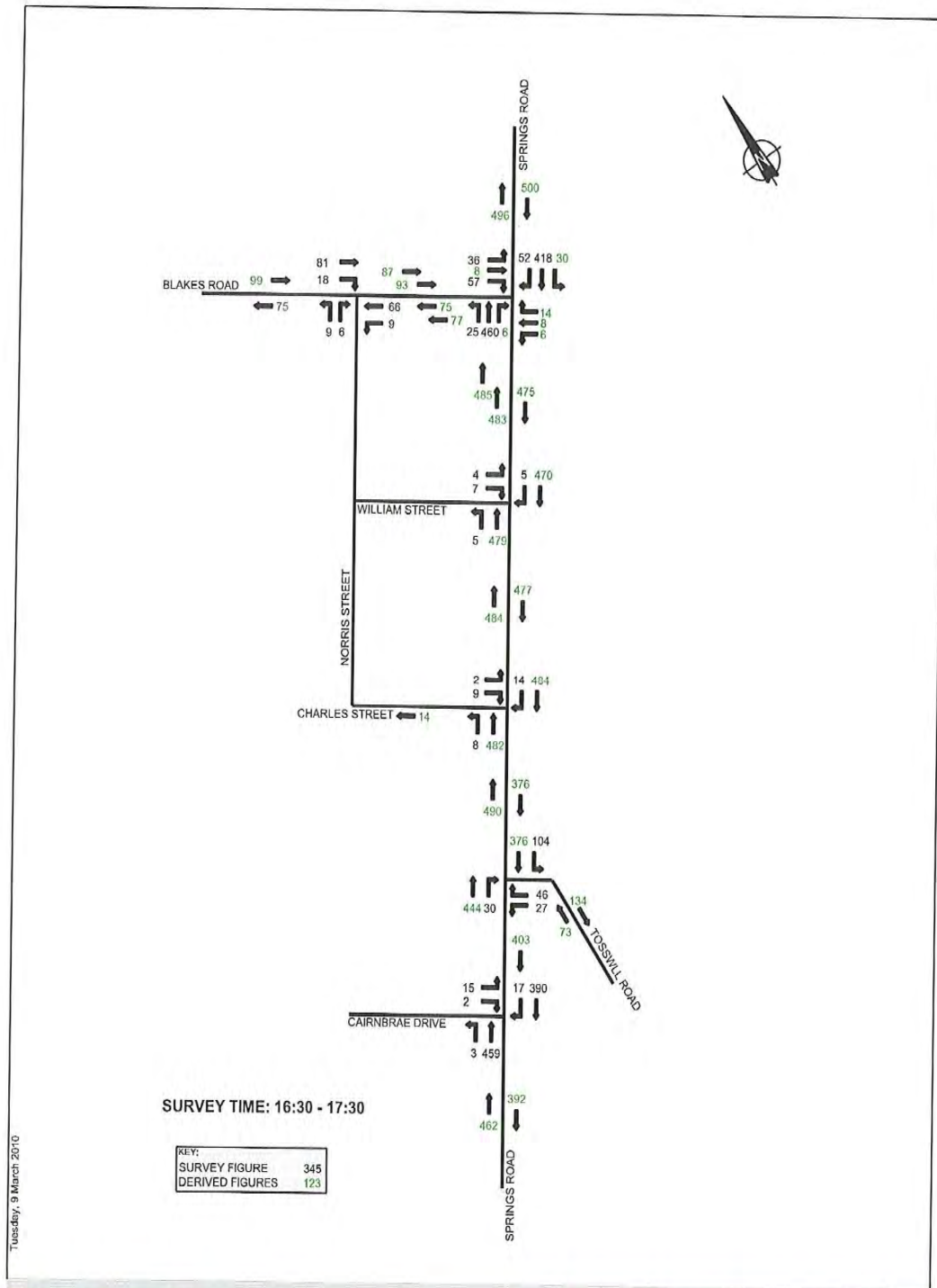


Prebbleton Plan Change  
Turning Movements (AM Peak)

Traffic Design Group

2

SCALE: NTS



Tuesday, 9 March 2010

# Prebbleton Plan Change Turning Movements (PM Peak)

Traffic Design Group

3

SCALE: NTS

G:\9000-10000\9201-9300\9276-2 Prebbleton PC Hearing\acad\9276-2-C3A.dwg

## 3.2 Hourly Traffic Patterns

### 3.2.1 Springs Road

Traffic volumes and hourly volume profiles along Springs Road between Blakes Road and Hodgens Road have been determined from automated traffic count data supplied to Traffic Design Group by Selwyn District Council. The data shows that in October 2005, Springs Road carried an average of 9,200vpd during the week and 7,000vpd over the weekend. There are two distinct peaks in the flow volumes during the week, a sharp peak of 900vph between 0730 and 0830 and a broader peak of 880vph in the afternoon between 1600 and 1800. The two peaks have some differences in their directional balance. During the morning peak, about 55% of the vehicles are travelling towards Christchurch. During the evening peak, the dominant flow is away from Christchurch and accounts for 52% of the total traffic volume. The weekend travel pattern is very different having a single broad peak during the middle of the day with a peak hourly volume of approximately 700vph. The latest count information from August 2009 with a growth rate less than 1% per annum is considered to result in similar hourly patterns.

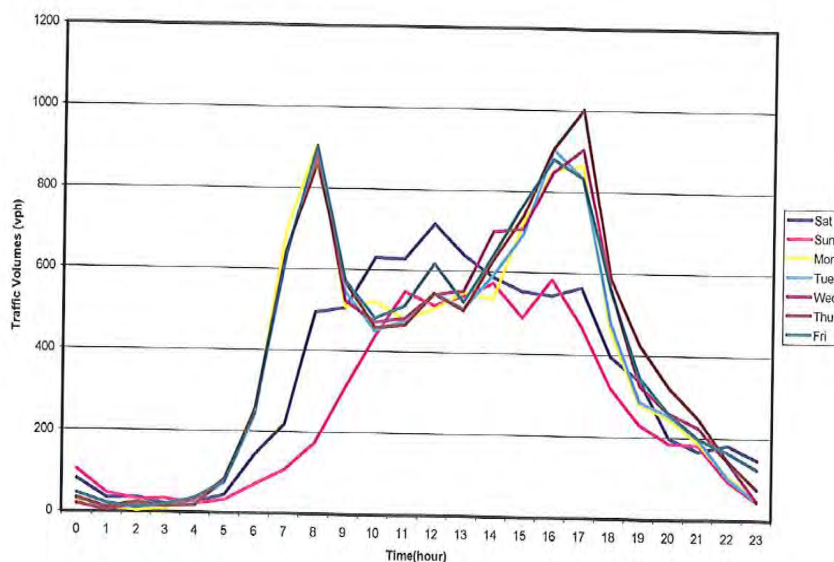


Figure 4: Hourly two-way traffic volumes on Springs Road

## 3.3 Heavy Traffic Volumes

Based upon the automated traffic count data from Springs Road, heavy vehicles make up 5-6% of the total number of vehicles on the road.

The traffic survey commissioned by Traffic Design Group indicated that heavy vehicles made up about 5% of the total traffic volume during the morning peak period on Springs Road and 3% during the evening peak. On Blakes Road, heavy vehicles accounted for less than 2% of the total traffic volume during both the morning and evening peak periods.

#### 4. ROAD SAFETY

The Land Transport New Zealand Crash Analysis System (CAS) has been used to identify all reported crashes, both injury and non-injury, for the five year period ending in July 2007 in the vicinity of the development site. The search included Cairnbrae Drive, William Street, Norris Street, Charles Street, Blakes Road between Springs Road and Shands Road and Springs Road between Blakes Road and Trents Road.

A total of 14 crashes were reported for the five year period with seven injury crashes and seven non-injury crashes. The majority of the crashes, ten, occurred on Blakes Road with five of these at the intersection with Shands Road which lies approximately 1km west of the development site. The remaining four crashes happened on Springs Road. There were no reported accidents on the residential roads adjacent to the development site.

One serious injury accident was reported at the intersection of Trents Road and Springs Road when a vehicle travelling north on Springs Road hit a vehicle exiting from Trents Road which did not give way at the stop sign. A non-injury crash occurred at the intersection of Birchs Road with Springs Road when a vehicle turning right into Birchs Road lost control in wet conditions. A second non-injury crash occurred close to the shops on Springs Road when a southbound vehicle hit a manoeuvring vehicle. A third non-injury crash happened on Springs Road close to the Blakes Road intersection when the door of a truck hit a parked vehicle. This was attributed to a failure of the door catch or the door not being closed properly.

A minor injury accident was reported at the intersection of Norris Street with Blakes Road when a vehicle exiting from Norris Street did not give way to a vehicle turning right into Norris Street. A second minor injury accident was reported on Blakes Road when the driver was distracted by the passengers and the vehicle hit a fence. There were three non-injury related crashes on Blakes Road where vehicles have left the road, one of which was attributed to driver inexperience, one was attributed to excess alcohol and the third occurred when a vehicle travelling west tried to overtake a vehicle that was turning right into commercial premises.

Five incidents have been reported at the intersection of the Shands Road and Blakes Road when vehicles failed to give way at stop signs. Minor or serious injuries were recorded at four of these accidents while no injuries were reported for the other incident.

Overall, this accident record does not suggest that there are any underlying safety issues on the roads in the vicinity of the Plan Change area.

#### 5. STRATEGIC TRANSPORTATION PLANNING CONSIDERATIONS

##### 5.1 The Greater Christchurch Urban Development Strategy (UDS)

The Urban Development Strategy (UDS) for the Greater Christchurch Area identifies specific areas for residential development between 2007 and 2041. The associated increase in traffic volumes will require that parts of the road network be upgraded. The Regional Land Transport Strategy (RLTS) and Christchurch Transportation Implementation Plan (CTIP) have been developed to manage changes to the transport network. The CTIP identifies two categories of transport corridor, regional and district.



While regional corridors are focused on long distance or strategic travel, district corridors relate primarily to movements within the Greater Christchurch area. District corridors should provide users with good mode choice along the corridors but would not necessarily provide capacity for vehicles at all times.

In addition to improvements in the public transport system, nine potential packages of road network improvements have been described as part of the GCTIP. Package 7 for the South West of Christchurch and Package 8 for the Selwyn District are directly relevant to this transport assessment.

Package 7 addresses extensions to the Southern motorway including an extension of the existing motorway from Curletts Road to Springs Road. This will facilitate travel from planned growth areas such as Prebbleton and Lincoln to Christchurch CBD.

Package 8 focuses on roads within the Selwyn District around Rolleston, Lincoln and Prebbleton. The package includes enhancements to Shands Road which runs parallel to Springs Road and improvements to Springs Road between Lincoln and Prebbleton.

The proposed Plan Change will enable residential development of an area in Prebbleton that has already been identified within the UDS as appropriate for residential growth. As such, the Plan Change proposal is in line with the residential development strategy for the Greater Christchurch area and the planned changes in the transport network already take the associated growth in traffic volumes into account.

## 5.2 The Christchurch Rolleston and Environs Transportation Study (CRETS)

The Christchurch, Rolleston and Environs Transportation Study (CRETS) Final Report identifies shortcomings in the strategic transportation network in south and southwest Christchurch and develops a transportation strategy to address these issues.

In the 2001 base year model Prebbleton had 503 households and 397 jobs. In the 2021 model the number of households was 2,000 and the number of jobs 468. Further residential growth is expected in Prebbleton and has been assessed as part of the CRETS project.

The elements of the transportation strategy that are relevant to Prebbleton are described below.

### 5.2.1 Springs Road

CRETS identifies traffic volumes on Springs Road and the ease of accessing and crossing Springs Road in Prebbleton as a potential issue.

The proposed transport strategy includes upgrading of a route formed by Ellesmere Junction Road, Tosswill Road, Longstaffs Road, Whincops Road route to a wide two-lane road. This route would become the district arterial in the road hierarchy of the area and would be developed to provide for travel between Christchurch and Lincoln. Although Springs Road would also remain as a district arterial its function would be to cater for travel between Prebbleton and its surrounds rather than for travel between Christchurch and Lincoln. The current physical form of the Springs Road is considered appropriate for this function and therefore no upgrades are proposed.

With the Ellesmere Junction Road route attracting traffic away from Springs Road, traffic volumes on Springs Road are expected to reduce. Figure 5 presents the traffic volumes reported in CRETS for the sections of Springs Road from Main South Road in Christchurch to Robinsons Road, south of



Prebbleton. The graph presents the 2001 base year volumes ("2001"), the 2021 transport strategy volumes ("2021 TS") and the 2021 do minimum ("2021 Do Min") volumes. The do minimum volumes are a estimate of what traffic volumes would be if the transport strategy was not in place and only essential works such as maintenance were undertaken.

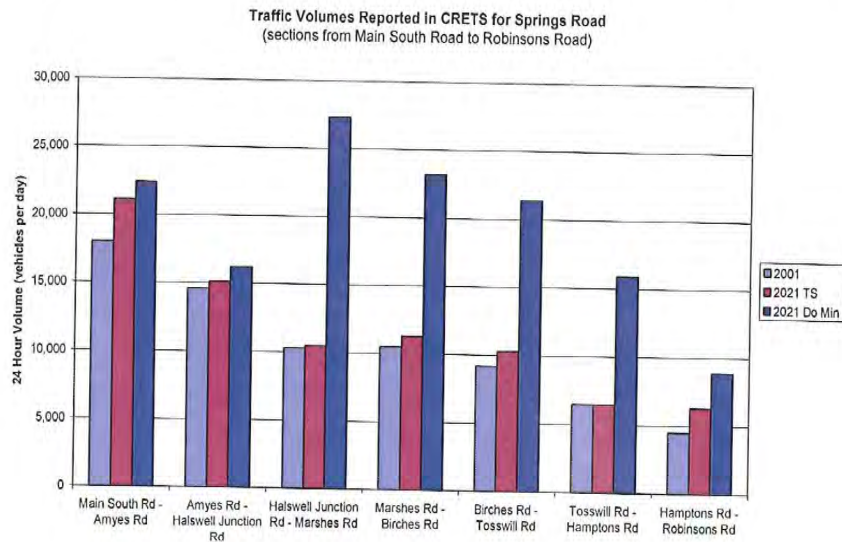


Figure 5: CRETS Traffic Volumes for Springs Road

Figure 5 illustrates that with the CRETS strategy in place the traffic volumes on Springs Road are expected to stay at levels very similar to their 2001 values. Therefore the intersection analyses that are contained in this report, which use 2007 observed traffic volumes are expected to represent a worst case and ably describe the worst case traffic impacts of the development along Springs Road and its intersections. This is supported by the low increase shown in the latest automatic count information from August 2009.

### 5.2.2 Road Hierarchy

As described above, the CRETS transport strategy identifies a new district arterial route along Ellesmere Road. Springs Road would be a district arterial from Christchurch to Prebbleton and from Hamptons Road to Lincoln however the section in between, from Blakes Road to Hamptons Road, would become a collector road. Blakes Road, Tosswill Road and Birchs Road also become collector roads. The CRETS road hierarchy is shown in Figure 6.

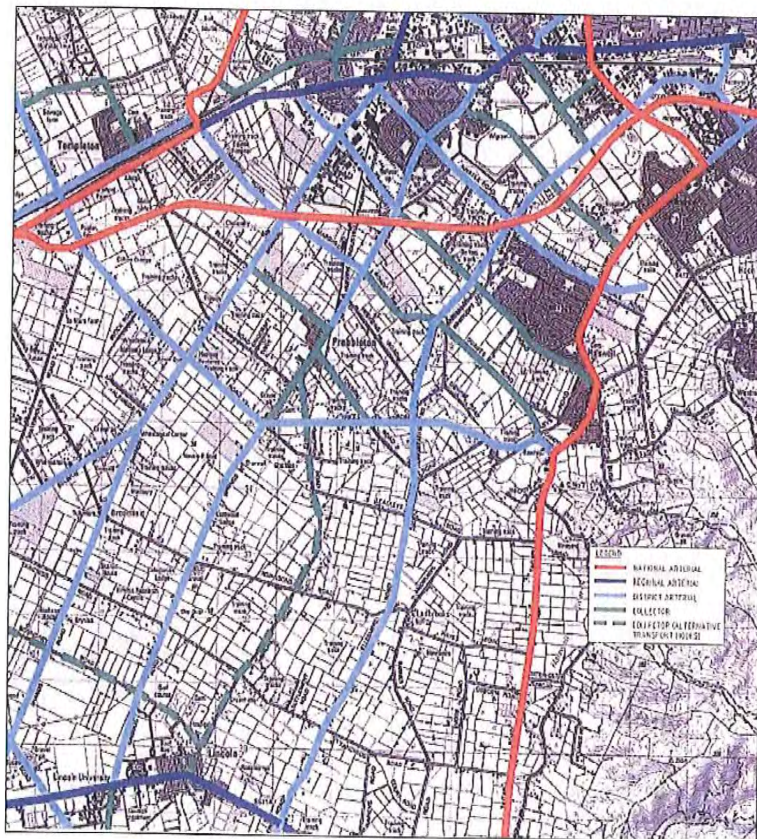


Figure 6: CRETS Transport Strategy Road Hierarchy (Source: CRETS Final Report)

## 6. PROPOSED PLAN CHANGE

### 6.1 Existing Site Use

At present, the Plan Change area is a green-field site and is shown in Photograph 9.



Photograph 9: View of development site from the North

## 6.2 Proposed Site Use

The Plan Change from Rural to Living zoning will enable approximately 212 residential properties to be constructed. The site will include new local roads which will connect to Cairnbrae Drive, William Street, and Blakes Road as well as a connection through to Warratah Park. The internal road layout will be developed as part of the detailed design stage of the project, however an indicative layout is presented as Figure 7.

## 6.3 Travel Demand Management

While it is recognised that the development of the site will lead to an increase in car trips to and from the area, the increase is not considered sufficient to justify the development of a specific travel plan. A combination of sealed footpaths on the existing and proposed roads in and around the Plan Change area will provide good pedestrian access to existing shops, schools and also to the bus stops on Springs Road.





## 7. DISTRICT PLAN PROVISIONS

### 7.1 Objectives

Proposed change number 1 (PC1) to the Regional Policy Statement (RPS), Chapter 12A, addresses the development of the Greater Christchurch area for the years 2007-2041 with specific emphasis on the period to 2026. Chapter 12A sets out the sub-regional land use distribution for Greater Christchurch and identifies specific areas for urban development. The selection of these areas has taken into account the need to ensure that the transport network remains effective and efficient.

The RPS (PC1) sets out several objectives to meet the strategic vision for 2041 described in the Urban Development Strategy for Greater Christchurch for enhanced lifestyles, enhanced environments, prosperous economies and managed growth. Objective 1 addresses urban consolidation within the Greater Christchurch area and aims to achieve sustainable and self-sufficient growth in areas such as Prebbleton. Objective 7 considers the integration of transport infrastructure and land use with goals of reducing network congestion and dependency on private motor vehicles. Objective 8 aims to protect the strategic roading infrastructure by managing patterns of urban development.

### 7.2 Policies

Policies 9 and 10 of the RPS are directly relevant to transport and are replicated below.

*Policy 9: Transport Effectiveness, (a) Development of Greenfield development areas, intensification areas and key activity centres shall avoid overloading the existing transport network infrastructure, particularly strategic roads, and avoid detracting from the primary through traffic function of state highways and arterial roads; (b) The Canterbury Regional Council, territorial authorities and transport infrastructure providers shall ensure that the land transport networks within Greater Christchurch provide for the safe, sustainable integrated movement of goods and people both within the sub-region and to and from locations outside the sub-region.*

*Policy 10: Strategic Transport Infrastructure and Reverse Sensitivity, Ensure urban activities do not adversely effect the operations and thus viability of strategic transport infrastructure, including: (a) Christchurch International Airport, (b) Port of Lyttelton, (c) Strategic land transport network, (d) Rangiora airfield.*

### 7.3 Rules

The following transport related requirements relevant to the Plan Change Proposal have been copied from the Selwyn District Plan. There is no reason why full compliance with these rules cannot be achieved within the Plan Change area.

#### 7.3.1 Number of Parking Spaces

A minimum of two spaces shall be provided for each residential dwelling.

### 7.3.2 *Parking Spaces for Residential Activities*

- Garagable parking spaces for any residential activity in any zone shall have the following minimum internal dimensions:

	WIDTH	DEPTH
Single	3.1m	5.5m
Double	5.6m	5.5m

- The minimum width of the entrance to a garage shall be 2.4m.
- Any other parking space for any residential activity shall have the minimum dimensions: width 2.4m, depth 5m.

### 7.3.3 *Maximum Gradients for Access*

- The maximum average gradient of any access shall be 1 in 6.
- The maximum gradient shall be 1 in 4 on any straight section and 1 in 6 around curves, the gradient being measured on the inside line of the curve.
- The maximum change in gradient without a transition shall be 8°.

### 7.3.4 *On-site Manoeuvring*

Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space.

### 7.3.5 *Private Vehicular Access*

The minimum legal width of an access to a site with 1 or 2 lots in a living zone shall be 3.5m with a carriageway width of 3m.

### 7.3.6 *Distance of Vehicular Crossing from Intersections*

No part of any vehicle crossing shall be located closer than 10m from the nearest intersection.

### 7.3.7 *Minimum Sight Distances*

The minimum sight distance for intersections within Living Zones where the posted speed limit is 50km/h shall be greater than 45m.

### 7.3.8 *Vehicle Crossing Design*

- The maximum number of crossing per site shall be 1.
- The distance between crossings on the same side of the road shall be less than 1m or greater than 7m.
- The minimum width of a crossing for residential activity shall be 3.5m.
- The maximum width of a crossing for residential activity shall be 6m.



### 7.3.9 Road Standards

The new roads within the Plan Change Area will be classified as local roads or cul-de-sacs for which the following requirements are applicable.

- The legal width of new local roads shall be between 15m and 20m for local roads and 14m to 20m for cul-de-sacs.
- The carriageway width of new local roads shall be between 8m and 8.5m and 8m for cul-de-sacs.
- Kerb and channel shall be provided on both sides of new local roads and cul-de-sacs.
- A footpath shall be provided on at least one side of new local roads and cul-de-sacs.
- Any footpath shall be constructed as a sealed strip of 1.5m width within the berm.
- All areas of berms not sealed in footpath are to be formed in grass.
- Any cul-de-sac shall be constructed with a turning head having a minimum radius of 11m measured from kerb to kerb.

### 7.3.10 Road Intersection Spacing

The minimum distance between intersections on roads with a posted speed limit of 50km/h shall be 125m.

The design of the Plan Change area will endeavour to achieve this separation however it will also give consideration to where connections to the existing network are available, for example into Warratah Park, and to providing a layout that provides the best possible accessibility for pedestrians, cyclists and road users. These issues can be dealt with at detailed design stage.

## 8. TRIP GENERATION AND DISTRIBUTION

### 8.1 Existing Trip Generation

Cairnbrae Drive is a cul-de-sac that provides access to 37 lots. 48 turning movements per hour were recorded at the intersection of Cairnbrae Drive and Springs Road during the morning peak period and 37 turning movements during the evening peak. This gives a peak trip generation rate for dwellings in Cairnbrae Drive of 1.3vph/unit in the morning and 1.0vph/unit in the evening.

It is estimated that a total of 85 of the proposed new dwellings will use Charles Street, William Street and Norris Street for journeys between home and Springs Road or Blakes Road. The maximum number of turning movements per hour recorded at the Norris/Blakes, Charles/Springs and William/Springs intersections was 125 vph during the morning peak period and 88 vph during the evening peak period. This gives a peak trip generation rate per unit of 1.5vph/unit in the morning and 1.0vph/unit in the evening.

Combining the trip generation rates for Cairnbrae Drive, Charles Street, William Street and Norris Street gives a peak trip generation rate of 1.4vph/unit in the morning and 1.0vph/unit in the evening.

## 8.2 Expected Trip Generation

The Plan Change proposal will enable approximately 212 new residential dwellings to be constructed west of existing residential roads. It is expected that the trip generation rates will be very similar to those observed for the existing properties nearby. Therefore rate of 1.4vph/unit during the morning peak period and 1.0vph/unit during the evening peak period has been used in the analysis of the Plan Change.

## 8.3 Existing Trip Distribution

The survey data for the Cairnbrae Drive intersection with Springs Road recorded 33 vehicles exiting from Cairnbrae Drive during the morning peak hour with the majority (88%) turning left towards Christchurch and the remainder turning right towards Lincoln. A total of 15 vehicles turned into Cairnbrae Drive during the same period, nine from the north and six from the south. During the evening peak hour, 17 vehicles exited from Cairnbrae Drive with 15 heading north towards Christchurch while 20 vehicles entered Cairnbrae Drive with 17 coming from the north.

