

Friday, 10 February 2023

Selwyn District Council  
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FILE REF. 15124

Attn: Richard Bigsby

Dear Richard,

**RE: FEE SIMPLE SUBDIVISION – SPRINGSTON ROLLESTON ROAD, ROLLESTON  
RC 225715 & RC 225716**

Further to your correspondence relating to the proposed two hundred and seventy-four lot subdivision at the above address we provide the additional comments below:

**Further Information – 02/11/2022**

**Transportation**

1. *The applicant's AEE, transport statement of evidence (from Stantec), and subdivision plan and roading layout plans were reviewed on the behalf of the Council by Flow Transportation Specialists. A technical note from Flow was provided to the Council and is attached for your reference. The proposed subdivision layout is identified to be inconsistent with several aspects of the Outline Development Plan (ODP) proposed by the Council's notified variation to the Proposed Plan. Flow identified the following matters:*
  - a. *Flow consider that the primary road intersection should be formed as a roundabout with the intersection of Kate Sheppard Drive, instead of the off-set intersection shown on the proposed scheme plan. A roundabout would allow for greater connectivity of the collector road network an, enabling safer and more efficient east/west movements for all transport modes. Please amend the intersection location and include a roundabout.*

**Response**

The layout of the intersection of Road 1 and Springston Rolleston Road has been realigned so that it now forms an intersection with Kate Sheppard Drive.

The size of the intersection has been increased from that shown on the original plans with space being provided for a roundabout.

As detailed on the Road Layout plan (EN-300 RevB) we are proposing that a controlled intersection be constructed with give way signs on the exit from Road 1 onto Springtons Rolleston Road to match that on Kate Sheppard Drive. We are not proposing that a roundabout be constructed at this intersection in conjunction with this application. The upgrading of the intersection to a roundabout can be undertaken in the future once the demand requires it.

- b. *A shared use path should be provided on Road 3, south of Road 1, as this link is identified as a cycling route in the ODP within the notified variation to the Proposed Plan. Please amend the plans to provide a shared use path on Road 3, south of Road 1.*

**Response**

The plans have been amended to incorporate a shared use path on Road 3 (EN-303 RevB).

- c. *Some vehicle crossings may not be able to provide a compliant intersection setback distance, typically at T-intersections. Please identify the sites where vehicle crossings will not comply and provide an assessment against the equivalent vehicle crossing standards in Appendix E13.2.2 & E13.3.2 (Townships Volume).*

**Response**

As detailed on the plan there are a number of proposed vehicle crossings that fail to meet the setback requirements from either an adjacent intersection or shared vehicle crossing. The crossings and the associated setback are outlined in the table below:

Lot	Road (fronting)	Crossing Size	Setback	Required Setback
9	Springston Rolleston	Single	97.0m	100m
10	Springston Rolleston	Double	79.8m	100m
11	Springston Rolleston	Single	68.3m	100m
12	Springston Rolleston	Single	56.8m	100m
13	Springston Rolleston	Single	45.3m	100m
14	Springston Rolleston	Single	33.8m	100m
15	Road 1	Double	24.3m	25m
16	Springston Rolleston	Double	26.1m	100m
17	Springston Rolleston	Single	39.8m	100m
18	Springston Rolleston	Single	51.6m	100m
19	Springston Rolleston	Single	63.4m	100m
20	Springston Rolleston	Single	75.2m	100m
21	Springston Rolleston	Single	86.9m	100m
88	Road 3	Single	1m	7m
92	Road 3	Single	1m	7m
96	Road 3	Single	1m	7m
115	Road 5	Double	9.4m	10m
116	Road 5	Double	-0.3m	10m
150	Road 1	Double	-3.4m	10m
151	Road 1	Double	2.8m	10m
155	Road 1	Double	-1.0m	10m
156	Road 1	Double	0.4m	10m
195	Road 6	Double	1.2m	10m
208	Road 8	Single	1m	7m
240	Road 1	Single	1m	7m
244	Road 1	Single	1m	7m
245	Road 1	Single	3.1m	10m
246	Road 1	Single	7.2m	10m
248	Road 1	Single	1m	7m
266	Road 1	Double	-5.5m	10m
267	Road 1	Double	5.8m	10m

The crossings in non-compliant positions (those listed above) are highlighted in Red on the scheme plan. A number of other crossings have also been shown to confirm compliance, these crossings are detailed in black.