A total of 71 trips originated from residences on Charles Street, William Street and Norris Street during the morning peak period of which 12 (17%) headed towards Shands Road along Blakes Road, 46 (65%) headed towards Christchurch and the remainder (18%) went south towards Lincoln. 54 trips ended on these residential streets in the morning peak hour of which 25% originated south of Prebbleton, 15% originated west of Prebbleton and the remaining 60% will have originated from north of Prebbleton.

In the evening peak hour, 37 vehicles were recorded departing from Charles Street, William Street and Norris Street with 24% heading towards Shands Road, 43% heading south towards Lincoln and the remainder heading north towards Christchurch. A total of 51 trips ended on these streets during the evening peak hour of which 25% originated south of Prebbleton, 35% originated west of Prebbleton and the remaining 40% originated north of Prebbleton.

Based on turn counts for Cairnbrae Drive, Charles Street, William Street and Norris Street, outbound trips accounted for 60% of all trips during the morning peak period while in the evening, outbound trips accounted for only 43% of the total.

## 8.4 Expected Trip Distribution

The area of land affected by the Plan Change proposal has been considered as two separate areas, a northern area of 10.39Ha and a southern area of 8.4515Ha. Assuming that the 212 new dwellings are distributed uniformly across the two areas, there will be 91 dwellings in the southern area and 121 dwellings in the northern area. If the new road through the Plan Change area begins at the current limit of Cairnbrae Drive and links with Blakes Road and William Street then it is possible to make some reasonable assumptions about the routes that vehicles will take to different destinations.

The majority of trips between the southern lot and destinations north and south of Prebbleton, e.g. Christchurch and Lincoln respectively, will use Cairnbrae Drive to get onto Springs Road. A small proportion of trips will travel through the Plan Change area to access Blakes Road and destinations west of Prebbleton. It is very likely that some of the existing trips to and from Cairnbrae Drive will also take advantage of the new road to avoid travelling through the centre of Prebbleton



The pattern of trips for dwellings in the northern part of the Plan Change area is more complex because there is more route choice. In practice though, it is reasonable to assume that trips to and from the south of Prebbleton will use Cairnbrae Drive to access Springs Road. Based on the existing travel patterns, it is estimated that 70% of trips to and from the north of Prebbleton will use Blakes Road while the remaining 30% will use William Street.

In the future, there may also be some use of the connection to Warratah Park, off Cairnbrae Drive. This could change the traffic distribution slightly, however to undertake a worst case assessment on the existing intersections on Springs Road, this connection has been ignored for the purpose of this traffic assessment.

Figure 8 shows the estimated increases in turning movements at intersections close to the Plan Change area for the morning peak period.

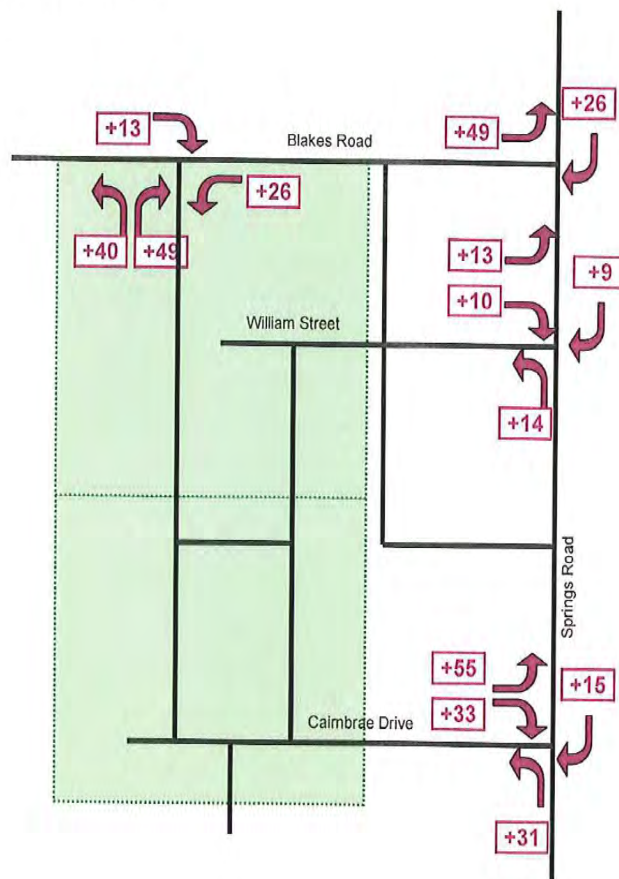


Figure 8: Predicted Changes in Traffic Distribution

## 8.5 Future Network Changes

The predicted changes in traffic distribution have been based on an assessment of the currently envisaged form of the road network within the Plan Change area and the existing patterns of traffic movements observed in Prebbleton.

It has been described above that the CRETS transport strategy includes changes to the road network and hierarchy in Prebbleton. Such changes could alter the expected distribution of traffic generation by the Plan Change area. Springs Road will remain as the primary route for travel between Prebbleton and its surrounds, as described in CRETS. Changes to the hierarchy for Blakes Road, Tosswill Road and Birchs Road mean that these roads could become attractive as connections to other routes such as Shands Road or the new Ellesmere Road district arterial.

These wider area traffic patterns have been addressed as part of the CRETS study which has considered residential growth in Prebbleton from 503 households in 2001 to 2,000 households in 2021.

The analysis presented in Section 11 of this report specifically assesses the intersections which provide for movement between the Plan Change area and its frontage roads, Springs Road and Blakes Road. With Blakes Road becoming a collector road more traffic could be drawn to this route rather than Springs Road. If and by how much these patterns change depends on land use development in the wider area and their timing.

Selwyn District Council staff have also indicated that other developments will occur in Prebbleton. One such proposed development, the Prebbleton Central subdivision is accessed from Springs Road and Tosswill Road. The subdivision now connects to Springs Road at the Blakes Road roundabout. A proposed child care centre on the northern corner of Blakes Road and Springs Road has proceeded to a hearing but no decision has been released. The effects of these developments have been considered in the updated analysis.

The upgrade has increased the capacity of the Blakes Road/Springs Road intersection. It also provides an option from other priority controlled intersections along Springs Road. Should any critical movements, for example right turns onto Springs Road during the morning peak period, become difficult residents of the Plan Change area would possibly re-route and use the roundabout and equilibrium between the delays at various access locations along Springs Road would be reached.

Section 11 of this report addresses the performance of the intersections in the vicinity of the Plan Change area using the surveyed traffic volumes with the expected Plan Change area volumes added. It is acknowledged that the exact distribution of these traffic volumes may change following proposed changes to the surrounding transportation network. However, following a review of CRETS it is considered the impacts of the proposed development have already been assessed and described on the wider network and in a local sense, the impacts of the development will be no worse than the 2007 assessment presented in Section 11.

## 9. ACCESS AND EGRESS

### 9.1 Road Standards

The internal road network within the Plan Change area will be developed during the detailed design stage of the project. There is no reason why full compliance with the standards of the Selwyn District Plan cannot be achieved.

Following development of the Plan Change area the section of Blakes Road along the site frontage will need to be developed to appropriate urban standards including footpaths and a 50km/h posted speed limit.

### 9.2 Road Intersection Spacing

The primary access point from the development site onto the road network will be on Blakes Road approximately 220m west of the Elmwood Drive intersection. The speed limit between these two intersections will be 50km/h for which the District Plan specifies a minimum distance between intersections of 125m; therefore the location of the new intersection is compliant with the District Plan.

### 9.3 Sight Distances

The District Plan specifies a minimum sight distance of 45m for Living Zones where the legal speed limit is 50km/h and 85m where the speed limit is 70km/h. While it is not possible to measure the sight distance at the proposed site of the new Blakes Road intersection because of the existing trees, Blakes Road is flat and straight at this location, therefore it is reasonable to expect the sight distance to exceed 45m to the east where the speed limit is 50km/h and 85m to the west where the speed limit is 70km/h when the intersection has been constructed. The potential sight lines are shown in Photographs 10 and 11 below.



Photograph 10: Potential sight line west from Blakes Rd Intersection





Photograph 11: Potential sight line east from Blakes Rd intersection

The development will also create a new intersection with Williams Street at a point adjacent to the children's playground. The kerbs and footpaths for the new intersection are already formed and measurements at the intersection indicate that the sight distance requirements of the District Plan will be exceeded. This intersection and the available sight lines are shown in Photographs 12 to 14.



Photograph 12: William Street Access to site



Photograph 13: Sight line East from new William Street Intersection



Photograph 14: Sight line West from new William Street Intersection

It is similarly not possible to measure other sight distances within the Plan Change area such as at the intersection of Cairnbrae Drive and the new connection into Warratah Park. However, as the area is generally flat and the proposed alignment of the roads generally straight, there is no reason why the District Plan sight distance cannot be achieved in all cases.

#### 9.4 Maximum Gradient for Vehicle Access

Under the District Plan, the maximum gradient allowed for a vehicle accessway into a development from the road is 1 in 6. Since the development lies within an area of flat rural land, it is not anticipated that any road gradients will exceed 1:20 and will therefore be permissible.



## 10. PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS

### 10.1 Public Transport

Currently, there are three buses per hour in each direction during the day and higher frequency services operating during morning and evening peak periods along with an express service. It is expected that the demand for public transport generated by the Plan Change area can be accommodated by these services and the Plan Change would not necessitate additional services.

The existing bus service through Prebbleton uses Springs Road and Birchs Road to travel between Christchurch and Lincoln via Prebbleton. Policy 1.2 of the Canterbury Regional Passenger Transport Plan 2006 sets out that at least 90% of people resident in Christchurch shall be no more than 500m from a bus route. A distance of 500m is identified as being equivalent to about five minutes walking time.

The majority of the new dwellings within the Plan Change area will be within 500m of Springs Road and would be within the target walking distance for any existing or future bus services that operate on Springs Road.

At present the existing bus services that use the Springs Road and Birchs Road route have most of Prebbleton within 500m of them. As Prebbleton grows and the residential areas form less of a linear development pattern along these roads, different bus routes may be considered by Environment Canterbury and Selwyn District Council.

The majority of the Plan Change area is within 500m of Blakes Road as well as Springs Road, should public transport connections ever be considered along this route which connects Prebbleton and Templeton.

A connection could be provided through the Plan Change area if this was justified in the future. Possible connections include the route provided by Cairnbrae Drive, the new subdivision roads and Blakes Road, or a connection could be investigated through Warratah Park. Provision can be made in the detailed development stage of the project to provide sufficient road width and pavement strength for such options to be available in the future should they be justified.

### 10.2 Cyclists

The New Zealand Supplement to the Austroads Guide to Traffic Engineering Practice – Part 14: Bicycles contains guidance on the recommended cycling facilities that should be provided on new roads based upon daily traffic volumes and vehicle speed. The low traffic volume, less than 2,000 movements per day, within the site and the low speed environment, typically less than 40km/h, of the new development means that the roads within the site are suitable for mixed traffic and no specific cycling facilities need to be created.

The main cycleways along Springs Road can be accessed easily from the Plan Change area using Blakes Road, William Street and Cairnbrae Drive. The proposed internal road network has a grid layout and is therefore conducive to good cycling permeability. A pedestrian and cycle link is provided at the end of William Street to connect to the new subdivision road.

### 10.3 Pedestrians

The proposed road layout within the Plan Change area will include provisions for pedestrians in accordance with the District Plan internal road layout requirements. The footpaths within the Plan Change area will be able to connect with the existing footpaths on William Street and Cairnbrae Drive. On Blakes Road the existing footpaths east of the new intersection will be extended up to the new intersection to facilitate access to the school and church.

The proposed internal road network has a grid layout and is therefore conducive to good pedestrian permeability. A pedestrian and cycle link is provided at the end of William Street to connect to the new subdivision road.

Other opportunities for pedestrian connections may arise during the detailed design of the Plan Change area and these can be pursued by the Applicant and Selwyn District Council.

## 11. EFFECTS ON THE TRANSPORT NETWORK

### 11.1 Effect of Development Traffic on Road Network

#### 11.1.1 Cairnbrae Drive/Springs Road Intersection

Cairnbrae Drive provides the main route south from the Plan Change area and as a result, traffic volumes along this road will increase. Based on the predicted trip distribution, the peak two-way volume is predicted to increase from 48vph to 182vph. Analysis of the intersection performance using aaSIDRA suggests that the additional traffic volumes will cause a small increase in the average delay per vehicle for vehicles exiting from Cairnbrae Drive. The estimated delay of 11 seconds/vehicle falls with the band of Level of Service B.

#### 11.1.2 Tosswill Road/Springs Road Intersection

The Tosswill Road/Springs Road intersection carries nearly as much traffic as the Blakes Road/Springs Road intersection. The pattern of delays though is different because there are a greater number of vehicles making a right turn out of Tosswill Road than turning right out of Blakes Road. The average delay per vehicle on each movement during the morning peak period has been estimated for the current and predicted future traffic volumes using aaSIDRA. The movement having the greatest delay is the right turn movement from Tosswill Road and is estimated as 19 seconds/vehicle with current traffic volumes which represents a Level of Service C. The estimated delay per vehicle for the right turn movement increases to 22 seconds with the higher traffic volumes resulting from the residential development of the Plan Change area which remains within Level of Service C.

#### 11.1.3 Charles Street/Springs Road Intersection

Since the new roads within the Plan Change area do not link directly onto Charles Street, the only impact on this intersection will be a small increase in the traffic volume along Springs Road resulting from vehicle trips between the northern end of the development site and Lincoln via William Street. It is estimated that the through traffic volume will increase by up to 94vph in either direction during the AM peak period. This will create a small and negligible increase in the delays incurred by vehicles entering and exiting Charles Street with all movements remaining at Level of Service B or better.



#### **11.1.4 William Street/Springs Road Intersection**

William Street is likely to be used by about 30% of vehicles travelling between the northern section of the Plan Change area and locations south of Prebbleton. An intersection analysis using aaSIDRA using the current traffic volumes provided an estimate of the average delay of 13 seconds/vehicle. With the additional traffic volumes from the residential development of the Plan Change area, it has been estimated that the average delay per vehicle will increase to 15 seconds/vehicle which corresponds to a Level of Service B.

#### **11.1.5 Blakes Road/Springs Road Intersection**

The Blakes Road/Springs Road intersection carries a higher volume of traffic during the peak hour than any of the surrounding intersections. It is estimated that the residential development of the Plan Change area will increase the traffic volume during the morning peak hour at the intersection from 1130vph to 1296vph. Analysis of the current roundabout performance has been undertaken with the addition of traffic projected to be generated on completion of Stage 2 of the Prebbleton Central subdivision. The projected movements from a proposed child care centre on the northern corner of Blakes Road and Springs Road are also included.

The analysis using aaSIDRA suggests that the greatest existing average delay for any movement is 11 seconds/vehicle and this will increase to 12 seconds/vehicle following the residential development with completion of Stage 2 of the Prebbleton Central subdivision and the proposed child care centre. Both of these delays remain at Level of Service B. These delays and level of service for the intersection occur for the right turns from the Blakes Road and Prebbleton Central approaches.

#### **11.1.6 Norris Street/Blakes Road Intersection**

As with the Charles Street/Spring Road intersection, there is not expected to be any increase in the turning movements at the Norris Street/Blakes intersection because it does not lie on the expected routing for vehicles going to or from the Plan Change area. The volume of traffic on Blakes Road will increase as a result of the proposed residential development and therefore there will be a small increase in the delays incurred by vehicles turning into or out of Norris Street.

#### **11.1.7 Subdivision Road/Blakes Road Intersection**

Analysis of the intersection using aaSIDRA suggests that the largest delays will occur on the new subdivision road as it exits onto Blakes Road. The estimated delays though are less than 10s which represents a Level of Service A.

## **12. CONCLUSIONS**

Having undertaken a thorough investigation of all the traffic and transportation issues associated with the proposed Plan Change it is concluded that the transportation needs of the development will not have any significant adverse effects on the transportation system.

The traffic effects of the Plan Change and in particular the impact on Springs Road which provides the major transportation corridor in the area have been assessed in detail and it has been demonstrated that the proposed Plan Change can be accommodated with the retention of the existing good levels of service for road users.

In terms of the sustainable transport modes of walking, cycling and public transport the Plan Change area is well located on a public transport corridor within easy walking distance and with local shops and services also within walking and cycling distance.

It is concluded that from a transportation viewpoint the Plan Change will facilitate the establishment of an urban development that will prove to be a desirable extension of the Prebbleton Village area.

Traffic Design Group Ltd  
10 March 2010

# **ATTACHMENT F:**

**Transport assessment**

# Peer Review of Transport Assessment

Application for a Change to the Selwyn District Plan (PC2)

William Blake Ltd and Maurice Coffey

## Peer Review of Transport Assessment

Application for a Change to the Selwyn District Plan (PC2)

William Blake Ltd and Maurice Coffey

Prepared for

Selwyn District Council

Prepared by

AECOM New Zealand Limited

Level 6, 76 Cashel Street, Christchurch 8011, P O Box 710, Christchurch MC, Christchurch 8140, New Zealand  
T +64 3 363 8500 F +64 3 363 8501 [www.aecom.com](http://www.aecom.com)

4 June 2010

© AECOM New Zealand Limited 2010

The information contained in this document produced by AECOM New Zealand Limited is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and AECOM New Zealand Limited undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of AECOM New Zealand Limited.

4 June 2010

## Quality Information

Document Peer Review of Transport Assessment

Ref

Date 4 June 2010

Prepared by Jeff Owen

Reviewed by

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
Rev 1	19-Apr-2010	Final	Brendan Bisley Christchurch Transportation Manager	
Rev 2	04-Jun-2010	Final	Brendan Bisley Christchurch Transportation Manager	



## Table of Contents

1.0	Introduction	1
2.0	The Proposal	1
3.0	Traffic Effects	2
3.1	Road Geometry and Intersections	2
3.2	Cycling and Pedestrian	3
3.3	Road Network	3
3.4	Public Transport	4
3.5	Traffic Volumes	4
3.6	Road Safety	4
4.0	Traffic Generation	5
5.0	District Plan Requirements	8
6.0	Prebbleton Structure Plan	8
7.0	Submissions	9
7.1	William Street	9
7.1.1	Traffic Volume	10
7.1.2	Speed	11
7.1.3	Visibility	11
7.1.4	Walking and Cycling Linkage	12
7.2	Blakes Road/Norris Street Intersection	12
7.3	Internal Road Network Layout	13
7.4	Cairnbrae Drive and Trents Road Links	13
7.4.1	Cairnbrae Drive	13
7.4.2	Trents Road (Waratah Park) Roading Link	14
8.0	Conclusion	14

## List of Figures

Figure 1	2
Figure 2	9
Figure 3	11
Figure 4	12

## 1.0 Introduction

The Selwyn District Council has engaged AECOM NZ Ltd to Peer Review the Transport Assessment prepared by Traffic Design Group for a plan change submitted by William Blake Ltd and Maurice Coffey. The Transport Assessment relates to an application to change the Selwyn District Plan (PC2) to facilitate the development of a residential subdivision. The review will also assess the submissions received and proposed District Plan amendments.

The peer review report has been undertaken on the Transport Assessment for a Change to the Selwyn District Plan (Prebbleton Residential Plan Change, William Blake Ltd and Maurice Coffey) report dated 10 March 2010 prepared by Traffic Design Group.

Traffic Design Group has prepared a comprehensive report outlining the potential traffic effects associated with the proposed designation. The report describes the existing environment including road classification, road geometry and intersections, and traffic volumes. Meeting the Selwyn District Plans requirements is also addressed.

## 2.0 The Proposal

The application seeks a plan change to the Selwyn District Plan to facilitate the development of a residential subdivision. The site has road frontage onto Blakes Road and is located on the western extremities of the Prebbleton Township. The site is approximately 19ha in size. The site is currently zoned Rural within the Selwyn District Plan. The application proposes to convert this zoning to Residential so that approximately 212 new dwellings can be created along with roading infrastructure.

The proposal is fully described in the Transport Assessment Report. Figure 1 shows the application site.

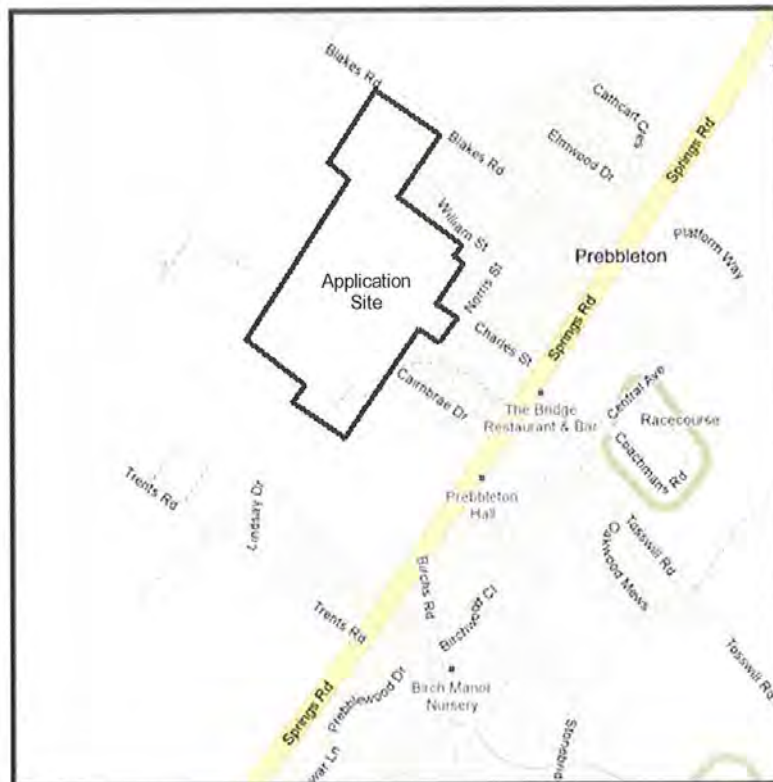


Figure 1

### 3.0 Traffic Effects

#### 3.1 Road Geometry and Intersections

The main access to the proposal will form a new intersection at Blakes Road. This will be located approximately 220 metres west of the existing intersection at Elmwood Drive and will be constructed to the Selwyn District Councils requirements.

The existing 50 kph speed limit change point to 70 kph will be required to be moved west on Blakes Road. It is suggested that the existing 50 kph speed limit change point to 70 kph be moved to where the existing 70 kph speed limit change point to 100 kph occurs. The existing 70 kph speed limit could be extended west into the 100 kph speed zone. This will require the

necessary amendments to the Councils speed limit bylaw. If this proposal is approved the amendments will be actioned by the Selwyn District Council at subdivision consent stage.

The internal roading layout, intersection treatments and construction details will be approved at subdivision consent stage however the application shows an indicative roading pattern. The indicative roading pattern is consistent with the Selwyn District Plan. No details are given to the style of roads i.e. 'boulevard' or 'standard' construction. However it is stated that there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

The proposal also shows roads connecting onto Cairnbrae Drive and William Street and future links onto Trents Road via Lindsay Drive and Trents Road Berryfarm.

### **3.2 Cycling and Pedestrian**

As stated in the proposal the existing roads around the site have existing footpaths and pedestrian crossing points. Springs Road has central pedestrian islands and a zebra crossing. The local side streets are provided with at least a footpath on one side of the street. Cycle lanes are provided on Springs Road through the village. Blakes Road does not have marked cycle lanes but has a marked parking lane of sufficient width where a cyclist can ride without having to ride in the live traffic lane.

At the application site on Blakes Road there is an existing footpath on the northern side of the road. If this proposal was to proceed a footpath is to be provided on the south side of Blakes Road adjacent to the site and linking to the existing footpath east of the site access. A footpath is also to be provided west of the site access.

It is proposed to provide a cycle and pedestrian link from the end of William Street to the new subdivision road. This will provide an internal link for both cyclists and pedestrians to the villages' facilities.

### **3.3 Road Network**

The Transport Assessment makes reference to the Christchurch Rolleston and Environs Transport Study (CRETS) and the Greater Christchurch Urban Development Strategy (UDS). These documents provide a clear view of the likely roading network needs of the area. CRETS addresses the possible expansion of Prebbleton from 503 households (2001) to

2,000 households in 2021. Therefore the future needs of the area and impact on the road network have already been addressed in that document.

The existing road network is of a good standard providing footpaths and good carriageway width. The existing volumes on these roads are low thus providing excellent level of service to the existing properties that access their dwellings from these roads. See 'Traffic Generation' for further details.

### **3.4 Public Transport**

At present there are two bus services running along Springs Road to Lincoln. As stated in the Transport Assessment there are three buses per hour in each direction passing through the village. With the vision for Prebbleton of 2,000 households by 2021 and the growing number of household units being established now, it would be prudent to consider future bus needs. The Transport Assessment prepared by TDG does not state whether ECAN, the administrator of the public transport system has been contacted to seek their views on future bus services for Prebbleton. It is recommended that their views be sort on this need so this can be factored into the proposal.

### **3.5 Traffic Volumes**

Traffic Design Group carried out extensive traffic counting surveys in September 2007. Since that time the traffic volume may have changed as these counts are now over two years old. In addition, Prebbleton Central, a subdivision with access off Springs Road to the east of the Blakes Road intersection has been established. To assess the accuracy of this 2007 data and the Prebbleton Central subdivision, TDG has factored in predicted traffic volumes from this subdivision and have compared the latest tube counts (August 2009) with the October 2005 counts obtained from the Selwyn District Council. It found that over this period the traffic volume in and around Prebbleton has remained stable with only an increase of 1% per annum.

It is therefore accepted that the traffic volumes used by Traffic Design Group is accurate.

### **3.6 Road Safety**

The Transport Assessment prepared by Traffic Design Group has searched the New Zealand Transport Agency Crash Analysis System (CAS) to identify all reported crashes for the five year period July 2003 to July 2007. It found that there were 14 reported crashes in and



around the proposal site. Traffic Design Group concluded that 'Overall, this accident record does not suggest that there are any underlying safety issues on the roads in the vicinity of the Plan Change area'.

As the data is over two years old AECOM has carried out a new search of CAS to update this data to verify the previous findings by Traffic Design Group. The search was for the five year period January 2005 to January 2009. It was carried out on the same area as previously undertaken by Traffic Design Group and also found that there were 14 reported crashes. When comparing the two sets of crash data it was found that the type and cause of the crashes were almost identical.

It is therefore accepted that the statement made by Traffic Design Group 'Overall, this accident record does not suggest that there are any underlying safety issues on the roads in the vicinity of the Plan Change area' to be still relevant today.

#### 4.0 Traffic Generation

The Selwyn District Council has advised that currently Springs Road is carrying 9500 vehicles per day (vpd) north of Blakes Road. In the am peak hour Springs Road carries around 600 vehicles leaving Prebbleton and around 500 entering Prebbleton. In the pm peak hour Springs Road traffic flows are even with around 500 vehicles entering and leaving Prebbleton.

The proposal is expected to contain approximately 212 residential households. It is known that each residential property will generate between 6 and 10 vehicle trips per day. It follows that the subdivision proposal will generate between 1270 and 2120 vehicle trips per day.

Vehicle trips per day for a residential property are known to vary between 6 and 10 trips per day. These figures give a large variance of what a potential fully developed subdivision could generate. The vehicle trips per day figures are required to be applied to different situations. 10 vehicle trips per day per household generally are used to calculate trip generation for large towns and cities i.e. Christchurch. The lesser figure of 6 trips per day per household is used for small townships i.e. in this instance Prebbleton. The rationale behind this is large cities have many facilities relatively close to the household unit where as smaller town have less infrastructure requiring property owners to travel greater distances to carry out their day

to day activities. Many activities are undertaken in the same trip therefore trips per day are less than in large cities.

TDG in their Transport Assessment have used the more accurate method of surveying the existing traffic movements in the peak hours. This has then been used to establish the true vehicle trips per household in the peak hours. As stated in the Transport Assessment TDG have used peak trip generation rates based on the Cairnbrae Drive households which are 1.3vph/household in the am peak and 1.0vph/household in the pm peak.

TDG also have factored in the vehicle movements in Charles Street, Williams Street and Norris Street. Combining these trip rates gives 1.4vph/household in the am peak and 1.0vph/household in the pm peak

TDG have assumed that the existing households in the area will be similar to the proposal. The lot and dwelling size are expected to be similar so vehicle trips will also be similar. It is accepted that their method and assumptions are reasonable.

The proposal is expected to contain approximately 212 residential households. Using the figures of 1.4vph/household in the am peak and 1.0vph/household in the pm peak the subdivision proposal will generate 300 vehicle trips in the am peak hour and 212 vehicle trips in the pm peak hour.

The proposed site will have access to the main routes of Springs and Blakes Roads via three intersections being Blakes Road/new subdivision, Cairnbrae Drive/Springs Road and Blakes Road/Springs Road. TDG have provided expected trip distribution to and from the site in the am peak hour. This is shown as figure 8 of the Transport Assessment. However no figure is shown for the pm peak hour. Using the same rationale as for the am peak, knowing that there are 212 vehicle trips in the pm peak as opposed to 300 in the am peak hour it can be calculated that the pm vehicle movements are 70% (212/300) of the am peak.

It is known that there may be future road links from the site onto Trents Road. This has been ignored from the Transport Assessment due to its uncertainty, with the above assessment providing a worst case scenario on existing intersections.

The automated traffic count data supplied by the Selwyn District Council shows that in August 2009, Springs Road immediately north of Blakes Road carried an average of 8,950 vehicles per day (vpd). Using the worst case scenario that all trips generated by the proposal

will be on Springs Road and 10 trips per household the expected traffic volume on Springs Road north of Blakes Road could increase to 10,070vpd.

Similarly if all trips generated by the proposal in the peak hours will be on Springs Road the expected traffic volume on Springs Road north of Blakes Road could increase from 822 vehicles per hour (vph) to 1,122vph.

Springs Road is currently classified as a 'Strategic Road' in the Selwyn District Plan and has a function to provide through traffic movements, often at high speed. The expected traffic volumes as discussed above are within the context of the volumes that strategic roads can cater for. That said Springs Road has spare capacity to carry the expected traffic volumes.

Similarly to Springs Road, if Blakes Roads immediately west of Springs Road was to carry all of the traffic generated by the proposal the traffic volume on Blakes Road could increase to 2,100vpd from 1,800vpd.

Similarly if all trips generated by the proposal in the peak hours will be on Blakes Road the expected traffic volume on Blakes Road west of Springs Road could increase from approximately 170 vehicles per hour (vph) to 470 vph.

Blakes Road is currently classified as a 'Local Road' in the Selwyn District Plan and has a function to provide access to households in an urban or town environment. They generally link to collector roads. The expected traffic volumes as discussed above are within the context of the volumes that local roads can cater for. That said Blakes Road has spare capacity to carry the expected traffic volumes.

It is highly unlikely that Springs Road and Blakes Road will experience the full impact of generated trips from the proposal as some vehicles will travel both west and south from the application site with the above figure giving the worst case scenario.

The other roads that are identified in the proposal to provide immediate access to the site are all classified as 'Local Roads'. These roads also have spare capacity to carry the expected traffic volumes.

It is noted that the Selwyn District Council is in the process of redefining the roading hierarchy to align with CRETS. If the new definitions are adopted Springs Road will become an Arterial Road, with Blakes Road a Collector Road.

## 5.0 District Plan Requirements

The proposed subdivision will be assessed under the relevant rules of the Selwyn District Plan at the time of subdivision consent. The application however embraces the subdivision and transport related rules of the District Plan. As earlier stated in this report there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

AECOM concur with this approach as at this stage of the process as no detail is provided relating to physical construction.

## 6.0 Prebbleton Structure Plan

The Selwyn District Council over the last few years has been developing the Prebbleton Structure Plan. The plan provides a strategic planning framework to coordinate development in Prebbleton for the next 30 years. Submissions closed on the draft structure plan on the 16th October 2009. A hearing was held on 7th December 2009 to consider the comments received on the Draft Prebbleton Structure Plan. The Prebbleton Structure Plan was adopted by the Selwyn District Council on the 24th February 2010.

The portion of the Structure Plan (Figure 2) shows an indicative layout for the application site with the proposed roading connections onto the existing roading network. The proposed road connections to William Street, Cairnbrae Drive and the new intersection onto Blakes Road along with the connection through to Trents Road are shown. The pedestrian and cycle link from the cul-de-sac end of William Street through to the possible internal subdivisions road network is also shown.

The proposal shown in the Transport Assessment report prepared by Traffic design Group matches the plan of the Prebbleton Structure Plan and therefore satisfies the intentions of the structure plan. The only variation at this stage is the indicative internal roading layout. This will be confirmed and approved at subdivision consent stage.



Figure 2

## 7.0 Submissions

Submissions have been received from numerous residents from William Street and the immediate surrounding area. Submissions have been received from Environment Canterbury, a resident in Cairnbrae Drive and others. All relate to traffic, pedestrian and cycling issues.

### 7.1 William Street

Numerous submissions have been received from the residents of William Street and the immediate surrounding area relating to traffic issues on William Street. Concerns are:

- Not capable of handling the extra volume of traffic
- Speed of existing traffic
- Children safety at the existing playground
- Poor visibility at the playground
- Extra traffic could endanger the elderly, children and those attending the Primary School and Play Centre



- Road too narrow, not designed or built to accommodate higher volumes of traffic
- Road too narrow for two way traffic
- Walking and cycling linkage to the proposed subdivision from the cul-de-sac end of the street only

#### 7.1.1 Traffic Volume

William Street is a local road within the Selwyn Districts Plans roading hierarchy. The street runs west from Springs Road 160 m south of the roundabout at Blakes Road. It terminates as a cul-de-sac 500m from Springs Road. The street crosses Norris Street 215m from Springs Road. William Street is controlled by give ways at Norris Street. The width of William Street varies from 8.2m to 8.5m kerb to kerb with footpaths and grass berms on each side of the road. Dished channel exists from Springs Road to number 25 (adjacent to the playground) then flat channel continues to the cul-de-sac end. The street contains approximately 45 properties.

Presently William Street carries approximately 270 vehicles per day (vpd) between Springs Road and Norris Street with 180vpd between Norris Street and the cul-de-sac end. Local roads can carry up to 2,000 vpd before they begin to act as collector roads and cause traffic related issues on local roads. Using the expected trip distribution the traffic volume increase in the am and pm peak would be 25 vehicles per hour (vph) to 65vph between Springs Road and Norris Street. Between Norris Street and the cul-de-sac end there will be no increase in motorised traffic with only an increase in pedestrians and cyclists. These traffic volume numbers are very low for any street and although the increase of 25vph will be noticeable; William Street has capacity to cater for this increase.

William Street varies from 8.2m to 8.5m wide kerb to kerb. Car parking is available at the kerb side along the entire length of the street. If two cars were to park opposite each other two way traffic is still provided. The width between the parked cars would be approximately 4.5m giving traffic lanes of approximately 2.25m in each direction. The Selwyn District Plan roading standards require new local roads to be constructed at a width of between 8m and 8.5m with local road cul-de-sacs at 8m in width. These widths allow for two way traffic flow and kerb side parking. William Streets existing road width is consistent with this standard. Figure 3 shows the typical layout of William Street.



Figure 3

#### 7.1.2 Speed

Speed of traffic can be an issue in any street within any town or City, with the Prebbleton being no exception. When streets have low volumes of traffic with little or no kerbside parking to help calm traffic speed, speeds can be higher than desired. The Selwyn District Plan roading standard for local roads addresses this issue by making the roads width as narrow as possible for the environment it serves. William Street is within an urban area and has a 50km/hr speed limit. There will always be the occasional vehicle that exceeds the speed limit as identified by the submitter in any street. This matter is an enforcement issue that should be referred to the NZ Police.

#### 7.1.3 Visibility

Poor visibility at the playground has been identified as an issue by submitters. The existing playground is small and narrow with the play equipment located close to the road. An intersection has been formed, when William Street was constructed many years ago adjacent to the playground which does not lead anywhere. The intersection is the proposed connection to William Street in this application.

It has been stated in the application that the existing playground is to be enlarged. It also states that 'there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved'. This will be achieved at subdivision consent stage. If there is an existing visibility issue for motorists at the playground the subdivision consent

will address this issue through the rules of the District Plan so subdivision consent can be obtained.

#### **7.1.4 Walking and Cycling Linkage**

Concerns have been expressed in the submissions that the link between the cul-de-sac end of William Street to the new subdivision should be limited to pedestrians and cyclists only. The Transport Assessment report prepared by TDG states the connection of a road link to the proposed subdivision is not required and a pedestrian and cycling only will be provided. Figure 4 shows where the proposed pedestrian and cycle link will be.



**Figure 4**

#### **7.2 Blakes Road/Norris Street Intersection**

One submission has been received raising concerns at the existing parking of vehicles at the intersection associated with the Primary School between 9.00am and 3.00pm. It is unclear whether these concerns relate to parents and care givers dropping off and picking up pupils at school times or permanent parking close to the intersection.

An inspection of the intersection reveals there are no existing broken yellow no stopping lines or yield control against Norris Street. Vehicles may be parking closer than the required 6m clearance from the intersection, however this was not observed.

To address these concerns it is suggested that a yield control against Norris Street and broken yellow no stopping lines at the intersection be installed. If this proposal is approved the amendments will be actioned by the Selwyn District Council at subdivision consent stage.

### **7.3 Internal Road Network Layout**

Environment Canterbury has lodged two submissions relating to the internal roading network where the application fails to include specification for pedestrian and cycling movements.

Both pedestrian and cycling facilities are a detail that will be dealt with at subdivision consent stage. The applicant has stated in the Transport Assessment that there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

It is accepted the applicant will comply fully with the rules of the Selwyn District Plan in relation to pedestrian and cycling facilities.

### **7.4 Cairnbrae Drive and Trents Road Links**

Another two submissions have been received relating to the roading links through Cairnbrae Drive and to Trents Road (Waratah Park).

#### **7.4.1 Cairnbrae Drive**

The submission received from the resident of Cairnbrae Drive does not want a road link to the proposed subdivision, citing noise and increased traffic volumes. Cairnbrae Drive provides access for approximately 39 households to Springs Road. The roadway has been designed and constructed according to the Selwyn District Plan and Construction Standards. It is classified as a local road. The observed traffic volume is currently low for a local road with no survey data available. Using the rationale that households in small towns generate 6 vehicle trips per day (vpd) then the estimate daily traffic volume is expected to be around 234 vpd. The Survey data collected by TDG shows that Cairnbrae Drive residents generate 1.3 vph/household in the am peak and 1.0 vph/household in the pm peak. Using these figures the am and pm peak traffic volumes of 51 vph and 39 vph respectively. Using the traffic distribution changes for the proposal these will increase to an estimated 185 vph in the am peak and 132 vph in the pm peak. It must be noted that these figures do not take into account for the future road links through to Trents Road. When these are established these figures will be less.

Both the am and pm hour estimated traffic volumes are low for a local road with Cairnbrae Drive having adequate capacity to cater for this increase.

#### **7.4.2 Trents Road (Waratah Park) Rooding Link**

A submission has been received from the owners of Trents Berry Farm. The submission requests that the future proposed link road through to Trents Road be included in the proposal.

The Prebbleton Structure Plan was adopted by the Selwyn District Council on the 24th February 2010. The rooding link through to Trents Road is indicated in the structure plan although not in the proposal but being referred to a future proposed link. To be consistent with the Prebbleton Structure Plan it should be included in this proposal.

The applicant has considered this submission and has included the link to Trents Road in their proposal.

The rooding network around the proposal can accommodate the impact of the proposal with no significant issues, however to spread the traffic impact further providing the link through to Trents Road in this proposal will help alleviate the concerns of other submitters.

## **8.0 Conclusion**

The proposed plan change will allow a subdivision of approximately 212 household units to the west of the Prebbleton Village along with rooding infrastructure. The indicative subdivision layout will provide rooding links to existing roads. The site is approximately 19ha in size. The site is currently zoned Rural within the Selwyn District Plan. This application proposes to convert this zoning to Residential.

The subdivision will be developed in accordance with the existing Selwyn District Plan rules. Accordingly the proposal will comply with the Plan's requirements regarding rooding layout, parking, access and movement of vehicles. The proposed subdivision will be assessed under the relevant rules of the Selwyn District Plan at the time of subdivision consent.

The application generally aligns with the recently adopted Prebbleton Structure Plan. The original proposal however refers to a future possible link road through to Trents Road. At the time the proposal was submitted the Prebbleton Structure Plan had not been adopted by Council. The applicant has included the links through to Trents Road in their proposal to be consistent with the adopted Prebbleton Structure Plan.



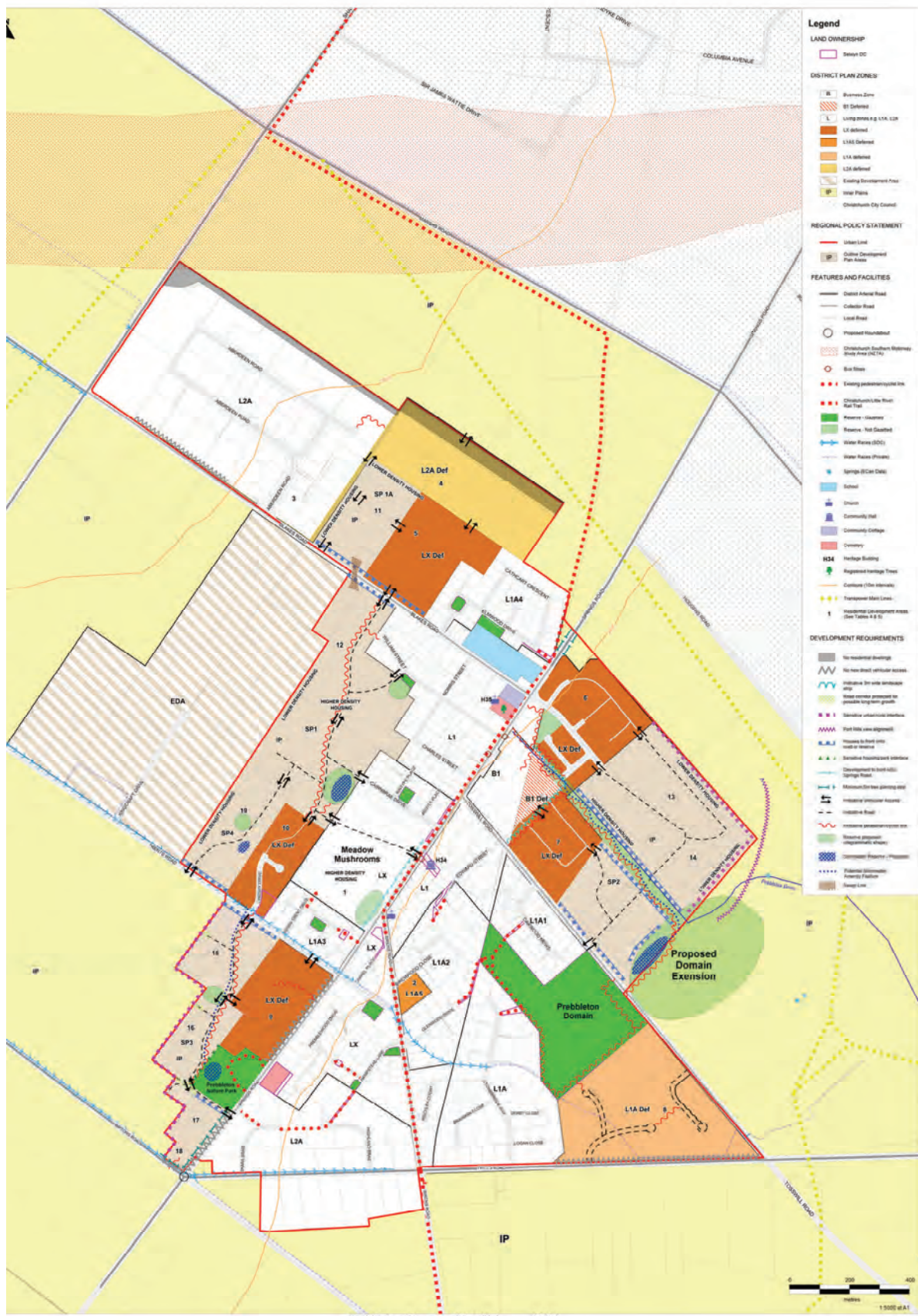
With the recommended speed limit change point relocation, the access to and from the site will fully comply in terms of location, sight and design distances.

The expected increase in vehicle trips generated by the proposal can be accommodated within the existing road network.

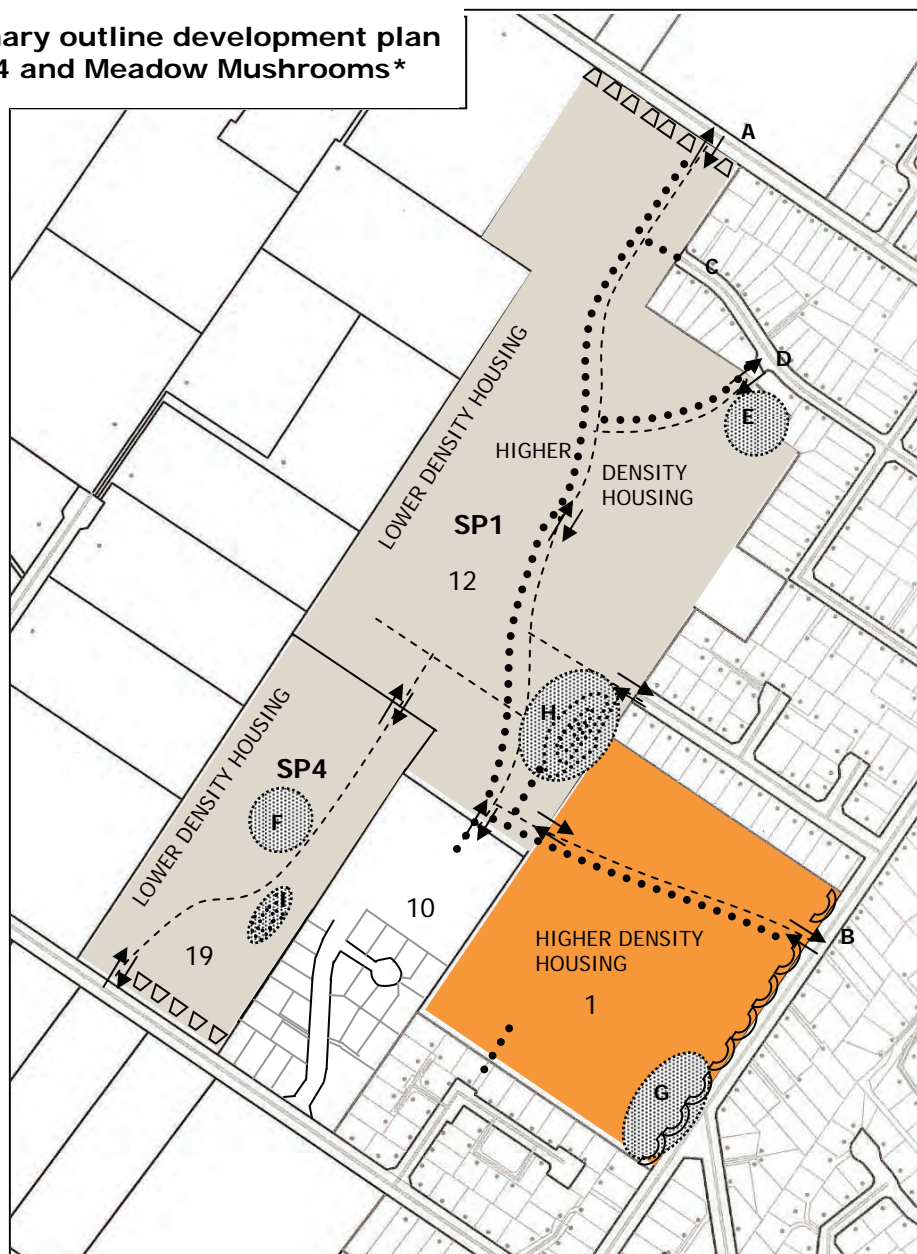
Overall the Transport Assessment for a plan change submitted by William Blake Ltd and Maurice Coffey is thorough and addresses relevant transport related issues that can be addressed at this time.

AECOM agree with the conclusions reached by Traffic Design Group in the Transport Assessment report that it is unlikely that the subdivision will have any significant effect on safety or efficiency of the surrounding roading network.