Springston Rolleston Road is an Arterial Road and a 100m separation is required from the proposed intersection with Road 1. Lots 9 – 14 & 16 – 21 are within the 100m setback. A majority of the crossings onto Springston Rolleston Road will be single crossings with only Lots 10 and 16 having double crossing. It is anticipated that the speed limited of Springston Rolleston Road will be reduced to 50km/h at which time the setback would be reduced to 30m and therefore only Lot 16 would be non-compliant with a setback of 26.1m.

The crossing for Lot 15 will be provided from Road 1. The setback requirement from the intersection of Springston Rolleston Road is 25m. The crossing is to be located 24.3m from the intersection and therefore any adverse effects are less than minor.

The crossings for Lots 88, 92 & 96 are all located on Road 3 and are setback 1m from the adjacent shared crossings for Lots 86/87, 90/91 & 94/95. All three crossings are to be single crossings. Further information relating to these crossings are outlined in item 2(g) below.

Lots 115 and 116 are on Road 5 located adjacent to the intersection with Road 7. The District Plan requires a setback of 10m from the line of the kerb and channel in Road 7. These crossings are to be double crossings with the proposed crossing for Lot 116 being located 0.3m with the line of the kerb on the western side of Road 7. In this position it is most compliant. The crossing to Lot 115 is offset 9.4m from the line of the kerb on the eastern side and therefore the is almost compliant.

The vehicle crossings for Lots 150 & 151 are either side of the intersection of Roads 1 & 7. The crossing for Lot 150 is 3.4m inside the line of the kerb on the eastern side of Road 7 and Lot 151 is 2.8m outside the line of the kerb on the western side of Road 7, whereas both should be provided a 10m setback. Crossings for either lot in any position along the frontage of the site will be in a non-complying location.

The vehicle crossings for Lots 155 & 156 are either side of the intersection of Roads 5 and 1. The crossing for Lot 155 is 1.0m inside the line of the kerb on the eastern side of Road 5 and Lot 156 is 0.4m outside the line of the kerb on the western side. Both crossings should be provided a 10m setback. As with Lots 150 & 151 crossings for either lot in any position along the frontage of the lots will be in a non-complying position.

The crossing for Lot 195 is adjacent to the intersection of Roads 6 & 8. The crossing is located 1.2m outside the line of the kerb on the eastern side of Road 8. This is the most compliant position for a crossing for Lot 195.

The crossing for Lot 208 is immediately adjacent to the crossing for the shared access to Lots 206 & 207 (1m). The District Plan requires a 7m separation between a shared crossing and any other crossing. The crossing to Lot 208 has been aligned with the southern boundary of the site to afford better access into a potential garage position and allow for the northern aspect to be used for outdoor living.

The crossings for Lots 240 and 244 are either side of the shared crossing for Lots 241, 242 & 243. The two crossings are provided a 1m separation whereas the District Plan requires 7m. The crossings are located as to provide an increased separation from the adjacent intersections.

The crossings for Lots 245 & 246 are either side of the intersection of Roads 1 & 8. The crossing for Lots 245 is located 3.1m to the east of the line of the kerb in Road 8 and Lot 246 is 7.2m clear of the western kerb. Both have been positioned to provide the greatest separation from the intersection.

The crossing for Lot 248 is 1m from the shared crossing for Lots 249 – 253. The crossing has been positioned to allow for the location of a garage onsite to provide the best outdoor living area.

The crossings for Lots 266 & 267 are either side of the intersection of Roads 1 & 6. The crossing for Lots 266 is located adjacent to the western boundary of the site which in turn results in it being centrally located within the intersection. It has been located in that position to provide the best access to the lot and to provide a separation from the pedestrian walkway adjacent to the eastern boundary. The crossing for Lot 267 is also adjacent to the western boundary to increase the separation from the intersection and the crossing for Lot 266. It is however only 1m from the shared crossing to Lots 269, 270 & 271. We believe this is the most pragmatic location for the crossing.