**ATTACHMENT D:**  
**PSP map and relevant exerts**



**Figure 4. Preliminary outline development plan SP1, SP4 and Meadow Mushrooms\***



\*An ODP for Meadow Mushrooms site can only be formalised if a change in zoning occurs

- Road access points
  - Point A to be located to form a crossroads with the subdivision road on the north side of Blakes Road
  - Point B to be located towards the northern end of the Meadow Mushrooms site
  - Points C & D—one needs to be a vehicle access, the other can be pedestrian/cyclist only
- ⋯ All points are to be connected to form a network.
- - - Indicative roads
- ▤▤▤▤ Residential properties are to front onto Blakes Road, Trents Road and open spaces.
- ~~~~~ Development to front onto Springs Road
- New reserves (shape diagrammatic)
  - E extension of existing reserve
  - F childrens' playground
  - G to incorporate existing mature trees
  - H stormwater reserve to be sited adjacent to the existing house and become an amenity feature
  - I stormwater reserve
- ⋯ Pedestrian/cyclist link
- Larger sections to be located alongside north western boundary. Conventional size sections adjacent to existing houses. Higher density houses towards centre of development sites.



**Table 5. Prebbleton Residential Development Areas - Land allocated through Change 1 to the RPS**

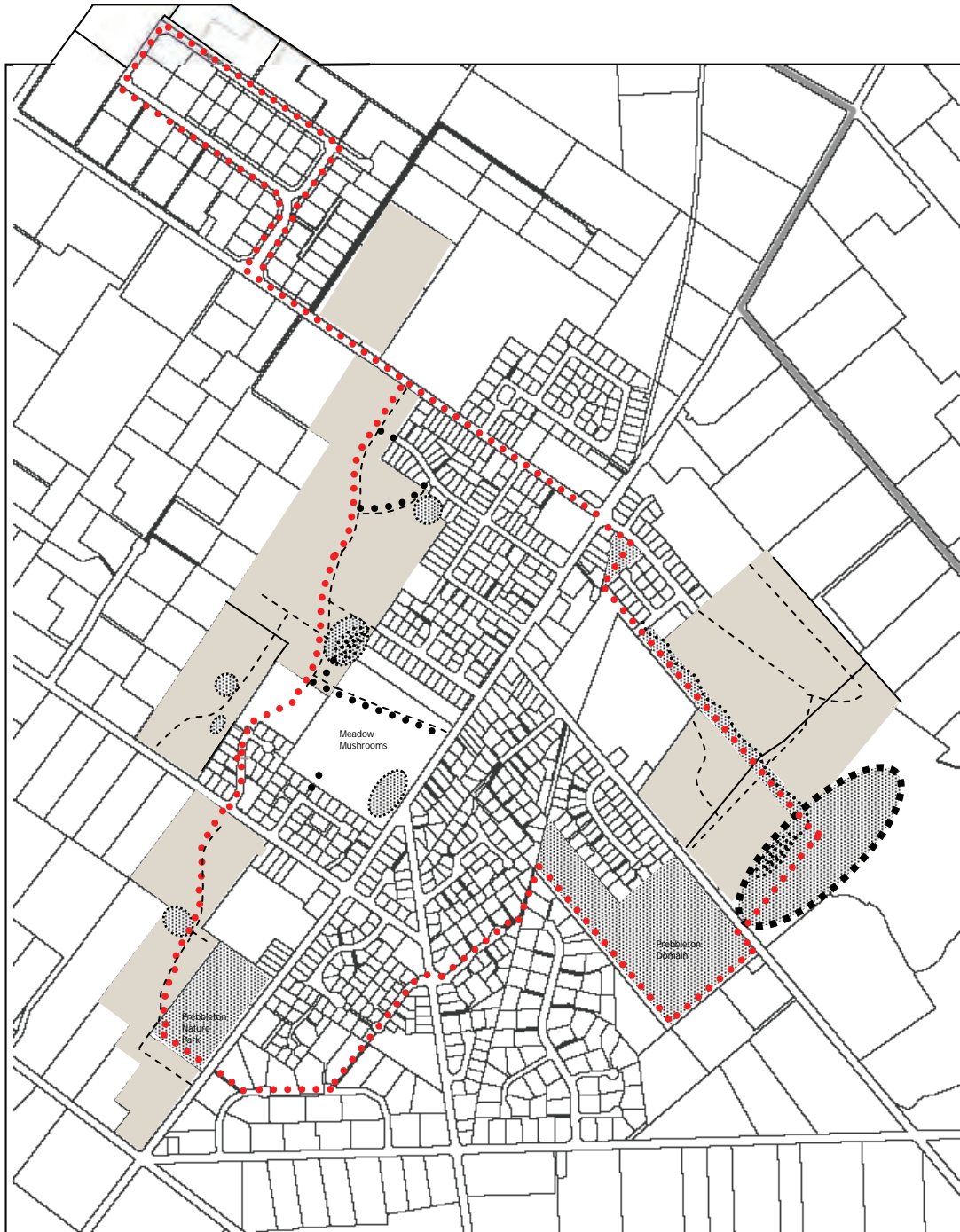
Map ref:	ODP ref:	Location	Total area in ha's	Potential sections	Assumed Development period
11	SP1	North east side of Blakes Road	8	80	2007-2020 (40) 2021-2041 (40)
12	SP1	South west side of Blakes Road	18.85	178	2007-2020
Total SP1			26.85	258	
13	SP2	North east side of Tosswill Road	c.15	150	2007-2020
14	SP2	North east side of Tosswill Road	10.8	100	2007-2020 (50) 2021-2041 (50)
Total SP2			25.8	250	
15	SP3	South east side of Trents Road	5.06	50	2007-2020
16	SP3	North west side of Springs Road	3.64	36	2021-2041
17	SP3	North west side of Springs Road	2.02	20	2021-2041
18	SP3	Corner of Springs/ Hampton Rds	.42	4	2021-2041
Total SP3			11.14	110	
19	SP4	North east side of Trents Road	6.4	64	2007-2020
Total SP4			6.4	64	
<b>Total proposed residential zoning</b>			70.19	682	
<b>TOTAL RESIDENTIAL CAPACITY</b>			184.20	1244	



### 11.3. Circular walking and cycling route

The indicative roads, walkways and open spaces included in the ODP's for the SP1, SP2 and SP3 development sites combine with existing routes and open spaces to enable a circular walking and cycling route around Prebbleton, as indicated below. The main circuit will cover a distance of 5.4 kms and the Aberdeen Road circuit adds an extra 2.5 kilometres.

**Figure 6. Future walking and cycling route around Prebbleton**



# **ATTACHMENT E:**

**Landscape peer review**

# **Landscape Peer Review – Proposed Plan Change 2**

---

**PC080002 Coffey and Blake Private Plan Change**

**Prepared for Selwyn District Council by Andrew Craig**

February 2010

---

**Andrew Craig Landscape Architecture Ltd**

Poynton House

68 Oxford Terrace

Christchurch

Ph. 03 377 0157

Mob. 021 146 1092

PO Box 109

Christchurch 8140

## Introduction

The purpose of this report is peer review the following:

- Landscape assessment of environmental effects prepared in support of proposed private Plan Change 2 requesting the rezoning of existing rural zoned land to deferred Living (XA). I understand this will result in mixed density housing of 10 lots per hectare.
- The proposed plan change provisions where they affect landscape outcomes.

The landscape assessment accompanying the plan change application was prepared by Isthmus Group Limited (landscape architects) and is dated November 2008.

Also considered is the discussion of landscape effects within the proposed plan change application [Section 5 – 5.1 / 5.22] and the proposed provisions.

## Review of Landscape Assessment and Methodology

For any plan change landscape assessment methodology is informed by RMA Schedule 4. Additionally the relevant objectives and policies of the District Plan and those proposed by the applicant are also to be considered, as are RMA s32 matters.

Of relevance to landscape the following matters from Schedule 4 are to be considered and are commented on with regard to the landscape report.

### *1(a) A description of the proposal.*

The site has been described in sufficient detail to understand the character of it and its wider setting [Section 2]. The proposal is described [Section 4] in very general terms which appears to align with the ODP (which is not included in the landscape assessment). The proposed rules [Table 1: Zone Comparison Table] give sufficient indication of anticipated site density. Generic images of what is envisaged for the proposal would substantially assist in better understanding it, particularly with regard to potential visual and landscape effects.

Because it is a landscape matter a more detailed description of the rural and other zone boundary planting [4.5 second bullet point] proposed by the applicant should have been described in the landscape report and cross referenced to the ODP and proposed rules. Nonetheless, the rules (proposed Appendix 19) do give an appropriate indication of the type of planting to be carried out along these boundaries, although the location of the Kingcraft Development Area which is subject to this planting does not appear to be clearly identified on the ODP or any other maps. With regard to the proposed boundary planting an indication of how this will be maintained and by who will be useful so as give confidence that its purpose is enduring.

Overall the description of the proposal with reference to the ODP is sufficient to get a clear understanding, although this can only be fully appreciated with reference to the entire application document and proposed rules. Further, it is understood that at the subdivision consent stage more detailed landscape plans will be forthcoming, which is the appropriate time for these.

### *1(d) An assessment of the actual or potential effect on the environment of the proposed activity:*

The (adverse) visual effects are assessed as being predominantly low with respect to most existing neighbouring properties. Three dwellings are rated as being exposed to a high degree of visual effect. Some reliance however, is placed on the screening effects of existing tree and shrub planting within these properties [5.7 and 5.11 – also 5.15 in the Application report]. Nonetheless,

the assessment is reasonably balanced, although the change in outlook is clearly going to be radical where the landscape goes from rural to urban.

In the related discussion of amenity effects [5.14 – 5.17] the emphasis is on the proposal's compatibility with the existing urban environment that adjoins the application site rather than that on the rural landscape. The loss of rural based amenity (openness, greenery, tranquillity) is not addressed in any great detail in the consideration of amenity effects, and yet this is how neighbours will be most affected. In this regard, the effects of this merit further discussion.

Further assessment is given [5.24 – 5.26] with regard to recent development and proposed patterns in the Prebbleton area, where it is concluded that the proposal is consistent with these. This is particularly so concerning mixed density and the variety of land uses in the area. I agree with this observation. Relating to this I note that many submitters are concerned that the village like character of Prebbleton will be lost should the proposed subdivision proceed. There is probably some truth in this, but given future development scenarios advanced by PC1 and the Prebbleton Structure Plan, there is little that can be done to maintain the former scale that contributed to village character.

*1(g) A description of the mitigation measures...to be undertaken to help prevent or reduce the actual or potential effect:*

Mention is made of the 5m landscaped setback [7.1 - 1<sup>st</sup>, 3<sup>rd</sup> and 6<sup>th</sup> bullet points] and again the question arises as to whether this is effectively a reserve or is reliance placed on future landowners to implement and maintain the required vegetation? If the latter is the case, then I am not confident the anticipated outcomes will be achieved in the long term, which will be discussed in more detail regarding the proposed Plan provisions.

Existing planning provisions are cited as a means of reducing future infill within the proposed low density area. In the landscape assessment it is not clear which provisions apply and the implication is that infill may be a prohibited activity, which is unlikely. I note that in the application further infill will be subject to rule 4.6.1 where proposals attract non-complying activity status.

Under the 'Connectivity and recreation' heading it is asserted that '*... no front fences shall be permitted closer to the road than the dwelling built onsite.*' There does not appear to be a rule implementing that outcome, although the applicant has indicated<sup>1</sup> that fencing up to 1.2 high will be permitted within the 4m road setbacks and alongside reserve and pedestrian pathway boundaries. This will be addressed latter with regard to the proposed provisions.

All other mitigation measures offered appear suitable given the context of the application site and the relevant statutory provisions.

*1(h) (of relevance) identification of the persons affected by the proposal.*

The public (roads) and private (neighbouring dwellings) vantage points offering views into the application site have been adequately identified [Section 3]. The degree of visibility is rated in the Figure 2 aerial photograph that accompanies the landscape assessment. Generally this part of the assessment is adequate.

*2(a) Any effect on those in the neighbourhood and, where relevant, the wider community including social-economic and cultural effects.*

*2(b) Any physical effect on the locality, including any landscape and visual effects:*

---

<sup>1</sup> In a letter to SDC from Aurecon dated 31.5.2010



2(d) *Any effect on natural and physical resources having aesthetic ....value for present and future generations.*

See comments regarding item 1(d) above. Otherwise I agree that the application site does not appear to have significant natural landscape features that would be adversely affected by the proposal.

### Section 32 Matters

Other matters to be considered arise from RMA s32, these being principally an evaluation of any Objectives, Policies and Rules proposed as part of the Plan Change request where they relate to landscape character and amenity outcomes. These are also subject to a cost / benefit analysis, which in landscape terms arise from anticipated change to the character and amenity of the application site. For example, the loss of rural outlook for existing residents would be considered a cost in landscape terms, where a benefit might arise from the remediation of adverse amenity effects caused by actual and potential rural activity.

These matters are not covered in the landscape assessment, but are addressed in the plan change application, although not with regard to landscape matters. Nonetheless, many of the points raised in the landscape assessment are expanded on in the Application and s32 discussion.

### Selwyn District Plan and RPS Matters

Finally, the proposed Plan Change also needs to be assessed against the District Plan Objectives and Policies where they are relevant to landscape matters. Of particular relevance are those concerning the growth of townships.

The RPS [4.8 – 4.9], PC1 [4.10 – 4.11] and Selwyn District Plan provisions where they relate to landscape outcomes [Section 6.0 and Appendix 2] are appropriately identified and briefly addressed. Further the landscape assessment also covers many of the concerns flagged by the Objectives and Policies. Despite the succinct discussion of these, it appears that overall the proposal will implement and achieve those Objectives and Policies relating to landscape matters. This becomes more apparent when the landscape assessment is read in conjunction with the Plan Change application.

### **Proposed District Plan Provisions**

The proposed District Plan provisions as listed in section 4 of the application will result in development that can be regarded in terms of its character and amenity as typical of most new subdivisions. Nonetheless a number of changes are recommended to the wording of the proposed provisions as follows. Deleted wording has strikethrough and recommended new wording is double underlined.

#### *Policy B4.1.4*

‘...and that development in the Living XA Deferred zone is consistent with the density provision of Chapter 12A of the Regional Policy Statement, and ~~has regard to~~ is compatible with the form and character of development in the adjacent living zones,...

#### *Explanation and Reasons*

‘...be consistent with the Regional Policy Statement, whilst ~~having regard to~~ being compatible with the form, and character and amenity of development of the adjacent living zones.

The reason for these suggested changes is that it is more specific and prescriptive. I also note that compatibility is a major concern to submitters.

#### *Rule 12.1.3.33*

Regarding this proposed rule a reference is made to the 5m setback along Kingcraft Drive Existing Development Area boundary. It would be clearer if this setback were labelled as such on the ODP.

#### *Rule 12.1.3.35*

'...Native shrubs shall provide under planting to this tree row and shall be spaced at no more than 3m centres and that this area is to be fenced along all boundaries.'

Note that fencing can be transparent and it is recommended that this comprises rural style post and wire.

The reason for this is to ensure adequate vegetative screening is achieved along the setback boundary, and that the location and extent of this area is demarcated so as to be readily identifiable for implementation and maintenance purposes.

#### *Rule 12.1.4.38*

This discretionary matter concerning demarcation of the rural / urban boundary looks as if it is going to be difficult to administer and does not appear to be all that enforceable (also see Rule 12.1.3.35 above). For it to be effective the 5m setback boundary planting really needs to occur within a reserve rather than rely on property owners to ensure the planting is implemented and maintained, especially in the long term.

#### *Rule 12.1.3.37*

In the Living XA Deferred Zone, any fencing within the street setback and along a boundary adjoining a reserve or pedestrian accessway shall be limited to a height no greater than 1.2m

As discussed, the landscape report states that no fencing is to occur within the street setback. There appears to be no proposed rule implementing that outcome.

Apart from the above no further amendments or additional rules are recommended.

## **Conclusion**

Generally the Isthmus landscape report is adequate, but is substantially bolstered by additional information provided in the Application prepared by Connell Wagner<sup>2</sup>. Nonetheless, some clarification is needed, particularly with regard to how the proposed 5m Kingcraft boundary is going to be administered.

As is the case with most residential subdivisions these days, confidence can be had that amenity will be high. The ODP and proposed rules would indicate that this would be the case with regard to the proposed plan change. It is acknowledged however, that the ODP is, as expected, very conceptual and that the subdivision plan will be substantially more detailed. The ODP appears to be generally sound, although (pedestrian) connectivity between cul de sacs and nearby roads

---

<sup>2</sup> now 'Aurecon'.

would be desirable. In any event, confidence can be had that overall amenity will be delivered in accordance with what can be expected for living zones and that the proposal will be compatible with surrounding land uses.

---

**Andrew Craig**  
**Landscape Architect**  
February 2010

# **ATTACHMENT F:**

**Transport assessment**

# Peer Review of Transport Assessment

Application for a Change to the Selwyn District Plan (PC2)

William Blake Ltd and Maurice Coffey



## Peer Review of Transport Assessment

Application for a Change to the Selwyn District Plan (PC2)

William Blake Ltd and Maurice Coffey

Prepared for

Selwyn District Council

Prepared by

AECOM New Zealand Limited

Level 6, 76 Cashel Street, Christchurch 8011, P O Box 710, Christchurch MC, Christchurch 8140, New Zealand  
T +64 3 363 8500 F +64 3 363 8501 [www.aecom.com](http://www.aecom.com)

4 June 2010

© AECOM New Zealand Limited 2010

The information contained in this document produced by AECOM New Zealand Limited is solely for the use of the Client identified on the cover sheet for the purpose for which it has been prepared and AECOM New Zealand Limited undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of AECOM New Zealand Limited.

4 June 2010

## Quality Information

Document Peer Review of Transport Assessment

Ref

Date 4 June 2010

Prepared by Jeff Owen

Reviewed by

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
Rev 1	19-Apr-2010	Final	Brendan Bisley Christchurch Transportation Manager	
Rev 2	04-Jun-2010	Final	Brendan Bisley Christchurch Transportation Manager	

## Table of Contents

1.0	Introduction	1
2.0	The Proposal	1
3.0	Traffic Effects	2
3.1	Road Geometry and Intersections	2
3.2	Cycling and Pedestrian	3
3.3	Road Network	3
3.4	Public Transport	4
3.5	Traffic Volumes	4
3.6	Road Safety	4
4.0	Traffic Generation	5
5.0	District Plan Requirements	8
6.0	Prebbleton Structure Plan	8
7.0	Submissions	9
7.1	William Street	9
7.1.1	Traffic Volume	10
7.1.2	Speed	11
7.1.3	Visibility	11
7.1.4	Walking and Cycling Linkage	12
7.2	Blakes Road/Norris Street Intersection	12
7.3	Internal Road Network Layout	13
7.4	Cairnbrae Drive and Trents Road Links	13
7.4.1	Cairnbrae Drive	13
7.4.2	Trents Road (Waratah Park) Roading Link	14
8.0	Conclusion	14

## List of Figures

Figure 1	2
Figure 2	9
Figure 3	11
Figure 4	12

## 1.0 Introduction

The Selwyn District Council has engaged AECOM NZ Ltd to Peer Review the Transport Assessment prepared by Traffic Design Group for a plan change submitted by William Blake Ltd and Maurice Coffey. The Transport Assessment relates to an application to change the Selwyn District Plan (PC2) to facilitate the development of a residential subdivision. The review will also assess the submissions received and proposed District Plan amendments.

The peer review report has been undertaken on the Transport Assessment for a Change to the Selwyn District Plan (Prebbleton Residential Plan Change, William Blake Ltd and Maurice Coffey) report dated 10 March 2010 prepared by Traffic Design Group.

Traffic Design Group has prepared a comprehensive report outlining the potential traffic effects associated with the proposed designation. The report describes the existing environment including road classification, road geometry and intersections, and traffic volumes. Meeting the Selwyn District Plans requirements is also addressed.

## 2.0 The Proposal

The application seeks a plan change to the Selwyn District Plan to facilitate the development of a residential subdivision. The site has road frontage onto Blakes Road and is located on the western extremities of the Prebbleton Township. The site is approximately 19ha in size. The site is currently zoned Rural within the Selwyn District Plan. The application proposes to convert this zoning to Residential so that approximately 212 new dwellings can be created along with roading infrastructure.

The proposal is fully described in the Transport Assessment Report. Figure 1 shows the application site.

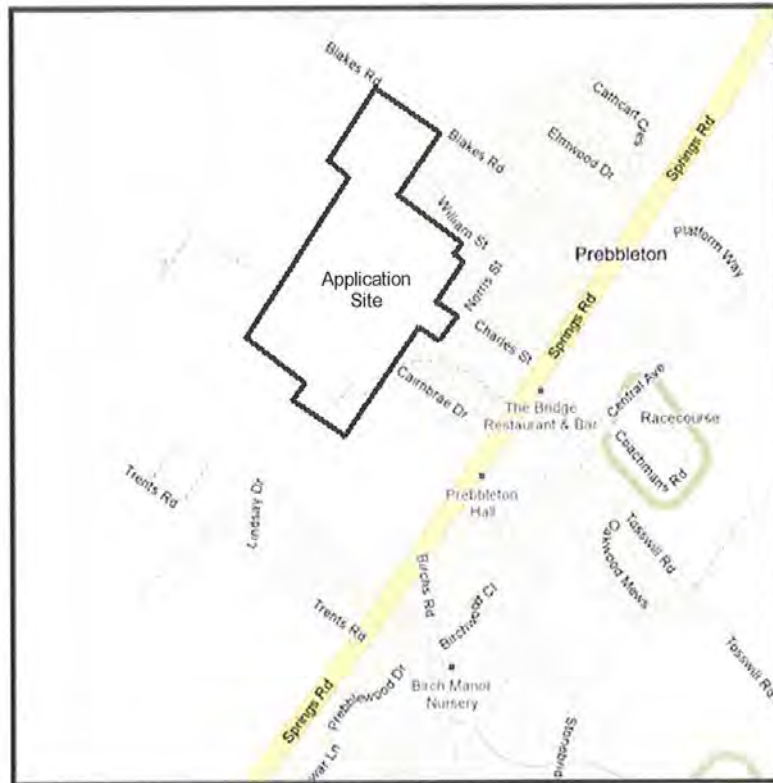


Figure 1

### 3.0 Traffic Effects

#### 3.1 Road Geometry and Intersections

The main access to the proposal will form a new intersection at Blakes Road. This will be located approximately 220 metres west of the existing intersection at Elmwood Drive and will be constructed to the Selwyn District Councils requirements.

The existing 50 kph speed limit change point to 70 kph will be required to be moved west on Blakes Road. It is suggested that the existing 50 kph speed limit change point to 70 kph be moved to where the existing 70 kph speed limit change point to 100 kph occurs. The existing 70 kph speed limit could be extended west into the 100 kph speed zone. This will require the



necessary amendments to the Councils speed limit bylaw. If this proposal is approved the amendments will be actioned by the Selwyn District Council at subdivision consent stage.

The internal roading layout, intersection treatments and construction details will be approved at subdivision consent stage however the application shows an indicative roading pattern. The indicative roading pattern is consistent with the Selwyn District Plan. No details are given to the style of roads i.e. 'boulevard' or 'standard' construction. However it is stated that there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

The proposal also shows roads connecting onto Cairnbrae Drive and William Street and future links onto Trents Road via Lindsay Drive and Trents Road Berryfarm.

### **3.2 Cycling and Pedestrian**

As stated in the proposal the existing roads around the site have existing footpaths and pedestrian crossing points. Springs Road has central pedestrian islands and a zebra crossing. The local side streets are provided with at least a footpath on one side of the street. Cycle lanes are provided on Springs Road through the village. Blakes Road does not have marked cycle lanes but has a marked parking lane of sufficient width where a cyclist can ride without having to ride in the live traffic lane.

At the application site on Blakes Road there is an existing footpath on the northern side of the road. If this proposal was to proceed a footpath is to be provided on the south side of Blakes Road adjacent to the site and linking to the existing footpath east of the site access. A footpath is also to be provided west of the site access.

It is proposed to provide a cycle and pedestrian link from the end of William Street to the new subdivision road. This will provide an internal link for both cyclists and pedestrians to the villages' facilities.

### **3.3 Road Network**

The Transport Assessment makes reference to the Christchurch Rolleston and Environs Transport Study (CRETS) and the Greater Christchurch Urban Development Strategy (UDS). These documents provide a clear view of the likely roading network needs of the area. CRETS addresses the possible expansion of Prebbleton from 503 households (2001) to

2,000 households in 2021. Therefore the future needs of the area and impact on the road network have already been addressed in that document.

The existing road network is of a good standard providing footpaths and good carriageway width. The existing volumes on these roads are low thus providing excellent level of service to the existing properties that access their dwellings from these roads. See 'Traffic Generation' for further details.

### **3.4 Public Transport**

At present there are two bus services running along Springs Road to Lincoln. As stated in the Transport Assessment there are three buses per hour in each direction passing through the village. With the vision for Prebbleton of 2,000 households by 2021 and the growing number of household units being established now, it would be prudent to consider future bus needs. The Transport Assessment prepared by TDG does not state whether ECAN, the administrator of the public transport system has been contacted to seek their views on future bus services for Prebbleton. It is recommended that their views be sort on this need so this can be factored into the proposal.

### **3.5 Traffic Volumes**

Traffic Design Group carried out extensive traffic counting surveys in September 2007. Since that time the traffic volume may have changed as these counts are now over two years old. In addition, Prebbleton Central, a subdivision with access off Springs Road to the east of the Blakes Road intersection has been established. To assess the accuracy of this 2007 data and the Prebbleton Central subdivision, TDG has factored in predicted traffic volumes from this subdivision and have compared the latest tube counts (August 2009) with the October 2005 counts obtained from the Selwyn District Council. It found that over this period the traffic volume in and around Prebbleton has remained stable with only an increase of 1% per annum.

It is therefore accepted that the traffic volumes used by Traffic Design Group is accurate.

### **3.6 Road Safety**

The Transport Assessment prepared by Traffic Design Group has searched the New Zealand Transport Agency Crash Analysis System (CAS) to identify all reported crashes for the five year period July 2003 to July 2007. It found that there were 14 reported crashes in and

around the proposal site. Traffic Design Group concluded that 'Overall, this accident record does not suggest that there are any underlying safety issues on the roads in the vicinity of the Plan Change area'.

As the data is over two years old AECOM has carried out a new search of CAS to update this data to verify the previous findings by Traffic Design Group. The search was for the five year period January 2005 to January 2009. It was carried out on the same area as previously undertaken by Traffic Design Group and also found that there were 14 reported crashes. When comparing the two sets of crash data it was found that the type and cause of the crashes were almost identical.

It is therefore accepted that the statement made by Traffic Design Group 'Overall, this accident record does not suggest that there are any underlying safety issues on the roads in the vicinity of the Plan Change area' to be still relevant today.

#### 4.0 Traffic Generation

The Selwyn District Council has advised that currently Springs Road is carrying 9500 vehicles per day (vpd) north of Blakes Road. In the am peak hour Springs Road carries around 600 vehicles leaving Prebbleton and around 500 entering Prebbleton. In the pm peak hour Springs Road traffic flows are even with around 500 vehicles entering and leaving Prebbleton.

The proposal is expected to contain approximately 212 residential households. It is known that each residential property will generate between 6 and 10 vehicle trips per day. It follows that the subdivision proposal will generate between 1270 and 2120 vehicle trips per day.

Vehicle trips per day for a residential property are known to vary between 6 and 10 trips per day. These figures give a large variance of what a potential fully developed subdivision could generate. The vehicle trips per day figures are required to be applied to different situations. 10 vehicle trips per day per household generally are used to calculate trip generation for large towns and cities i.e. Christchurch. The lesser figure of 6 trips per day per household is used for small townships i.e. in this instance Prebbleton. The rationale behind this is large cities have many facilities relatively close to the household unit where as smaller town have less infrastructure requiring property owners to travel greater distances to carry out their day

to day activities. Many activities are undertaken in the same trip therefore trips per day are less than in large cities.

TDG in their Transport Assessment have used the more accurate method of surveying the existing traffic movements in the peak hours. This has then been used to establish the true vehicle trips per household in the peak hours. As stated in the Transport Assessment TDG have used peak trip generation rates based on the Cairnbrae Drive households which are 1.3vph/household in the am peak and 1.0vph/household in the pm peak.

TDG also have factored in the vehicle movements in Charles Street, Williams Street and Norris Street. Combining these trip rates gives 1.4vph/household in the am peak and 1.0vph/household in the pm peak

TDG have assumed that the existing households in the area will be similar to the proposal. The lot and dwelling size are expected to be similar so vehicle trips will also be similar. It is accepted that their method and assumptions are reasonable.

The proposal is expected to contain approximately 212 residential households. Using the figures of 1.4vph/household in the am peak and 1.0vph/household in the pm peak the subdivision proposal will generate 300 vehicle trips in the am peak hour and 212 vehicle trips in the pm peak hour.

The proposed site will have access to the main routes of Springs and Blakes Roads via three intersections being Blakes Road/new subdivision, Cairnbrae Drive/Springs Road and Blakes Road/Springs Road. TDG have provided expected trip distribution to and from the site in the am peak hour. This is shown as figure 8 of the Transport Assessment. However no figure is shown for the pm peak hour. Using the same rationale as for the am peak, knowing that there are 212 vehicle trips in the pm peak as opposed to 300 in the am peak hour it can be calculated that the pm vehicle movements are 70% (212/300) of the am peak.

It is known that there may be future road links from the site onto Trents Road. This has been ignored from the Transport Assessment due to its uncertainty, with the above assessment providing a worst case scenario on existing intersections.

The automated traffic count data supplied by the Selwyn District Council shows that in August 2009, Springs Road immediately north of Blakes Road carried an average of 8,950 vehicles per day (vpd). Using the worst case scenario that all trips generated by the proposal

will be on Springs Road and 10 trips per household the expected traffic volume on Springs Road north of Blakes Road could increase to 10,070vpd.

Similarly if all trips generated by the proposal in the peak hours will be on Springs Road the expected traffic volume on Springs Road north of Blakes Road could increase from 822 vehicles per hour (vph) to 1,122vph.

Springs Road is currently classified as a 'Strategic Road' in the Selwyn District Plan and has a function to provide through traffic movements, often at high speed. The expected traffic volumes as discussed above are within the context of the volumes that strategic roads can cater for. That said Springs Road has spare capacity to carry the expected traffic volumes.

Similarly to Springs Road, if Blakes Roads immediately west of Springs Road was to carry all of the traffic generated by the proposal the traffic volume on Blakes Road could increase to 2,100vpd from 1,800vpd.

Similarly if all trips generated by the proposal in the peak hours will be on Blakes Road the expected traffic volume on Blakes Road west of Springs Road could increase from approximately 170 vehicles per hour (vph) to 470 vph.

Blakes Road is currently classified as a 'Local Road' in the Selwyn District Plan and has a function to provide access to households in an urban or town environment. They generally link to collector roads. The expected traffic volumes as discussed above are within the context of the volumes that local roads can cater for. That said Blakes Road has spare capacity to carry the expected traffic volumes.

It is highly unlikely that Springs Road and Blakes Road will experience the full impact of generated trips from the proposal as some vehicles will travel both west and south from the application site with the above figure giving the worst case scenario.

The other roads that are identified in the proposal to provide immediate access to the site are all classified as 'Local Roads'. These roads also have spare capacity to carry the expected traffic volumes.

It is noted that the Selwyn District Council is in the process of redefining the roading hierarchy to align with CRETS. If the new definitions are adopted Springs Road will become an Arterial Road, with Blakes Road a Collector Road.

## 5.0 District Plan Requirements

The proposed subdivision will be assessed under the relevant rules of the Selwyn District Plan at the time of subdivision consent. The application however embraces the subdivision and transport related rules of the District Plan. As earlier stated in this report there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

AECOM concur with this approach as at this stage of the process as no detail is provided relating to physical construction.

## 6.0 Prebbleton Structure Plan

The Selwyn District Council over the last few years has been developing the Prebbleton Structure Plan. The plan provides a strategic planning framework to coordinate development in Prebbleton for the next 30 years. Submissions closed on the draft structure plan on the 16th October 2009. A hearing was held on 7th December 2009 to consider the comments received on the Draft Prebbleton Structure Plan. The Prebbleton Structure Plan was adopted by the Selwyn District Council on the 24th February 2010.

The portion of the Structure Plan (Figure 2) shows an indicative layout for the application site with the proposed roading connections onto the existing roading network. The proposed road connections to William Street, Cairnbrae Drive and the new intersection onto Blakes Road along with the connection through to Trents Road are shown. The pedestrian and cycle link from the cul-de-sac end of William Street through to the possible internal subdivisions road network is also shown.

The proposal shown in the Transport Assessment report prepared by Traffic design Group matches the plan of the Prebbleton Structure Plan and therefore satisfies the intentions of the structure plan. The only variation at this stage is the indicative internal roading layout. This will be confirmed and approved at subdivision consent stage.





Figure 2

## 7.0 Submissions

Submissions have been received from numerous residents from William Street and the immediate surrounding area. Submissions have been received from Environment Canterbury, a resident in Cairnbrae Drive and others. All relate to traffic, pedestrian and cycling issues.

### 7.1 William Street

Numerous submissions have been received from the residents of William Street and the immediate surrounding area relating to traffic issues on William Street. Concerns are:

- Not capable of handling the extra volume of traffic
- Speed of existing traffic
- Children safety at the existing playground
- Poor visibility at the playground
- Extra traffic could endanger the elderly, children and those attending the Primary School and Play Centre

- Road too narrow, not designed or built to accommodate higher volumes of traffic
- Road too narrow for two way traffic
- Walking and cycling linkage to the proposed subdivision from the cul-de-sac end of the street only

#### 7.1.1 Traffic Volume

William Street is a local road within the Selwyn Districts Plans roading hierarchy. The street runs west from Springs Road 160 m south of the roundabout at Blakes Road. It terminates as a cul-de-sac 500m from Springs Road. The street crosses Norris Street 215m from Springs Road. William Street is controlled by give ways at Norris Street. The width of William Street varies from 8.2m to 8.5m kerb to kerb with footpaths and grass berms on each side of the road. Dished channel exists from Springs Road to number 25 (adjacent to the playground) then flat channel continues to the cul-de-sac end. The street contains approximately 45 properties.

Presently William Street carries approximately 270 vehicles per day (vpd) between Springs Road and Norris Street with 180vpd between Norris Street and the cul-de-sac end. Local roads can carry up to 2,000 vpd before they begin to act as collector roads and cause traffic related issues on local roads. Using the expected trip distribution the traffic volume increase in the am and pm peak would be 25 vehicles per hour (vph) to 65vph between Springs Road and Norris Street. Between Norris Street and the cul-de-sac end there will be no increase in motorised traffic with only an increase in pedestrians and cyclists. These traffic volume numbers are very low for any street and although the increase of 25vph will be noticeable; William Street has capacity to cater for this increase.

William Street varies from 8.2m to 8.5m wide kerb to kerb. Car parking is available at the kerb side along the entire length of the street. If two cars were to park opposite each other two way traffic is still provided. The width between the parked cars would be approximately 4.5m giving traffic lanes of approximately 2.25m in each direction. The Selwyn District Plan roading standards require new local roads to be constructed at a width of between 8m and 8.5m with local road cul-de-sacs at 8m in width. These widths allow for two way traffic flow and kerb side parking. William Streets existing road width is consistent with this standard. Figure 3 shows the typical layout of William Street.



Figure 3

#### 7.1.2 Speed

Speed of traffic can be an issue in any street within any town or City, with the Prebbleton being no exception. When streets have low volumes of traffic with little or no kerbside parking to help calm traffic speed, speeds can be higher than desired. The Selwyn District Plan roading standard for local roads addresses this issue by making the roads width as narrow as possible for the environment it serves. William Street is within an urban area and has a 50km/hr speed limit. There will always be the occasional vehicle that exceeds the speed limit as identified by the submitter in any street. This matter is an enforcement issue that should be referred to the NZ Police.

#### 7.1.3 Visibility

Poor visibility at the playground has been identified as an issue by submitters. The existing playground is small and narrow with the play equipment located close to the road. An intersection has been formed, when William Street was constructed many years ago adjacent to the playground which does not lead anywhere. The intersection is the proposed connection to William Street in this application.

It has been stated in the application that the existing playground is to be enlarged. It also states that 'there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved'. This will be achieved at subdivision consent stage. If there is an existing visibility issue for motorists at the playground the subdivision consent

will address this issue through the rules of the District Plan so subdivision consent can be obtained.

#### **7.1.4 Walking and Cycling Linkage**

Concerns have been expressed in the submissions that the link between the cul-de-sac end of William Street to the new subdivision should be limited to pedestrians and cyclists only. The Transport Assessment report prepared by TDG states the connection of a road link to the proposed subdivision is not required and a pedestrian and cycling only will be provided. Figure 4 shows where the proposed pedestrian and cycle link will be.



**Figure 4**

#### **7.2 Blakes Road/Norris Street Intersection**

One submission has been received raising concerns at the existing parking of vehicles at the intersection associated with the Primary School between 9.00am and 3.00pm. It is unclear whether these concerns relate to parents and care givers dropping off and picking up pupils at school times or permanent parking close to the intersection.

An inspection of the intersection reveals there are no existing broken yellow no stopping lines or yield control against Norris Street. Vehicles may be parking closer than the required 6m clearance from the intersection, however this was not observed.

To address these concerns it is suggested that a yield control against Norris Street and broken yellow no stopping lines at the intersection be installed. If this proposal is approved the amendments will be actioned by the Selwyn District Council at subdivision consent stage.

### **7.3 Internal Road Network Layout**

Environment Canterbury has lodged two submissions relating to the internal roading network where the application fails to include specification for pedestrian and cycling movements.

Both pedestrian and cycling facilities are a detail that will be dealt with at subdivision consent stage. The applicant has stated in the Transport Assessment that there is no reason why full compliance with the standards and the rules of the Selwyn District Plan cannot be achieved.

It is accepted the applicant will comply fully with the rules of the Selwyn District Plan in relation to pedestrian and cycling facilities.

### **7.4 Cairnbrae Drive and Trents Road Links**

Another two submissions have been received relating to the roading links through Cairnbrae Drive and to Trents Road (Waratah Park).

#### **7.4.1 Cairnbrae Drive**

The submission received from the resident of Cairnbrae Drive does not want a road link to the proposed subdivision, citing noise and increased traffic volumes. Cairnbrae Drive provides access for approximately 39 households to Springs Road. The roadway has been designed and constructed according to the Selwyn District Plan and Construction Standards. It is classified as a local road. The observed traffic volume is currently low for a local road with no survey data available. Using the rationale that households in small towns generate 6 vehicle trips per day (vpd) then the estimate daily traffic volume is expected to be around 234 vpd. The Survey data collected by TDG shows that Cairnbrae Drive residents generate 1.3 vph/household in the am peak and 1.0 vph/household in the pm peak. Using these figures the am and pm peak traffic volumes of 51 vph and 39 vph respectively. Using the traffic distribution changes for the proposal these will increase to an estimated 185 vph in the am peak and 132 vph in the pm peak. It must be noted that these figures do not take into account for the future road links through to Trents Road. When these are established these figures will be less.



Both the am and pm hour estimated traffic volumes are low for a local road with Cairnbrae Drive having adequate capacity to cater for this increase.

#### **7.4.2 Trents Road (Waratah Park) Rooding Link**

A submission has been received from the owners of Trents Berry Farm. The submission requests that the future proposed link road through to Trents Road be included in the proposal.

The Prebbleton Structure Plan was adopted by the Selwyn District Council on the 24th February 2010. The rooding link through to Trents Road is indicated in the structure plan although not in the proposal but being referred to a future proposed link. To be consistent with the Prebbleton Structure Plan it should be included in this proposal.

The applicant has considered this submission and has included the link to Trents Road in their proposal.

The rooding network around the proposal can accommodate the impact of the proposal with no significant issues, however to spread the traffic impact further providing the link through to Trents Road in this proposal will help alleviate the concerns of other submitters.

## **8.0 Conclusion**

The proposed plan change will allow a subdivision of approximately 212 household units to the west of the Prebbleton Village along with rooding infrastructure. The indicative subdivision layout will provide rooding links to existing roads. The site is approximately 19ha in size. The site is currently zoned Rural within the Selwyn District Plan. This application proposes to convert this zoning to Residential.

The subdivision will be developed in accordance with the existing Selwyn District Plan rules. Accordingly the proposal will comply with the Plan's requirements regarding rooding layout, parking, access and movement of vehicles. The proposed subdivision will be assessed under the relevant rules of the Selwyn District Plan at the time of subdivision consent.

The application generally aligns with the recently adopted Prebbleton Structure Plan. The original proposal however refers to a future possible link road through to Trents Road. At the time the proposal was submitted the Prebbleton Structure Plan had not been adopted by Council. The applicant has included the links through to Trents Road in their proposal to be consistent with the adopted Prebbleton Structure Plan.



With the recommended speed limit change point relocation, the access to and from the site will fully comply in terms of location, sight and design distances.

The expected increase in vehicle trips generated by the proposal can be accommodated within the existing road network.

Overall the Transport Assessment for a plan change submitted by William Blake Ltd and Maurice Coffey is thorough and addresses relevant transport related issues that can be addressed at this time.

AECOM agree with the conclusions reached by Traffic Design Group in the Transport Assessment report that it is unlikely that the subdivision will have any significant effect on safety or efficiency of the surrounding roading network.

# **ATTACHMENT G:**

## **Infrastructure assessment**

## REPORT

**TO:** District Planner

**FOR:** Plan Change 080002

**FROM:** Asset Manager Utilities

**DATE:** 26 March 2010

**SUBJECT:** **Peer Review of Infrastructure Services Assessment Related to an Application for a Plan Change 080002 (Coffey and Blake) – Rezoning of Rural (Inner Plains) to living XA deferred**

---

### 1. RECOMMENDATION

That this report is received

### 2. PURPOSE

- 2.1 The purpose of this report is to detail a review of an Infrastructure Services Assessment prepared by the sub division engineering firm Connell Wagner now (Aurecon). That assessment was by Coffey and Blake as part of the application to Selwyn District Council “The Council” for a Plan Change to the Selwyn District Plan. The plan change application is intended to enable subdivision and development of Coffey and Blakes land in Prebbleton. The legal description of the land is Pt Lot 4 DP 24908, Lot 105 DP 331951 and Lot 4 DP 8147.

### 3. BACKGROUND

- 3.1. The Asset Manager Utilities has walked over the site previously and identified likely stormwater flow paths.
- 3.2. Asset Manager Utilities has developed a 5Waters Strategy, Sustainability Principles, 5Water Activity Plans and Asset Policy, been involved in structure work for Prebbleton and environments and outline development plan work.
- 3.3. The Asset Manager Utilities is responsible for Community water, wastewater, stormwater, land drainage and all stock watterrace systems with in Selwyn District Council.

### 4. 5WATERS-SUSTAINABILITY OF INTEGRATED PLANNING

- 4.1. Selwyn District Council has adopted a long term integrated forward plan for district water infrastructure which includes Prebbleton. The water resources planning documents include a set of sustainability principles accepted by Council 2008 and a 5Waters strategy adopted in August 2009.
- 4.2. In 2004 Council adopted policy of not allowing additional connections to the Prebbleton Wastewater system until additional discharge capacity had been secured. This is discussed in more detail below.
- 4.3. Further strategic and specific Asset Management planning and funding processes are reported in Councils 5Waters Activity Management Plan, Long Term Community Council Plan and Annual Budgets.

- 4.4. Council Staff are currently preparing policies for potable water demand in loss control and 5Waters Infrastructure renewal prioritisation.
- 4.5. The Council is developing an Engineering Code of Practice. Compliance with that Code will be required.
- 4.6. Council has a water and wastewater network model developed and maintained for this area.
- 4.7. Potable water, wastewater and stormwater are considered in the proposal. Land drainage considerations are not discussed given Council does not have a land drainage scheme in this particular area. Down gradient of this site the Canterbury Regional Council maintains a Land Drainage scheme.
- 4.8. Waterraces are located in land near this site but not within it. A public good (Urban) rate has been set to contribute to enhancement of the Urban waterraces.

## **5. DISTRICT PLAN REQUIREMENTS**

- 5.1. The proposed subdivision will be assessed under the Selwyn District Plan at the time of hearing any subdivision consent application. The application however generally satisfies the water-related objectives, policies and methods of the District plan, as outlined below.

WATER OBJECTIVES	PROPOSAL	COMPLIANCE
<p>Objective B1.2.1</p> <p>Expansion of townships in Selwyn District maintains or enhances the quality of ground or surface water resources.</p>	<p>Reticulated water supply, wastewater and stormwater networks; water supply via secure wells; stormwater treatment by swales and wet ponds; improved riparian conditions; wastewater treatment and disposal via pipeline to upgraded Rolleston system; groundwater collection via new subsoil drains with disposal to surface water.</p>	<p>Yes</p>
<p>Objective B1.2.2</p> <p>Activities on land and the surface of water in Selwyn District:</p> <ul style="list-style-type: none"> <li>– Do not adversely affect ground or surface water resources;</li> <li>– Do not adversely affect waahi tapu or waahi taonga;</li> <li>– Maintain or enhance the ecological and habitat values of water bodies and their margins;</li> <li>– Maintain or enhance the ecological values of sites on mahinga ki (food gathering); and</li> <li>– Promote public access along rivers and streams, where appropriate.</li> </ul> <p><b>POLICIES AND METHODS</b></p>	<p>Proposal as described in B 1.2.1 above</p> <ul style="list-style-type: none"> <li>– Minor localised effects on groundwater resources</li> <li>– No known Maori cultural issues</li> <li>– Benefits likely</li> <li>– Status quo or improvement</li> <li>– Would be achieved</li> </ul>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
<p>General</p> <p>Policy B1.2.3</p> <p>Ensure all activities in townships have appropriate systems for water supply, and effluent and stormwater treatment and disposal to avoid adverse effects on the quality of ground water or surface water bodies.</p> <p>Policy B1.2.2</p> <p>Ensure land rezoned to a Living or Business zone can be serviced with a water supply and effluent and stormwater disposal without adversely affecting groundwater or surface water bodies.</p>	<p>Proposal as described in B 1.2.1 above</p> <p>Would be achieved</p> <p>Surface water (flooding) yet to be demonstrated</p>	<p>Yes</p> <p>Expected, subject to demonstrating sufficient storage and sufficiently low outflow rate to avoid downstream flooding effects.</p>
<p>Water Supplies</p>		

WATER OBJECTIVES	PROPOSAL	COMPLIANCE
<p>Policy B1.2.3</p> <p>Require the water supply to any allotment or building in any township to comply with in current New Zealand Drinking Water Standards and to be reticulated in all townships, except for sites in the existing Living 1 Zone at Doyleston</p>	<p>As above</p>	<p>Yes</p>
<p>Policy B1.2.5</p> <p>Require any sewage treatment and disposal to be reticulated in the townships of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Lincoln, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.</p>	<p>As above</p>	<p>Yes</p>



## **6. WATER SUPPLY**

- 6.1. Development is expected to include interconnection with the existing network.
- 6.2. Council is aware that it does not have consent to take water at a rate and volume which will meet the predicted needs of this development. It is currently preparing an application to the Canterbury Regional Council to address this.
- 6.3. The applicant will be responsible for undertaking and meeting the costs of any works required to provide water within the proposed development, to Councils standards.
- 6.4. Updating Councils water supply network model will be at the applicants expense.

## **7. WASTEWATER**

- 7.1 Currently there is no additional capacity in Councils Prebbleton wastewater scheme.
- 7.2 Council is progressing with a significant body of consent related work to manage this. Physical works would follow, which should allow for this development to access wastewater services with the necessary capital/performance criteria met. Under Councils current timeline access is expected to be available to the development in February 2012.

## **8. STORMWATER AND GROUNDWATER**

- 8.1. The applicant will be required to obtain a Resource Consent to treat and discharge stormwater.
- 8.2. Asset Delivery staff have stated previously that the first two years operation is the responsibility of the applicant.
- 8.3. Stormwater Management shall as a priority take advantage of ground disposal.
- 8.4. A number of specific assessments and analysis will be required to be undertaken at the time of subdivision once a specific scheme layout has been confirmed, should the requests be formalised. These include, but are not limited to, the following:
  - a) Possible insect nuisance & hazards;
  - b) The ability and costs for Council to monitor systems and observe them. It does not support consents which require property owners to meet certain conditions;
  - c) Clear benefit/cost analysis, including Life Cycle costs to all contributing rate payers compare to other alternatives; and
  - d) System effectiveness in major storms when their capacity may have been used before the most intensive rainfall occurs.
- 8.5. I consider that the applicant be asked at the subdivision stage to confirm:
  - (a) That the capacity of the proposed stormwater system is sufficient to treat and dispose of stormwater from upstream catchments contributing to this area;
  - (b) The proposed land to be developed itself; and
  - (c) That the proposed discharge rate will be constrained to avoid any increase in flooding down stream up to and including the following: (i) At least fifty year arrows returned interval storm; (ii) Critical duration to include downstream affects as far as the Canterbury Regional Council Land Drainage Catchment; and (iii) Utilising intensity/duration data to include full climate change to at least 2090 as provided in Selwyn District Councils 2009 Rainfall rates review.

- 8.6. The applicant should be asked to provide a development and maintenance plan for Council for review before each subdivision consent stage. More information should include how the proposed stormwater ponds or treatment arrears are to be laid, planted and managed in the short, medium and long term. Issues to cover include avoiding or mitigating infestation by nuisance or noxious weeds in bird species including ducks and geese. Confirmation of ease and safety of ongoing truck access for maintenance including sediment and excess plant matter removal will be required. Confirmation of design, operation and maintenance of the proposed first flush infiltration system should also be provided.
- 8.7. The layout of plantings, walkways etc to allow ecological continuity with nearby catchments should also be detailed.

## **9. SUBMISSIONS**

- 9.1. No submissions have been noted

## **10. CONCLUSIONS AND RECOMMENDATIONS**

- 10.1. The applicants proposal for water supply, wastewater and stormwater systems is sufficiently developed at the proposed plan change stage to confirm that there are no fundamental reasons relating to the systems for the plan change not to proceed however it is noted
- i. Further information on water supply is to be provided at the time of any subdivision consent application to allow for the expected substantial leaving time for consenting of additional water take. That information should include:
    - Confirming the capacity of Councils current and proposed network to provide some for peak summer and fire flow demands to the proposal
    - Defining any requirements brought about by the proposal for additional water take together with information on expected capital, operating and monitoring costs. Updating of Councils water supply network model at the applicants expenses is expected to be required.
- 10.2. The proposed stormwater system should be presented noting the issues raised in s8 (above).
- 10.3. No wastewater system is available to meet the proposed demands of this plan change area at present. Council expects to have additional capacity available to service the entire development by February 2012 based on its current planning horizon.
- 10.4. The applicant is to provide a development and maintenance plan for Council to review at each subdivision consent stage with respect to stormwater. The information should include how the proposed stormwater ponds are to be laid out planted and managed in the short medium and long term. This should include methods to avoid or mitigate infestation by nuisance noxious weeds and bird species including ducks and geese. Confirmation of ease and safety of ongoing truck access for maintenance including sediment and excess plant matter removal will be required. Confirmation of design, operation and maintenance of the proposed first flush infiltration system should also be provided.

# **ATTACHMENT H:**

## **Summary of submissions and further submissions**

Submitter	Point	Topic	Type		
1404	Craig Fossey	1404.01	Vehicle movements	Oppose	
<b>Summary</b> Road connection via Williams Street and associated increase in vehicle movements will result in adverse effects, compromise the safety of children using the existing playground and affect the existing residents on Williams and Norris Streets. Will also result in through traffic down Williams Street to Springs Road to quicken the travel time to town.		<b>Relief sought</b> The road access point proposed in Williams Street adjacent to the playground to be amended to pedestrian access only.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1404.01			
1404	Craig Fossey	1404.02	Section sizes, housing density	Oppose	
<b>Summary</b> Reduction in section sizes and increase in housing density will create adverse effects on the village character and result in social problems. 400m <sup>2</sup> sections are contrary to the Prebbleton Structure Plan, which identifies that large sections contribute to the character of the township.		<b>Relief sought</b> Change the high density housing allocation to a minimum allotment size of 800m <sup>2</sup> to preserve the village character and to align with the Prebbleton Structure Plan.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1404.02			
1405	Judy Dixon	1405.01	<u>Wish to be heard</u>	Vehicle movements	Oppose
<b>Summary</b> Cars already speed down Williams Street, which will be exacerbated by additional vehicle movements. Concerns with increased vehicle movements near the children's playground.		<b>Relief sought</b> Decline the plan change request. Does not want additional traffic down Williams Street.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1405.01			
1405	Judy Dixon	1405.02	Section sizes, housing density	Oppose	
<b>Summary</b> Minimum allotment size should stay at 800m <sup>2</sup> other than for over 60's units to avoid ghetto style living arising from high density housing, which has occurred in Christchurch City.		<b>Relief sought</b> Unclear.			
1405	Judy Dixon	1405.03	Cycle ways & walkways	Support	
<b>Summary</b> Support the extension of the children's playground and the proposed cycle/walkway.		<b>Relief sought</b> Unclear.			
1406	Kim Gillespie	1406.01	<u>Wish to be heard</u>	Vehicle movements	Oppose
<b>Summary</b> Williams Street is a quiet and safe street where the proposed increase in vehicle movements will compromise the safety of the elderly, children and residents with learning difficulties. The proposed new road near the playground is ridiculous and must not proceed.		<b>Relief sought</b> Decline the plan change request. Do not change Williams Street.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1406.01			
1406	Kim Gillespie	1406.02	Vehicle movements	Oppose	
<b>Summary</b> The subdivision is a travesty as any additional intensification in Prebbleton will compromise the village character that attracted the resident to the area in the first place. This character has already been undermined by previous subdivisions.		<b>Relief sought</b> Decline the plan change request.			

Submitter	Point	Topic	Type	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1406.02				
1406	Kim Gillespie	1406.03	Natural habitat	Oppose
<b>Summary</b> Birdlife has reduced since 2000 due to increased subdivisions. The subdivision of the rural land to residential will further reduce the bird habitat.		<b>Relief sought</b> Decline the plan change request. Conversion of rural land to residential will further reduce bird habitat.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1406.03				
1406	Kim Gillespie	1406.04	Infrastructure	Oppose
<b>Summary</b> No more capacity in the sewer network.		<b>Relief sought</b> Decline the plan change request.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1406.04				
1406	Kim Gillespie	1406.05	Reserves	Unclear
<b>Summary</b> The 18.58ha land should be developed into a park with trees or left as rural.		<b>Relief sought</b> Unclear.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1604.05				
1406	Kim Gillespie	1406.06	Section sizes, housing density	Oppose
<b>Summary</b> The density of housing and change from rural to residential will compromise the rural outlook attributed to the area.		<b>Relief sought</b> Decline the plan change request. At the very least there should be no allotments below 800m² in size.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1606.06				
1407	Beverley Gomibuchi	1407.01	Section sizes, housing density	Oppose
<b>Summary</b> High density housing will create a confined, city living atmosphere with more people and activities in the same area that will undermine the spacious and open character of the area. The current medium to low density households attribute to high financial and lifestyle benefits, which should be retained to preserve the character of the township.		<b>Relief sought</b> Convert the high density housing allocation to either medium or low density households to preserve the character of the area and to align with the Prebbleton Structure Plan.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1407.01				
1408	Angela Berry	1408.01	Section sizes, housing density	Oppose
<b>Summary</b> High density housing is contrary to the Prebbleton Structure Plan and will have negative impacts on residents living in Williams and Norris Streets.		<b>Relief sought</b> Decline the plan change request or provide for low density housing (1,000m²) and tighter restrictions on the numbers and density of development.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1408.01 F1461 Kate & Steve Coffey Supports submission 1408.01				
1408	Angela Berry	1408.02	Section sizes, housing density	Oppose
<b>Summary</b> High density housing will have negative impacts on Norris and Williams Streets, particularly on those living at the end of Williams Street or back onto the development site. High density housing will radically change the aesthetics of what is a quiet area valued for its rural outlook, which is why people moved to the area in the first place.		<b>Relief sought</b> Decline the plan change request or provide for low density housing (1,000m²) and tighter restrictions on the numbers and density of development.		

Submitter	Point	Topic	Type	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1408.02				
1408	Angela Berry	1408.03	Infrastructure	Oppose
<b>Summary</b> The vehicle movements will result in additional noise and traffic pollution, whilst also placing a strain on community resources such as School, a road network that is already in a poor condition and the Williams Street playground.		<b>Relief sought</b> Decline the plan change request or provide for low density housing (1,000m²) and tighter restrictions on the numbers and density of development.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1408.03				
1408	Angela Berry	1408.04	Reserves	Oppose
<b>Summary</b> Any extension to the Williams Street playground should include shade or shelter to protect children from the sun.		<b>Relief sought</b> That shade or shelter be provided if the Williams Street playground is extended.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1408.04				
1409	Alison Rudd	1409.01	Vehicle movements	Oppose
<b>Summary</b> Concerns that additional vehicle movements entering and exiting Williams Street adjacent to the playground may compromise the safety of children due to poor visibility. Additional through traffic will undermine the serenity enjoyed by local residents, which was why the submitter moved into the area.		<b>Relief sought</b> No access from the development site to be provided onto Williams Street.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1409.01				
1409	Alison Rudd	1409.02	Section sizes, housing density	Oppose
<b>Summary</b> High density housing is contrary to the Prebbleton Structure Plan that prescribes an 800m² minimum lot size. It is a waste of land, which is some of the best in Canterbury.		<b>Relief sought</b> No high density housing of between 400m² to 600m².		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1409.02				
1410	Belinda Jeurson	1410.01	Nuisance effects	Oppose
<b>Summary</b> Adverse noise nuisance will arise, which is of concern as the submitter works from home. Seeks clarification of what measures are to be undertaken to mitigate adverse noise effects.		<b>Relief sought</b> Seeks clarification of measures proposed to mitigate noise.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1410.01				
1410	Belinda Jeurson	1410.02	Nuisance effects	Oppose
<b>Summary</b> Dust and dirt nuisance has previously resulted from the development of new subdivisions. Submitter seeks compensation for effects associated with earthworks, particularly as the property is located in the direction of the prevailing north-west and north-east winds.		<b>Relief sought</b> Seeks compensation payment for any extra costs incurred as a result of airborne pollution arising from earthworks to develop the site.		
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1410.02				



Submitter	Point	Topic	Type		
1411	Dianne Schurgers	1411.01	Section sizes, housing density	Oppose	
<b>Summary</b> Existing pressure on the sewer, water supply, road network, public transport and education facilities will be increased by additional high density housing.		<b>Relief sought</b> Decline the plan change request.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1411.01			
1411	Dianne Schurgers	1411.02	Vehicle movements	Oppose	
<b>Summary</b> Increased vehicle movements on Williams Street at the cul-de-sac head and the location of the playground extension will compromise the safety of children travelling to the school and playground.		<b>Relief sought</b> Decline the plan change request. No additional vehicle movements down Williams Street.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Support		Supports submission 1411.02	
1411	Dianne Schurgers	1411.03	Section sizes, housing density	Oppose	
<b>Summary</b> High density housing will erode the peaceful village atmosphere and community spirit of the area, which is why the submitter moved to the area from Christchurch.		<b>Relief sought</b> Decline the plan change request. No high density development in Prebbleton.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1411.03			
1412	Grant Craig	1412.01	Wish to be heard	Vehicle movements	Oppose
<b>Summary</b> Strongly opposed to the proposed access near the playground, which will result in adverse effects arising from increased vehicle movements, which include: noise, health and safety, parking spill over and child safety. Williams Street is not considered capable of handling additional vehicle movements. Children will no longer be able to play safely at the playground, which is the last remaining playground left in the original village.		<b>Relief sought</b> No access via Williams Street.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1412.01			
1412	Grant Craig	1412.02	Section sizes, housing density	Oppose	
<b>Summary</b> Original village needs to be retained and additional development restricted particularly where it relies on established streets for access and is residential expansion that does not benefit the residents of Norris or Williams Streets. People in Prebbleton have had to put up with too many major changes that benefit developers.		<b>Relief sought</b> No access via Williams Street. Leave the original village as it is.			
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1412.02			
1413	Marion Hollis	1413.01	Vehicle movements	Oppose	
<b>Summary</b> Difficulties experienced getting around the Blakes Road and Norris Street corner due to parked cars associated with the Primary School between 9am and 3pm.		<b>Relief sought</b> Unknown.			
1413	Marion Hollis	1413.02	Section size, housing density	Oppose	
<b>Summary</b> A through road in the middle of the established township will fail to retain the character and atmosphere of Prebbleton.		<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle/walkway link only.			

Submitter	Point	Topic	Type
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1413.02 F1461 Kate & Steve Coffey Supports submission 1413.02			
1413	Marion Hollis	1413.03	Vehicle movements Oppose
<b>Summary</b> Extra and unnecessary vehicle movements past the submitter's property will jeopardise the quiet amenity that attracted the residents to the area from Hornby. Submitter doesn't appreciate the likelihood of extra and unnecessary traffic going past their property.		<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1413.03			
1414	Neville Carlisle	1414.01	Cycle ways and walkways Oppose
<b>Summary</b> Strongly objects to any increase in vehicle movements along Williams Street, with the exception of a pedestrian/cycle way. Increased traffic flows could endanger children living in Williams Street and those attending the Primary School and Play Centre.		<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1414.01			
1414	Neville Carlisle	1414.02	Vehicle movements Oppose
<b>Summary</b> Williams Street is too narrow to accommodate two-way traffic, particularly at the Springs Road and Norris Street end.		<b>Relief sought</b> Restrict vehicles at the entrance to Williams Street, which should be a cycle/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1414.02			
1415	P & J Francis	1415.01	Vehicle movements Oppose
<b>Summary</b> Oppose any increase in vehicle movements on Williams Street, which will compromise the safety of the elderly, learning impaired children residing in the area and children using the Play Centre and playground.		<b>Relief sought</b> No access via Williams Street. Cul-de-sac to remain at the end of Williams Street.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1415.01			
1415	P & J Francis	1415.02	Section sizes, housing density Oppose
<b>Summary</b> Oppose the provision of high density housing that is contrary to the Prebbleton Structure Plan, which will increase traffic flows, crime and place a strain on local services. Does not fit well with the surrounding lifestyle blocks, low density residential housing and the Primary School.		<b>Relief sought</b> Change the high density housing allocation to medium to low density to preserve character and align with the Prebbleton Structure Plan.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1415.02			
1416	William Nicholson	1416.01	Vehicle movements Oppose
<b>Summary</b> Oppose any increase in vehicle movements on Williams Street arising from through traffic and the extension of the cul-de-sac. Additional vehicles will endanger the safety of children attending the Primary School and Plunket and elderly residents living in the area.		<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycleway/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1416.01			

Submitter		Point		Topic	Type
1417	Akaroa Orchards	1417.01	<a href="#">Wish to be heard</a>	Infrastructure	Support in part
<b>Summary</b> Supports the development on the conditions that the Council does not allow it to proceed until: (1) all existing sites within the developed area have sewer connections; and (2) All high density areas (below 500m²) are subject to the same zoning provisions that have been applied to Akaroa Orchards to ensure consistency in the community. This includes the approval of full development plans, house designs, landscaping and colour palette.				<b>Relief sought</b> Council to ensure infill development occurs first and is subject to a consistent set of planning rules. Council should not change rules as each new development comes along.	
1417	Akaroa Orchards	1417.02		Section sizes, housing density	Support in part
<b>Summary</b> Supports the development on the conditions that the Council does not allow it to proceed until: (1) all existing sites within the developed area have sewer connections; and (2) All high density areas (below 500m²) are subject to the same zoning provisions that have been applied to Akaroa Orchards to ensure consistency in the community. This includes the approval of full development plans, house designs, landscaping and colour palette.				<b>Relief sought</b> Council to ensure infill development occurs first and is subject to a consistent set of planning rules. Council should not change rules as each new development comes along.	
1418	B & D Craddock	1418.01		Vehicle movements	Oppose
<b>Summary</b> Oppose any increase in vehicles along Williams Street arising from through traffic and cul-de-sac extension, which will endanger the safety of children attending the Primary School and create a thoroughfare along Norris, Williams and Charles Streets.				<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig				Support submission 1418.01	
1418	B & D Craddock	1418.02		Vehicle movements	Oppose
<b>Summary</b> Poor visibility and significant traffic flows already make it difficult to connect from Williams, Charles and Norris Streets to Springs Road, which is compounded by the disrepaired state of the existing roads.				<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle way/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig				Supports submission 1418.02	
1418	B & D Craddock	1418.03		Vehicle movements	Oppose
<b>Summary</b> Williams, Norris and Charles Streets are too narrow to accommodate higher numbers and have not been designed or built to support additional vehicles.				<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle way/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig				Supports submission 1418.03	
1418	B & D Craddock	1418.04		Cycle ways and walkways	Oppose
<b>Summary</b> Concerns that increased vehicle movements will compromise the safety of children at the Williams Street playground, where the road will be busier and drivers will be focused on manoeuvring rather than being aware of children.				<b>Relief sought</b> Restrict additional vehicle connections onto Williams Street, which should be a cycle way/walkway link only.	
<b>Further submissions were made by:</b> F1412 Grant Craig				Supports submission 1418.04	

Submitter	Point	Topic	Type	
1418	B & D Craddock	1418.05	Infrastructure	Oppose
<b>Summary</b> Concerns that increased population base will increase the pressure on Prebbleton's already minimal amenities and infrastructure.		<b>Relief sought</b> Seek assurances that the necessary investment will be given to ease the pressure on stretched infrastructure.		
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1418.05		
1418	B & D Craddock	1418.06	Cycle ways and walkways	Support
<b>Summary</b> Support the efforts to encourage cycling and walking linkages and would like to see a dedicated cycle way and path from the new development along Williams Street linking Norris and Charles Streets.		<b>Relief sought</b> Support and encourage the proposed cycling and pedestrian linkages.		
1419	D & P Williams	1419.01	ODP's and District Plan rules	Oppose in part
<b>Summary</b> Oppose proposed subdivision Rule 12.1.3.33 as the Kingcraft Drive Existing Development Area (EDA) is not identified in the Outline Development Plan (ODP), as suggested in the new rule. The rule itself relates to a land use and should not be included in the subdivision rules.		<b>Relief sought</b> Move proposed Rule 12.1.3.33 to the land use section of the District Plan as new Rule 4.9.12 under the heading Prebbleton on Page C4-007. Alternatively, the matter of building setbacks should be addressed as a subdivision assessment matter or via a resource consent.		
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1419.01		
1419	D & P Williams	1419.02	ODP's and District Plan rules	Oppose in part
<b>Summary</b> Proposed Rule 12.1.3.34, that requires the subdivision of land affected by the application to be in accordance with the ODP in Appendix 19, is an unnecessary duplication of an existing rule in the District Plan.		<b>Relief sought</b> Delete Rule 12.1.3.34. Alternatively, existing Rule 12.1.3.21 should be amended to include the requirement for the LXA Zone to accord with Appendix 19.		
1419	D & P Williams	1419.03	ODP's and District Plan rules	Amend
<b>Summary</b> Oppose proposed Rule 12.1.3.35, that requires a landscape plan to be submitted at the time of subdivision consent, as it does not specify the minimum width of planting required to achieve a restricted discretionary subdivision consent activity status.		<b>Relief sought</b> Amend Rule 12.1.3.35 to specify the minimum width of planting required for the 'landscape buffer' in order to retain a restricted discretionary activity status. A 5m buffer is provided in the ODP.		
1419	D & P Williams	1419.04	ODP's and District Plan rules	Amend
<b>Summary</b> PC2 proposes that the 4ha minimum lot size detailed in Table C12.1 of the District Plan should remain until either: (a) Council passes a resolution that there is adequate sewage capacity; or (b) All necessary consents have been obtained to ensure a method for treating and disposing of wastewater and stormwater is provided. Oppose this rule as the granting of consent does not guarantee the availability of connections or capacity.		<b>Relief sought</b> There is no need to include the requirement to either obtain a Council resolution or all the necessary resource consents to uplift the deferral from 4ha to Living XA, as the necessary provisions already exist in the 'standards and terms' in the Plan that are applicable to subdivision in Prebbleton.		
1419	D & P Williams	1419.05	ODP's and District Plan rules	Oppose
<b>Summary</b> Oppose a number of assessment matters that are already covered in the District Plan.  12.1.4.37 sets out the reasons for providing 1,000m² along the boundary with the Kingcraft Drive EDA, which is considered to be justifying the reason for the provision rather than the assessment criteria (Continued...)		<b>Relief sought</b> Either delete assessment matter 12.1.4.37 or redraft it to achieve the intended purpose.  Amend assessment matter 12.1.4.38 relating to the 5m building setback to address submission points 1419.01 and 1419.03 (Continued...)		

Submitter	Point	Topic	Type
(...Continued)		(...Continued)	
The requirement for the 5m building setback should be a new land use rule and should be limited to the consideration of whether a consent notice or other encumbrance is necessary to protect the rural-urban interface. Assessment matters 12.1.4.39 and 12.1.4.40 relate directly to the proposed road network and the interaction with the pedestrian/cycle network, carriageway widths, footpaths, lighting, street furniture and landscaping. These matters are already covered in the District Plan in 12.1.4.11 to 12.1.4.14.		Delete assessment matters 12.1.4.39 and 12.1.3.40	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1419.05	
1419	D & P Williams	1419.06	ODP's and District Plan rules Amend
<b>Summary</b> The ODP for PC2 needs to be amended to include the necessary linkages and landscape buffer. Selwyn District Council has acknowledged the merits in the future road linkage between the submitters property and the land affected by PC2 by providing linkages in the Draft Prebbleton Structure Plan. There is also an inconsistency between Rules 12.1.33 and Rule 12.1.3.35 and the ODP for PC2 as the 5m building setback and planted landscape buffer are not included on the Kingcraft Drive EDA boundary of the submitters land.		<b>Relief sought</b> To amend the PC2 ODP to include a road linkage outlined in the Draft Prebbleton Structure Plan. That the landscape buffer and 5m building setback between the land subject to PC2 and the submitters land that forms part of the Kingcraft Drive EDA are included until such time as the submitters land is rezoned for residential purposes or is included within the PC1 RPS Urban Limit for Prebbleton.	
<b>Further submissions were made by:</b> F1458 ECan		Supports submission 1419.06	
1420	Hope Steer	1420.01	Nuisance effects Oppose
<b>Summary</b> Concerns that dust may be generated from the subdivision development. Submitter seeks compensation for nuisance effects associated with earthworks, particularly as the property is located in the direction of the prevailing north-west and north-east winds and directly adjoins the development site.		<b>Relief sought</b> Seek compensation payment for any extra cleaning costs incurred as a result of earthworks.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1420.01	
1420	Hope Steer	1420.02	Section sizes, housing density Oppose
<b>Summary</b> Opposed to medium density housing to the rear of properties on Norris Street, which will undermine the country atmosphere, small town charm, rural aspect, sense of space, privacy and character that attracted the resident from Leeston to Prebbleton. This could result in a loss in house value. The community is characterised by people who are drawn to the country life and enjoy gardening or keeping animals. Strongly opposed to Prebbleton becoming another Halswell.		<b>Relief sought</b> Low density development to be provided at the rear of properties located on Norris Street and restrictions to be placed on multi-level buildings.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1420.02	
1421	Pam Reveley	1421.01 <u>Wish to be heard</u>	Section sizes, housing density Oppose
<b>Summary</b> Oppose the placement of medium density housing to the rear of Norris Street properties, which will compromise the rural views, privacy of backyards and amenity treasured by land owners. Low density zoning would result in less impact, particularly if building restrictions on multi-level housing are provided on back boundaries.		<b>Relief sought</b> Housing densities to be a minimum of 600m <sup>2</sup> for allotments that adjoin the Norris Street properties and to restrict multi-level buildings. Further submission clarified that housing densities of 600m <sup>2</sup> were too high.	
<b>Further submissions were made by:</b> F1412 Grant Craig F1460 A Meaclem & R Hyndman F1461 K & S Coffey		Supports submission 1421.01 Supports submission 1421.01 Supports submission 1421.01	

Submitter	Point	Topic	Type
1421 Pam Reveley	1421.02	Nuisance effects	Oppose
<b>Summary</b> Dust and dirt nuisance has previously resulted from the development of new subdivisions. The submitter seeks compensation for nuisance effects associated with earthworks, particularly as the property is located in the direction of the prevailing north-west and north-east winds.		<b>Relief sought</b> Seeks compensation payment for any extra cleaning costs incurred as a result of airborne pollution.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1421.02	
1421 Pam Reveley	1421.03	Infrastructure	Unclear
<b>Summary</b> Concerned that the area behind 22 to 26 Norris Street is zoned for medium density housing as this is the location of a drainage area and soak pit to manage the areas stormwater. A long term resident has established that the soak pit was formed in this location and that a water race previously ran diagonally across the paddock. Any development of the site needs to recognise these drainage issues to ensure the adjoining properties are not subject to excessive run-off.		<b>Relief sought</b> Seeks reassurance that the existing soak pit is recognised and factored into any development to avoid any adverse drainage problems caused to the submitter's property. This has already been an issue in a year of high rainfall.	
1422 G & R Savage	1422.01 <u>Wish to be heard</u>	Vehicle movements	Oppose
<b>Summary</b> Williams Street is a clu-de-sac with a narrow carriageway and should remain as such because: (i) of the large numbers of children walking across the Norris/Williams Street intersection, (ii) there is a playground used by small children; (iii) vehicles will compromise the safety of the proposed cycle/pedestrian footpath from the new subdivision to Williams Street; (iv) it is possible to pick up high speeds from the closed end of Williams Street, which arose from a rogue teenager living in the areas; and (v) there is a Play Centre and Plunket rooms at the Springs Road end of Williams Street.		<b>Relief sought</b> Williams Street from Norris Street to the opposite end of Springs Road to remain a cul-de-sac and the connection past the Williams Street playground be for pedestrian/cycle use only.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1422.01	
1422 G & R Savage	1422.02	Section sizes, housing density	Oppose
<b>Summary</b> High density housing is not in keeping with the character of Prebbleton, with the submitter being attracted to the area for the rural setting, outdoor living spaces and rural outlook. Support a retirement complex to attract quiet and non-threatening forms of development, but not general high density.		<b>Relief sought</b> High density housing should not be constructed unless as retirement housing. If there is no demand for elderly housing then high density housing should be restricted.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1422.02	
1422 G & R Savage	1422.03	Infrastructure	Oppose
<b>Summary</b> Difficulties in draining stormwater have been experienced over the years and there is a concern that the new subdivision may increase the risk of flooding into adjacent properties.		<b>Relief sought</b> Reassurance is provided that steps have been taken to ensure that there will not be an increased drainage problem adjacent to existing properties.	
<b>Further submissions were made by:</b> F1412 Grant Craig		Supports submission 1422.03	
1422 G & R Savage	1422.04	Nuisance effects	Oppose
<b>Summary</b> Concerns with adverse construction effects, including dust and noise that will be increased by high winds. There needs to be sufficient notice of construction works and compensation paid where nuisance effects arise.		<b>Relief sought</b> Notification should be provided several months prior to construction commencing.	



Submitter		Point		Topic	Type
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1422.04					
1458	ECan	1458.01	<u>Wish to be heard</u>	ODP's and District Plan rules	Oppose
<b>Summary</b> Fails to include specifications for the internal road network, which adequately promote and facilitate the pedestrian movement network in the medium and hider density residential areas. (Notified as 1423.01)				<b>Relief sought</b> Road specifications for internal roads that provide footways on both sides of the roads. Exemption requested from Rule 5.1.1.4 and Rule 5.1.1.5 (specification for roads) to provide footpaths on both sides of the roads.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1458.01					
1458	ECan	1458.02		ODP's and District Plan rules	Amend
<b>Summary</b> The ODP fails to provide for connections from the subject site to the Meadow Mushrooms site to the south-east, as sought by the Draft Prebbleton Structure Plan. (Notified as 1423.02)				<b>Relief sought</b> Provide for connections to the Meadow Mushrooms site to the south-east.	
1458	ECan	1458.03		Cycle ways and walkways	Unclear
<b>Summary</b> Fails to fully have regard to the provisions of the Urban Development Strategy and the Selwyn District Walking and Cycling Strategy. (Notified as 1423.03)				<b>Relief sought</b> Unknown.	
1459	V & J Cannell LATE SUBMISSION	1459.01	<u>Wish to be heard</u>	Vehicle movements	Oppose
<b>Summary</b> Attracted to Cairnbrae Drive and Waratah Park because it was a small scale subdivision that would be restricted to mainly residents 'traffic'. This site was carefully chosen for a future home as it was accessible by one 'through' road. This was to avoid the constant and large traffic movements currently being experienced at the submitter's lifestyle block, which is now on a thoroughfare for commuters. (Notified as 1433.01)				<b>Relief sought</b> No through road connecting Waratah Park with the application site.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1459.01					
1459	V & J Cannell LATE SUBMISSION	1459.02		Vehicle movements	Oppose
<b>Summary</b> Building 200 new households will severely affect the submitter's dream of a lifestyle in a nice quiet area. (Notified as 1433.02)				<b>Relief sought</b> No through road connecting Waratah Park with the application site.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1459.02					
1459	V & J Cannell LATE SUBMISSION	1459.03		Vehicle movements	Oppose
<b>Summary</b> Major concern that the safety and security provided by a 'closed' subdivision that has only one access will be compromised. (Notified as 1433.03)				<b>Relief sought</b> No through road connecting Waratah Park with the application site.	
<b>Further submissions were made by:</b> F1412 Grant Craig Supports submission 1459.03					

Submitter		Point	Topic	Type
1459	V & J Cannell LATE SUBMISSION	1459.04	Section sizes, housing density	Oppose
<b>Summary</b> Advocate that the Council ensure that subdivisions don't become too big and continue to be of a similar size to existing developments to provide lifestyle, safety and security for residents. (Notified as 1433.04)			<b>Relief sought</b> Development is too large and should be a similar size to existing development in Prebbleton.	
<b>Further submissions were made by:</b> F1412      Grant Craig			Supports submission 1459.04	

# **ATTACHMENT I:**

## **Recommendations on submissions**

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
<b>TOPIC: Section sizes and density</b>			
1404	1404.02	Change the high density housing allocation to a minimum allotment size of 800m <sup>2</sup> to preserve the village character and to align with the Prebbleton Structure Plan.	ACCEPT IN PART  Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m <sup>2</sup> ). The applicant has reduced the densities of Area C to 450m <sup>2</sup> minimum and 550m <sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.
<i>Supported by further submission F1412</i>			
1405	1405.02	Minimum allotment size should stay at 800m <sup>2</sup> other than over 60's units to avoid ghetto style living.	ACCEPT IN PART  The applicant has reduced the densities of Area C to 450m <sup>2</sup> minimum and 550m <sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. Higher densities do not equate to lower quality living environments. A variation in lot sizes are required to provide for a wider range of community needs. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.
<i>Supported by further submission F1412</i>			
1406	1406.06	Decline the plan change request. At the very least there should be no allotments below 800m <sup>2</sup> in size.	ACCEPT IN PART  Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m <sup>2</sup> ). The applicant has reduced the densities of Area C to 450m <sup>2</sup> minimum and 550m <sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.
<i>Supported by further submission F1412</i>			
1407	1407.01	Convert the high density allocation to either medium or low density households to preserve the character of the area and to align with the Prebbleton Structure Plan.	ACCEPT IN PART  Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m <sup>2</sup> ). The applicant has reduced the densities of Area C to 450m <sup>2</sup> minimum and 550m <sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.
<i>Supported by further submission F1412</i>			
1408	1408.01 1408.02	Decline the plan change request or provide for low density housing (1,000m <sup>2</sup> ) and tighter restrictions on the numbers and density of development.	ACCEPT IN PART  Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m <sup>2</sup> ). The applicant has reduced the densities of Area C to 450m <sup>2</sup> minimum and 550m <sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7...

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
Supported by further submissions F1412 & 1461			...The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.
1409	1409.02	No high density housing of between 400m <sup>2</sup> to 600m <sup>2</sup> . It is a waste of land, which is some of the best in Canterbury.	<p>ACCEPT IN PART</p> <p>Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m<sup>2</sup>). The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.</p>
Supported by further submission F1412			
1411	1411.01 1411.03	Decline the plan change request. No high density development in Prebbleton.	<p>ACCEPT IN PART</p> <p>The PSP identifies three qualities that contribute to the village feel of Prebbleton, being a sense of identity, rural aspect and sense of community. It also seeks to protect this character by outlining the matters to safeguard this character, which includes the preparation of ODP's. The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The amended PC2 ODP is generally consistent with the preliminary ODP within the PSP to ensure that intensification does not undermine the village ambience and amenity. A number of additional amendments to PC2 are proposed to ensure the Living ZA (Deferred) Zone is integrated into the existing township.</p>
Supported by further submission F1412			
1412	1412.02	Leave the original village as it is.	<p>ACCEPT IN PART</p> <p>The PSP identifies three qualities that contribute to the village feel of Prebbleton, being a sense of identity, rural aspect and sense of community. It also seeks to protect this character by outlining the matters to safeguard this character, which includes the preparation of ODP's. The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The amended PC2 ODP is generally consistent with the preliminary ODP within the PSP to ensure that intensification does not undermine the village ambience and amenity. A number of additional amendments to PC2 are proposed to ensure the Living ZA (Deferred) Zone is integrated into the existing township.</p>
Supported by further submission F1412			
1413	1413.02	A through road in the middle of the established township will fail to retain the character and atmosphere of Prebbleton.	<p>ACCEPT IN PART</p> <p>The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing. The through road is fundamental to the wider road network proposed in the PSP to service the western area of Prebbleton...</p>

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
			...The PC2 ODP provides for through connections and linkages to the town centre, services, community facilities and services on Springs Road.
			<i>Supported by further submissions F1412 &amp; F1461</i>
1415	1415.02	Change the high density housing allocation to medium to low density to preserve character and align with the Prebbleton Structure Plan.	<p>ACCEPT IN PART</p> <p>Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m<sup>2</sup>). The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.</p> <p><i>Supported by further submission F1412</i></p>
1417	1417.02	Council to ensure infill development occurs first and is subject to a consistent set of planning rules. Council should not change rules as each new development comes along.	<p>REJECT</p> <p>Council cannot preclude private plan change requests and resource consent applications seeking variations on the existing set of District Plan provisions. This provides for a diversity in living environments to be established and accounts for site specific requirements. PC2 is not promoting the 'comprehensive' housing densities provided in the Living 1A5 Zone, with development aligning with the 10hh/ha prescribed in PC1 and the PSP.</p>
1420	1420.02	Low density development to be provided at the rear of properties located on Norris Street and restrictions to be placed on multi-level buildings.	<p>ACCEPT IN PART</p> <p>Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m<sup>2</sup>). The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The current and proposed provisions in the District Plan will preclude multi-level structures and ensure any future housing is compatible with the character anticipated for Prebbleton. A number of additional amendments to PC2 are proposed to ensure the Living ZA (Deferred) Zone is integrated into the existing township.</p> <p><i>Supported by further submission F1412</i></p>
1421	1421.01	Housing densities to be a minimum of 600m <sup>2</sup> for allotments that adjoin the Norris Street properties and to restrict multi-level buildings. Further submission from 1421 clarified that housing densities of 600m <sup>2</sup> were too high.	<p>ACCEPT IN PART</p> <p>Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m<sup>2</sup>). The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The current and proposed provisions in the District Plan will preclude multi-level structures and ensure any future housing is compatible with the character anticipated for Prebbleton. A number of additional amendments to PC2 are proposed to ensure the Living ZA (Deferred) Zone is integrated into the existing township.</p> <p><i>Supported by further submissions F1412, F1460 &amp; F1461</i></p>



Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
1422	1422.02	High density housing should not be constructed unless as retirement housing. If there is no demand for elderly housing then high density housing should be restricted.	<p>ACCEPT IN PART</p> <p>The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. Higher densities do not equate to lower quality living environments. A variation in lot sizes are required to provide for a wider range of community needs. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing. A number of additional amendments to PC2 are proposed to ensure the Living ZA (Deferred) Zone is integrated into the existing township.</p> <p><i>Supported by further submission F1412</i></p>
1459	1459.04	Development is too large and should be a similar size to existing development in Prebbleton.	<p>ACCEPT IN PART</p> <p>Only a small portion of higher density housing is proposed (Area C) within a central location of the site away from standard residential areas (800m<sup>2</sup>). The applicant has reduced the densities of Area C to 450m<sup>2</sup> minimum and 550m<sup>2</sup> minimum average lot sizes in response to submissions received and to provide greater consistency with PC1, the PSP and PC7. The UDS, PC1 and PSP identify that higher household yields of 10hh/ha are required in Prebbleton to curb sprawl, consolidate the urban form and promote integrated infrastructure servicing.</p> <p><i>Supported by further submission F1412</i></p>
<b>TOPIC: Vehicle movements</b>			
1404	1404.01	The road access point proposed in Williams Street adjacent to the playground be amended to pedestrian access only. Additional vehicle movements will compromise resident safety.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1405	1405.01	Decline the plan change. Does not want additional traffic down Williams Street. Additional vehicle movements will compromise resident safety.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1406	1406.01 1406.02	Decline the plan change. Do not change Williams Street. Additional vehicle movements will compromise resident safety.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1409	1409.01	No access from the development site to be provided onto Williams Street.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor...</p>

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
			<p>...The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1411	1411.02	Decline the plan change. Do not change Williams Street. Will compromise the safety of children travelling to the playground and school.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1412	1412.01	No access via Williams Street. Additional vehicle movements will compromise resident safety.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1413	1413.03	Restrict additional vehicle connections onto Williams Street, which should be a cycle/walkway link only.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1413	1413.01	Parking overspill associated with Primary School.	<p>ACCEPT IN PART</p> <p>No indication of parking overspill was identified during site visits undertaken by Council's Traffic Engineer. However, parking limitations should be considered for the Blakes Road and Norris Street intersection at the time of subdivision.</p> <p><i>Supported by further submission F1412</i></p>
1414	1414.02	Restrict vehicles at the entrance to Williams Street, which should be a cycle/walkway link only. Additional vehicle movements will compromise resident safety.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.</p> <p><i>Supported by further submission F1412</i></p>
1415	1415.01	No access via Williams Street. Cul-de-sac to remain at the end of Williams Street.	<p>REJECT</p> <p>Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network...</p>

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
<i>Supported by further submission F1412</i>			...
1416	1416.01	Restrict additional vehicle connections onto Williams Street, which should be a cycleway/walkway link only. Additional vehicle movements will compromise resident safety.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.
<i>Supported by further submission F1412</i>			
1418	1418.01 1418.02 1418.03	Restrict additional vehicle connections onto Williams Street, which should be a cycle way/walkway link only. Additional vehicle movements will compromise resident safety.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.
<i>Supported by further submission F1412</i>			
1422	1422.01	Williams Street from Norris Street to the opposite end of Springs Road to remain a cul-de-sac and the connection past the Williams Street playground be for pedestrian/cycle use only.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.
<i>Supported by further submission F1412</i>			
1459	1459.01 1459.02 1459.03	No through road connecting Waratah Park with the application site.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor. The traffic assessments provided by the applicant and reviewed by Council's Transport Engineer have concluded that the additional vehicle movements attributed to the future residents of Living XA (Deferred) Zone will not compromise the safety and efficiency of the network.
<i>Supported by further submission F1412</i>			
<b>TOPIC: Cycle ways and walkways</b>			
1405	1405.03	Supports the extension of the children's playground and the proposed cycle way and walkways – relief unclear	ACCEPT Playground extension will provide additional public space and the cycle way and walkway will promote alternative modes of transport.
1414	1414.01	Restrict additional vehicle movements onto Williams Street, which should be a cycle way/walkway link only.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor.
<i>Supported by further submission F1412</i>			
1418	1418.04	Restrict additional vehicle movements onto Williams Street, which should be a cycle way/walkway link only.	REJECT Integrated road network is required to promote connectivity. Traffic related effects are deemed to be no more than minor.
<i>Supported by further submission 1412</i>			

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
1418	1418.06	Supports and encourages the proposed cycling and pedestrian linkages.	ACCEPT Playground extension will provide additional public space and the cycle way and walkway will promote alternative modes of transport.
1458	1458.03	Fails to fully have regard to the provisions of the Urban Development Strategy and the Selwyn District Walking and Cycling Strategy – relief unclear.	REJECT Integrated road network is required to promote connectivity and alternative modes of transport, which is consistent with the UDS, Selwyn District Council Walking and Cycling Strategy.
<b>TOPIC: Infrastructure</b>			
1406	1406.04	No more capacity in the sewer network.	REJECT PC2 is seeking a deferred zone acknowledging that wastewater connections are not currently available, but that Council will have sufficient capacity in the near future (2-3years).
		<i>Supported by further submission F1412</i>	
1408	1408.03	Density of housing will place a strain on community resources such as the School, road network that is already in a poor condition and the Williams Street playground.	REJECT The PSP has investigated the infrastructure requirements, public transport needs and necessity for an additional school based on the projected households in the township up to 2041. This takes into account the additional households proposed by PC2.
		<i>Supported by further submission F1412</i>	
1411	1411.01	High density housing will exacerbate existing pressure on the sewer, water supply, road network, public transport and education facilities.	REJECT The PSP has investigated the infrastructure requirements, public transport needs and necessity for an additional school based on the projected households in the township up to 2041. This takes into account the additional households proposed by PC2.
		<i>Supported by further submission F1412</i>	
1417	1417.01	All existing sites within the developed areas need to have sewer connections.	REJECT PC2 is seeking a deferred zone acknowledging that wastewater connections are not currently available, but that Council will have sufficient capacity in the near future (2-3years).
1418	1418.05	Seek assurances that the necessary investment will be given to ease the pressure on stretched infrastructure.	ACCEPT IN PART The PSP has investigated the infrastructure requirements for the projected households in the township up to 2041. This takes into account the additional households proposed by PC2. The PSP also highlights that upgrades to existing streets and public infrastructure will be undertaken where the need arises.
		<i>Supported by further submission F1412</i>	
1421	1421.03	Seeks reassurance that the existing soak pit is recognised and factored into any development to avoid any adverse drainage problems caused to the submitter's property. This has already been an issue in a year of high rainfall.	ACCEPT IN PART A storm water scheme has been developed for the development site that has been based upon a comprehensive assessment. This scheme includes storm water reserves and other mechanisms to ensure any inundation and stormwater run-off is treated and disposed of within the development site.

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
1422	1422.03	Difficulties in draining stormwater have been experienced over the years and there is a concern that the new subdivision may increase the risk of flooding into adjacent properties.	ACCEPT IN PART  A storm water scheme has been developed for the development site that has been based upon a comprehensive assessment. This scheme includes storm water reserves and other mechanisms to ensure any inundation and stormwater run-off is treated and disposed of within the development site.
<i>Supported by further submission F1412</i>			
<b>TOPIC: Nuisance effects</b>			
1410	1410.01	Seeks clarification of measures proposed to mitigate noise.	ACCEPT IN PART  Specific conditions of subdivision and land use consents will require an Earthworks Management Plan to be prepared and adhered to during the construction phase of the development. This would be expected to provide measures to avoid unreasonable noise levels and to restrict the hours heavy vehicles and machinery can operate.
<i>Supported by further submission F1412</i>			
1410	1410.02	Seeks payment for any extra costs incurred as a result of airborne pollution arising from earthworks to develop the site.	ACCEPT IN PART  Specific conditions of subdivision and land use consents will require an Earthworks Management Plan to be prepared and adhered to during the construction phase of the development. This would be expected to include dust suppression methods to be implemented at all times and for compensation to be paid where airborne particulates cause an unreasonable nuisance.
<i>Supported by further submission F1412</i>			
1420	1420.01	Seeks compensation payment for any extra cleaning costs incurred as a result of earthworks.	ACCEPT IN PART  Specific conditions of subdivision and land use consents will require an Earthworks Management Plan to be prepared and adhered to during the construction phase of the development. This would be expected to include dust suppression methods to be implemented at all times and for compensation to be paid where airborne particulates cause an unreasonable nuisance.
<i>Supported by further submission F1412</i>			
1421	1421.02	Seeks compensation payment for any extra cleaning costs incurred as a result of airbourne pollution.	ACCEPT IN PART  Specific conditions of subdivision and land use consents will require an Earthworks Management Plan to be prepared and adhered to during the construction phase of the development. This would be expected to include dust suppression methods to be implemented at all times and for compensation to be paid where airborne particulates cause an unreasonable nuisance.
<i>Supported by further submission F1412</i>			
1422	1422.04	Notification should be provided several months prior to construction commencing.	ACCEPT IN PART  Specific conditions of subdivision and land use consents will require an Earthworks Management Plan to be prepared and adhered to during the construction phase of the development. This would be expected to include notification of when earthworks and construction is to commence and the contact details of project managers.
<i>Supported by further submission F1412</i>			

Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
TOPIC: Reserves			
1405	1405.03	Support the extension of the children's playground	ACCEPT Future reserves have been identified in the PSP, which are considered to be sufficient to cater for the needs of the township up to 2041.
1406	1406.05	The 18.58ha land should be developed into a park with trees or left as rural.	REJECT Future reserves have been identified in the PSP, which are considered to be sufficient to cater for the needs of the township up to 2041.
Supported by further submission F1412			
1408	1408.04	That shade or shelter be provided if the Williams Street playground is extended.	REJECT This is a matter to be determined should any future reserves within the PC2 ODP are vested in Council and a development plan is formulated.
Supported by further submission F1412			
TOPIC: ODP's and District Plan Rules			
1419	1419.01	Move proposed Rule 12.1.3.33 to the land use section of the District Plan as new Rule 4.9.12 under the heading Prebbleton on Page C4-007. Alternatively, the matter of building setbacks should be addressed as a subdivision assessment matter or via a resource consent.	ACCEPT Rule 12.13.33 is a land use matter and should be included as new Rule 4.9.12
Supported by further submission F1412			
1419	1419.02	Delete Rule 12.1.3.34. Alternatively, existing Rule 12.1.3.21 should be amended to include the requirement for the LXA Zone to accord with Appendix 19.	ACCEPT Delete proposed Rule 12.1.3.34, which is superfluous to requirements given that the ODP will be registered in the Appendices of the District Plan should PC2 be adopted.
1419	1419.03	Amend Rule 12.1.3.35 to specify the minimum width of planting required for the 'landscape buffer' in order to retain a restricted discretionary activity status. A 5m buffer is provided in the ODP.	ACCEPT Specify the requirement for a 5m 'landscape buffer' for clarification.
1419	1419.04	There is no need to include the requirement to either obtain a Council resolution or all the necessary resource consents to uplift the deferral from 4ha to Living XA, as the necessary provisions already exist in the 'standards and terms' in the Plan that are applicable to subdivision in Prebbleton.	ACCEPT Delete this provision, which is superfluous to requirements given that the District Plan already outlines the process for Deferred Zones in Prebbleton to be uplifted.



Submission Number	Submission Points	Decision Requested	Recommendation / Explanation
1419	1419.05	<p>Either delete assessment matter 12.1.4.37 or redraft it to achieve the intended purpose.</p> <p>Amend assessment matter 12.1.4.38 relating to the 5m building setback to address submission points 1419.01 and 1419.03</p> <p>Delete assessment matters 12.1.4.39 and 12.1.3.40</p>	<p>ACCEPT and ACCEPT IN PART</p> <p>Delete assessment matter 12.1.4.37</p> <p>Rule 12.13.33 is a land use matter and should be included as new Rule 4.9.12</p> <p>Delete assessment matters 12.1.4.39 and retain 12.1.3.40</p>
1419	1419.06	<p>To amend the ODP to include the road linkage outlined in the Draft Prebbleton Structure Plan. The landscape buffer between the subject land and the submitter's land that forms part of the Kingcraft Drive EDA are included until such time as the submitters land is rezoned for residential purposes or is included within the RPS PC1 Urban Limit for Prebbleton.</p> <p><i>Supported by further submission F1412</i></p>	<p>ACCEPT</p> <p>Decisions on PC1 support the inclusion of the submitter's land within Prebbleton's Urban Limit. This has also been supported in the Prebbleton Structure Plan, where a preliminary ODP has been prepared identifying the anticipated road network and interface with the Kingcraft Drive EDA for the development site and the submitter's land directly to the south. This will promote connectivity through the western area of township between Trent's and Blake's Roads.</p>
1458	1458.01	<p>Exemption requested to Rule 5.1.1.4 and Rule 5.1.1.5 (specification for roads) to provide footpaths on both sides of the roads.</p> <p><i>Supported by further submission F1412</i></p>	<p>REJECT</p> <p>Council's Transport Engineer has confirmed that the road cross section proposed for PC2 is sufficient to ensure the safety and efficiency of the road network.</p>
1458	1458.02	<p>Provide for connections to the Meadow Mushrooms site to the south-east.</p>	<p>ACCEPT</p> <p>This connection is supported in the Prebbleton Structure Plan. A preliminary ODP has been prepared identifying the anticipated road network between the subject land and the Meadow Mushrooms site, which is identified as a future community precinct and more intensive housing. This will promote connectivity from Springs Road west into the development site and other destinations on the western side of Springs Road.</p>
<b>TOPIC: Natural habitat</b>			
1406	1406.03	<p>Decline the plan change request. Conversion of rural land to residential will further reduce bird habitat.</p> <p><i>Supported by further submission F1412</i></p>	<p>ACCEPT IN PART</p> <p>There is currently limited habitat for birds due to the current agricultural land use. The establishment of domestic gardens, landscaping and reserves is likely to promote habitats in the long term. The applicant has identified the need to protect the two oak trees located within the yard of the homestead. A joint submission between the land owner and Council has been lodged requesting that the trees be investigated for inclusion in Council's Protected Tree plan change (PC18).</p>

# **ATTACHMENT J:**

**Selwyn District Plan:**

**Relevant objectives and policies**

## VOLUME 1: TOWNSHIPS<sup>1</sup>

### LAND AND SOIL – OBJECTIVES & POLICIES

#### Objective B1.1.1

Adverse effects on people, and their activities, ecosystems and land and soil resources from contaminated soil or unstable land, are minimised.

#### Objective B1.1.2

New residential or business activities do not create shortages of land or soil resources for other activities in the future.

#### Policy B1.1.3

Avoid adverse effects on people's health or well-being from exposure to contaminated soil.

#### Policy B1.1.8

Avoid rezoning land which contains versatile soils for new residential or business development if:

- the land is appropriate for other activities; and
- there are other areas adjoining the township which are appropriate for new residential or business development which do not contain versatile soils.

### WATER – OBJECTIVES & POLICIES

#### Objective B1.2.1

Expansion of townships in Selwyn District maintains or enhances the quality of ground or surface water resources.

#### Objective B1.2.2

Activities on land and the surface of water in Selwyn District:

- Do not adversely affect ground or surface water resources;
- Do not adversely affect waahi tapu or waahi taonga;
- Maintain or enhance the ecological and habitat values of waterbodies and their margins;
- Maintain or enhance the water quality and ecological values of sites of mahinga kai (food gathering); and
- Promote public access along rivers and streams, where appropriate.

#### Policy B1.2.1

Ensure all activities in townships have appropriate systems for water supply, and effluent and stormwater treatment and disposal to avoid adverse effects on the quality of ground water or surface waterbodies .

#### Policy B1.2.2

Ensure land rezoned to a Living or Business zone can be serviced with a water supply and effluent and stormwater disposal without adversely affecting groundwater or surface waterbodies.

#### Policy B1.2.3

Require the water supply to any allotment or building in any township to comply with the current New Zealand Drinking Water Standards and to be reticulated in all townships, except for sites in the existing Living 1 Zone at Doyleston.

#### Policy B1.2.5

Require any sewage treatment and disposal to be reticulated in the townships of Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Lincoln, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu and West Melton.

#### Policy B1.2.8

Recognise potential benefits of some species of riparian vegetation in some areas for improving: water quality; bank stability and habitat values for aquatic species and riparian species.

---

<sup>1</sup> The relevant objectives and policies proposed as part of PC7 to the SDP are shown as underlined or ~~strikethrough~~.

## **OUTSTANDING NATURAL FEATURES AND LANDSCAPES — OBJECTIVES & POLICIES**

### **Objective B1.4.1**

The expansion of townships does not adversely affect the values of outstanding natural features and landscapes.

### **Objective B1.4.4**

The distinction between the landscapes of the rural area and townships on the Canterbury Plains is maintained.

#### **Policy B1.4.15**

Recognise that the distinction between the landscape in townships and the rural area adds to the landscape values of the Canterbury Plains; and maintains that distinction.

#### **Policy B1.4.16**

Avoid townships expanding to the extent that they merge into one another.

#### **Policy B1.4.17**

Recognise that the land between Christchurch City and a line extending from West Melton to Tai Tapu is identified in the RPS as providing a 'rural' landscape in contrast to the 'urban' landscape of Christchurch City.

## **TRANSPORT NETWORKS — OBJECTIVES & POLICIES**

### **Objective B2.1.1**

The safe and efficient operation of the District's transport networks is not impeded by adverse effects from activities on surrounding land or by residential growth.

### **Objective B2.1.2**

Adverse effects of transport networks on adjoining land uses.

### **Objective B2.1.5**

Adverse effects of land transport networks on natural or physical resources or amenity values, are minimised.

#### **Policy B2.1.1**

Apply a road hierarchy in Selwyn District.

#### **Policy B2.1.2**

Manage effects of activities on the safe and efficient operation of the District's road network, considering the classification and function of each

#### **Policy B2.1.4 (a)**

Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:

- the number and type of vehicle movements generated by the activity;
- the road classification and function; and
- any pedestrian, cycle or stock access required by the activity.

#### **Policy B2.1.7**

Ensure the siting and design of vehicular accessways and road intersections avoids impairing the visibility of motorists or pedestrians to minimise traffic conflicts.

#### **Policy B2.1.8**

Ensure roads are designed, maintained and upgraded to an appropriate standard to carry the volume and types of traffic safely and efficiently.

#### **Policy B2.1.9**

Address the impact of new residential or business activities on both the local roads around the site and the District's road network, particularly Arterial Road links with Christchurch City.

#### **Policy B2.1.10**

Assess the effects of allowing or disallowing residential growth in townships in Selwyn District on transport demand and promote land use patterns that will reduce the demand for transport.

#### **Policy B2.1.11**

Encourage people to walk or cycle within and between townships.

**Policy B2.1.20**

Require pedestrian and cycle links in new and redeveloped residential or business areas, where such links are likely to provide a safe, attractive and accessible alternative route for pedestrians and cyclists, to business or community facilities in the township.

**Policy B2.1.21**

Mitigate adverse effects from the construction or maintenance of roads or railway lines on:

- adjoining residents;
- any waterbodies or ecosystems; or
- any special landscape, cultural, heritage or amenity values of the site or area.

**UTILITIES – OBJECTIVES & POLICIES****Objective B2.2.1**

Access to utilities to enable people and communities to carry out their activities.

**Objective B2.2.2**

Efficient use of utilities is promoted.

**Objective B2.2.3**

The provision of utilities where any adverse effects on the receiving environment and on people's health, safety and wellbeing is managed having regard to the scale, appearance, location and operational requirements of the facilities.

**Policy B2.2.1**

Require that the need to supply utilities and the feasibility of undertaking, is identified at the time a plan change request is made to rezone land for residential or business development.

**Policy B2.2.6**

Ensure the effects of utilities are compatible with the amenity values and environmental characteristics of the zone in which they locate, also having regard to operational, functional and economic constraints.

**COMMUNITY FACILITIES (AND RESERVES) – OBJECTIVES & POLICIES****Objective B2.3.1**

Residents have access to adequate community facilities.

**Objective B2.3.2**

Community facilities do not adversely affect residential amenity values or other parts of the environment.

**Policy B2.3.1**

Encourage co-ordination between the provision of community facilities, and new residential and business development.

**Policy B2.3.8**

Ensure residents in Selwyn District have access to sufficient reserve areas to meet their needs for space for active and passive recreation.

**NATURAL HAZARDS – OBJECTIVES & POLICIES****Objective B3.1.1**

Ensure activities do not lead to or intensify the effects of natural hazards.

**Objective B3.1.2**

Ensure potential loss of life or damage to property from natural hazards is mitigated.

**Objective B3.1.3**

Ensure methods to mitigate natural hazards do not create or exacerbate adverse effects on other people or the environment.

#### **Policy B3.1.6**

Ensure any measures proposed to mitigate a potential natural hazard:

- do not lead to or intensify a potential natural hazard elsewhere; and
- that any other adverse effects on the environment are avoided, remedied or mitigated.

### **QUALITY OF THE ENVIRONMENT – OBJECTIVES & POLICIES**

#### **Objective B3.4.1**

The District's townships are pleasant places to live and work in.

#### **Objective B3.4.2**

A variety of activities are provided for in townships, while maintaining the character and amenity values of each zone.

#### **Objective B3.4.3**

"Reverse sensitivity" effects between activities are avoided.

#### **Objective B3.4.4**

Growth of existing townships has a compact urban form and provides a variety of living environments and housing choices for residents, including medium density housing typologies located within areas identified in an Outline Development Plan.

#### **Objective B3.4.5**

Urban growth within and adjoining townships will provide a high level of connectivity both within the development and with the adjoining land areas (where these have been or are likely to be developed for urban activities or public reserves) and will provide suitable access to a variety of forms of transport.

#### **Policy B3.4.1**

To provide zones in townships based on the existing quality of the environment, character and amenity values, except within Outline Development Plan areas in the Greater Christchurch area where provision is made for high quality medium density housing.

#### **Policy B3.4.3**

To provide Living zones which:

- are pleasant places to live in and provide for the health and safety of people and their communities
- are less busy and more spacious than residential areas in metropolitan centres; ~~and~~
- have safe and easy access for residents to associated services and facilities
- provide for a variety of living environments and housing choices for residents, including medium density areas identified in Outline Development Plans;
- ensure medium density residential areas identified in Outline Development Plans are located within close proximity to open spaces and/or community facilities; and
- ensure that new medium density residential developments identified in Outline Development Plans are designed in accordance with the following design principles:
  - access and connections to surrounding residential areas and community facilities and neighbourhood centres are provided for (sic) through a range of transport modes;
  - block proportions are small, easily navigable and convenient to encourage cycle and pedestrian movement;
  - streets are aligned to take advantage of views and landscape elements;
  - section proportions are designed to allow private open space and sunlight admission;
  - layout and design of dwellings encourage high levels of interface with roads, reserves and other dwellings;
  - a diversity of living environments and housing types are provided to reflect different lifestyle choices and needs of the community;
  - a balance between built form and open spaces complements the existing character and amenity of the surrounding environment; and
  - any existing natural, cultural, historical and other unique features of the area are incorporated where possible to provide a sense of place, identity and community.

#### **Policy B3.4.9**

Ensure noise in all zones does not adversely affect the health and well-being of people.



**Policy B3.4.13**

Avoid nuisance effects caused by dust from stockpiled material or construction work in Living or Business Zones.

**Policy B3.4.14**

Avoid, remedy or mitigate adverse effects caused by excessive or prolonged vibration associated with people's activities.

**Policy B3.4.23**

Support the use of building or landscaping concept plans or ideas developed for townships in Selwyn District where such plans or ideas:

- Are appropriate to the proposed activity;
- Do not contravene any District Plan policies or rules; and
- The builder/developer is interested in using them.

**Policy B3.4.25**

Ensure buildings are setback an appropriate distance from road boundaries to maintain privacy and outlook for residents and to maintain the character of the area in which they are located.

**Policy B3.4.33**

Encourage people who are developing or redeveloping sites in townships to retain trees, bush or other natural features on the site, as part of the new development.

**Policy B3.4.39**

Avoid rezoning land for new residential development adjoining or near to existing activities which are likely to be incompatible with residential activities, unless any potential 'reverse sensitivity' effects will be avoided, remedied or mitigated.

**RESIDENTIAL DENSITY – OBJECTIVES & POLICIES****Objective B4.1.1**

A range of living environments is provided for in townships, while maintaining the overall 'spacious' character of Living zones, except within Medium Density areas identified in an Outline Development Plan where a high quality, medium density of development is anticipated.

**Objective B4.1.2**

New residential areas are pleasant places to live and add to the character and amenity values of townships.

**Policy B4.1.1**

Provide for a variety of allotment sizes for erecting dwellings in Living 1 Zones, while maintaining average section size similar to that for existing residential areas in townships, except within Medium Density areas identified in an Outline Development Plan where a high quality, medium density of development is anticipated.

**Policy B4.1.10**

Ensure there is adequate open space in townships to mitigate adverse effects of buildings on the aesthetic and amenity values and "spacious" character.

**Policy B4.1.11**

Encourage new residential areas to be designed to maintain or enhance the aesthetic values of the township, including (but not limited to):

- Retaining existing trees, bush, or other natural features on sites; and
- Landscaping public places.

**Policy B4.1.13**

To ensure that development in Medium Density areas identified in an Outline Development Plan provides a high quality living environment and achieves a good level of urban design, appearance and amenity. Relevant urban design considerations include:

- That the design of medium density developments is of a high quality, with a good balance of consistency and variety in form, alignment, materials and colour and a sufficient level of architectural detailing;
- That residential units provide an open and attractive streetscene through being oriented towards the street or other adjacent public spaces, have low or no front fencing, front facades that are not dominated by garaging but instead have clearly visible pedestrian front entrances and a balanced ratio of glazing to solid glass;

- That opportunities for landscaping and tree planting is provided, commensurate with a medium density living environment;
- That opportunity for comprehensive developments are provided, including the ability to erect short terraces or share internal side boundary walls;
- That medium density developments make provision for adequate, well located and well designed private outdoor living areas;
- That internal amenity is provided for occupants through levels of privacy and access to sunlight appropriate to a medium density living environment;
- That the appearance of cramped development is avoided by limiting site coverage and ensuring there is open space between houses, duplexes or blocks of terraces, particularly at first floor level.

## **SUBDIVISION OF LAND – OBJECTIVES AND POLICIES**

### **Objective B4.2.3**

The maintenance and enhancement of amenities of the existing natural and built environment through subdivision design and layout.

### **Objective B4.2.4**

That subdivision provides for variety and efficiency in its design, form and function.

### **Policy B4.2.9**

Ensure that new residential blocks are small in scale, easily navigable and convenient to public transport services and community infrastructure such as schools, shops, sports fields and medical facilities, particularly for pedestrians and cyclists.

### **Policy B4.2.10**

Encourage subdivision designs within Outline Development Plan areas to provide for a variety of section sizes that are designed to cater for different housing types.

### **Policy B4.2.11**

Ensure that subdivision designs encourage strong, positive connections between allotments and the street and other features, whilst avoiding rear allotments where practical.

## **RESIDENTIAL AND BUSINESS DEVELOPMENT – OBJECTIVES & POLICIES**

### **Objective B4.3.1**

The expansion of townships does not adversely affect:

- Natural or physical resources;
- Other activities;
- Amenity values of the township or the rural area; or
- Sites with special ecological, cultural, heritage or landscape values.

### **Objective B4.3.2**

For townships outside the Greater Christchurch area, new residential or business development adjoins existing townships at compatible urban densities or at a low density around townships to achieve a compact township shape which is consistent with the preferred growth direction for townships and other provisions in the Plan.

### **Objective B4.3.3**

Land is rezoned for new residential or business development by use of a consistent and equitable process. For townships within the Greater Christchurch area, new residential or business development is to be provided within the Urban Limits identified in the Regional Policy Statement and such development is to occur in general accordance with an operative Outline Development Plan.

### **Objective B4.3.4**

New areas for residential or business development support the timely, efficient and integrated provision of infrastructure, including appropriate transport and movement networks through a coordinated and phased development approach.

**Objective B4.3.5**

Ensure that sufficient land is made available in the District Plan to accommodate an additional 11,040 households in the Selwyn District portion of the Greater Christchurch area between 2007-2041 through both Greenfield growth areas and consolidation within existing townships.

**Objective B4.3.6**

Ensure that subdivision and development in Living Z zoned areas generally achieves an average net density over an Outline Development Plan area of at least ten households units per hectare.

**Policy B4.3.1**

Ensure new residential or business development either:

- Complies with the Plan policies for the Rural Zone; or
- The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within the Urban Limit identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan.

**Policy B4.3.2**

In areas outside the Greater Christchurch area, Require any land rezoned for new residential or business development to adjoin, along at least one boundary, an existing Living or Business zone in a township, except that low density living environments need not adjoin a boundary provided they are located in a manner that achieves a compact township shape.

**Policy B4.3.3**

Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business.

**Policy B4.3.5**

Encourage townships to expand in a compact shape where practical.

**Policy B4.3.7**

Each Outline Development Plan shall include:

- (i) Principal through roads, connections and integration with the surrounding road network and strategic infrastructure;
- (ii) Any land to be set aside for
  - Community facilities or schools;
  - Parks and land required for recreation or reserves;
  - Any land to be set aside for business activities;
  - The distribution of different residential densities;
  - Land required for the integrated management of water systems, including stormwater treatment, secondary flow paths, retention and drainage paths; and
  - Land reserve or otherwise set aside from development for any other reason, and the reasons for its protection.
- (iii) Demonstrate how each ODP will achieve a minimum net density of at least 10 lots or households units per hectare;
- (iv) Identify any cultural (including Tangata Whenua values), natural, and historic or heritage features and values and how they are to be enhanced or maintained;
- (v) Indicate how the required infrastructure will be provided;
- (vi) Set out the phasing and co-ordination of subdivision and development in line with the phasing shown on the Planning Maps and Appendices;
- (vii) Demonstrate how effective provision is made for a range of transport options, including public transport systems, pedestrian walkways and cycleways, both within and adjoining the ODP area;
- (viii) Include any other information which is relevant to an understanding of the development and its proposed zoning;
- (ix) Demonstrate that the design will minimise any reverse sensitivity effects.

**Policy B4.3.9**

To ensure that the key principles and outcomes sought in operative Outline Development Plans are achieved and where development is proposed that is not in general accordance with an operative Outline Development Plan in the District Plan, consideration shall be given as to whether:

- (i) The proposed change will better achieve the key principles of the Outline Development Plan, as set out in Policy 4.3.7 and any specific ODP requirements set out in any area-specific ODP policy, than the land use pattern shown in the operative ODP;

- (ii) The proposed change will potentially compromise the outcomes sought within the remainder of the Outline Development Plan area. This is especially the case where changes are proposed that only cover a portion of an ODP area- and/or have implications for other parts of the ODP area beyond the applicant's control. Where development that is not in general accordance with the ODP is proposed via a subdivision consent application, it is preferable that the application covers the entire ODP area so that the implications of such changes are able to be fully understood and assessed;
- (iii) Adequate provision has been made to ensure that such changes are aligned with the corresponding land use provisions of the District Plan and that this is transparent to current and future land owners.

#### **PREBBLETON - PREFERRED GROWTH OPTION**

The first preferred direction for any expansion of Prebbleton are east and west of Springs Road, between the north and south limits of the existing Living and Business zones as identified in [Appendix 31](#) (is provided on the following page).

##### **Policy B4.3.56**

Encourage land located to the east and west of the existing Living and Business zones, being those Living and Business zones that adjoin Springs Road, which is located as close as possible to the existing township centre as the first preferred areas to be rezoned for new residential development at Prebbleton, provided sites are available and appropriate for the proposed activity.

##### **Policy B4.3.57**

Discourage further expansion of Prebbleton township north or south of the existing Living zone boundaries adjoining Springs Road.

##### **Policy B4.3.59**

Consider any potential adverse effects of rezoning land for new residential or business development at Prebbleton on the 'rural-urban' landscape contrast of the area with Christchurch City, as identified in the RPS.

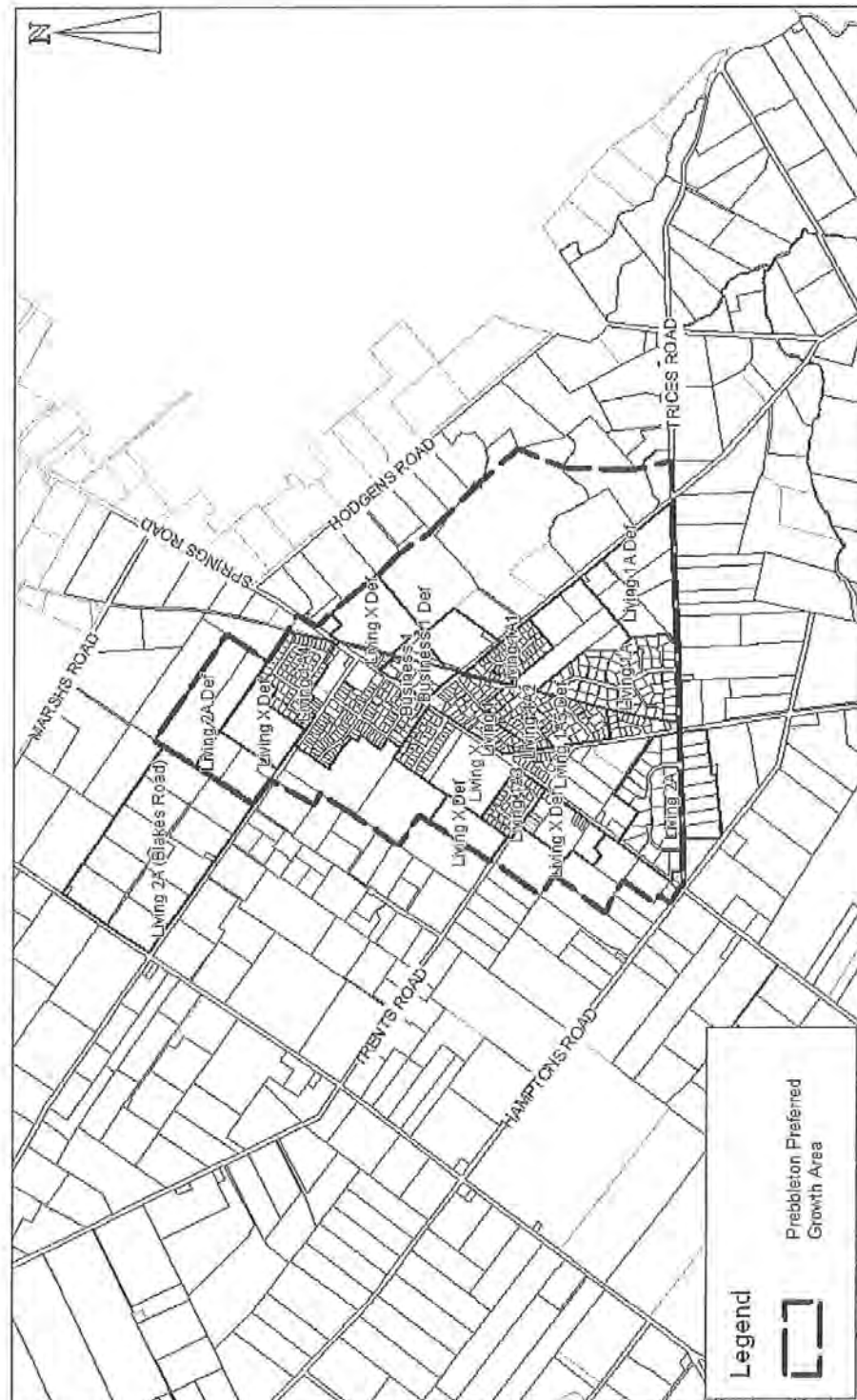
##### **General Policies – Reticulated Sewage and Deferred Zoning**

Reticulated sewage treatment and disposal is required in Prebbleton. The capacity of the existing public reticulated sewage treatment and disposal system is currently limited by:

- An agreement between Christchurch City Council and Selwyn District Council over the volume of effluent piped to the City.
- The capacity in the sewerage reticulation system of Christchurch City.

However, in recognition of the appropriateness of land at Prebbleton meeting the specific policies above, the Council has rezoned limited areas of land that adjoin existing Living 1, Living X or Business 1 zoned land as either Living X (Deferred), Living 1A (Deferred), Living 2A (Deferred), Living 1A5 (Deferred) or Business 1 (Deferred).

## PREBBLETON PREFERRED GROWTH



## VOLUME 2: RURAL

### LAND AND SOIL – OBJECTIVES & POLICIES

#### Objective B1.1.1

Adverse effects of activities on the District's land and soil resources are avoided, remedied or mitigated.

#### Objective B1.1.2

People and their property are not affected by contaminated soil or unstable land and any adverse effects on the environment are avoided, remedied or mitigated.

#### Objective B1.1.3

Promote the sustainable management of the soil resources of the District.

#### Versatile Soils

##### Policy B1.1.8

Encourage residential development to occur in and around existing townships.

### VEGETATION AND ECOSYSTEMS – OBJECTIVES & POLICIES

#### Objectives B1.2.1

Significant areas of indigenous vegetation and habitats of indigenous fauna are recognised and protected and enhancing areas of indigenous vegetation is encouraged.

#### Objective B1.2.4

The potential adverse effects from activities on areas of indigenous vegetation, habitats of indigenous fauna, and indigenous biodiversity and functioning are avoided, remedied or mitigated.

##### Policy B1.2.1

Identify and protect significant ecological sites in partnership with landholders and other stakeholders using the process set out in Appendix 12.

##### Policy B1.2.2

Avoid irreversible damage to or destruction of significant ecological sites.

### OUTSTANDING NATURAL FEATURES AND LANDSCAPES – OBJECTIVES & POLICIES

#### Objective B1.4.1

The Outstanding Natural Features and Landscapes of the District are recognised and protected from inappropriate use and development while still enabling people to provide for their economic and social well-being.

##### Policy B1.4.2

Recognise that landscapes will change over time and allow changes to landscapes provided that they complement the landscape and retain its core values.

##### Policy B1.4.12

Recognise that land between the Christchurch City and a line extending from West Melton to Tai Tapu is identified in the RPS as providing a significant 'rural' landscape in contrast with the 'urban' landscape of the City.

### QUALITY OF THE ENVIRONMENT – OBJECTIVES & POLICIES

#### Objective B3.4.1

The District's rural area is a pleasant place to live and work in.

#### Objective B3.4.2

A variety of activities are provided for in the rural area, while maintaining rural character and avoiding reverse sensitivity effects.

**Policy B3.4.18**

Ensure new or expanding activities, which may have adverse effects on surrounding properties, are located and managed to mitigate these potential effects.

**Policy B3.4.19**

Protect existing lawfully established activities in the Rural zone from potential for reverse sensitivity effects with other activities which propose to establish in close proximity.