- d. *Link/point strips are shown on the proposed scheme plan, noting that these strips are not supported by the Council within an ODP area with regard to the Point Strip Policy. Link strips may negatively affect the connectivity of the publicly accessible transport network. Please remove the link strips from the scheme plan.*

### **Response**

The applicant has chosen to retain the proposed link strips. There are link strips on the neighbouring development to the north. The most recent strip created on the 8<sup>th</sup> April 2022.

- e. *Flow recommend that the following intersections are upgraded to roundabouts prior to the occupation of any development within the site, in order to mitigate potential safety and efficiency effects (Note that the modelling outputs assume that these intersections are upgraded). Please confirm that the residential occupation of any development within the site will not occur until the following upgrades are all completed.*
- i. *Springston Rolleston Road / Selwyn Road.*
  - ii. *Springston Rolleston Road / Ed Hillary Drive / Shillingford Boulevard.*
  - iii. *Selwyn Road / Lincoln Rolleston Road*

### **Response**

The upgrading of the above intersections shouldn't be the responsibility of the applicant. This work is general upgrading of the roading network that should be undertaken by Council and funded by the roading contribution paid as part of the development contributions.

This is confirmed in the Flow response. They make the following comment:

*We consider that these improvements are not the direct responsibility of the Applicant and note that Council is developing plans to implement these improvements, however development of the Site should be deferred until these improvements are in place.*

This development should therefore not be unnecessarily encumbered to a condition that is reliant on the Council completing upgrading of the roading. Given the proposed staging and the intention of the applicant to construct the dwellings on each lot in conjunction with each stage there will not be a massive increase in the volume of traffic generated from the site. The traffic volumes will increase over time and therefore allow Council to undertake the already programmed works.

### **Urban Design**

2. *The proposal was reviewed by the Council's Urban Designer, and they have identified the following matters of concern:*
- a) *Their review recognises that the objective in the proposed Medium Density Residential zone is to provide for a variety of housing types and sizes to achieve the neighbourhoods planned character. The supporting policy enables a variety of housing typologies with a mix of densities, including attached and detached residential units and low-rise apartments. Within the proposed zoning, the above mentioned housing typologies need to be catered for. The subdivision plan shows section sizes between 294m<sup>2</sup> – 556m<sup>2</sup>. The limited variety of lot sizes and dimensions may translate into a lack of variety in housing typologies otherwise anticipated by the planning framework. Please provide an assessment of this matter.*

### **Response:**

The MRZ zone enables a certain type of residential development but does not prescribe what that development should be. The Objectives and policies set out the basis for achieving certain residential densities; it is not prescriptive.

The range of lot sizes is not limited for a zone with no minimum lot size where the proposition, as here, is to have dwellings and lots configured in a co-ordinated manner.

The MDRS Variation provides that:

Rolleston Living MD1 Minimum individual allotment size 400m<sup>2</sup>.

There is no minimum allotment size where:

- the subdivision does not increase the degree of any non-compliance with Rule 4.19; or where
- the subdivision application is accompanied by a land use application that will be determined concurrently with the subdivision application that demonstrates that it is practicable to construct, as a permitted activity, a residential unit on every vacant allotment

The applicant has applied for a land use and subdivision consents to be determined concurrently. The application, and response to the RFI, show that it is practicable to construct, as a permitted activity, a residential unit on every vacant allotment.

The range of lots is sufficient (ranging over 200m<sup>2</sup>) to provide scope for a variety of housing typologies accepting that as a developer-led build the intention is to not use the three storey or maximum height provisions enabled by the zone. That said, the mix of densities is a zone outcome. The policy intent of providing a variety of housing types and sizes will be achieved through the contribution made by this subdivision and development.

For the avoidance of doubt there are no attached dwellings proposed. All dwellings will be stand-alone detached buildings.

- b) *Lots along the interface with existing neighbourhoods and or/higher classification roads may need to be appropriately scaled and a low-density typology is preferred. In particular, lots along the Springston Rolleston Road are uniform with narrow widths and are undersized in regard to the notified variation requirements (anticipating 400m<sup>2</sup>). This may put a strain on the road from multiple accesses to Springston Rolleston road, however wider sections and combined access points may mitigate effects of concern. Please provide an assessment of these matters.*

**Response:**

There is nothing in the Objectives and Policies that require consideration of the matters raised. The RMA-EHS Schedule 3A specifically directs that there is no minimum lot size where there is a package of design/ subdivide and build. That is a device to facilitate medium density housing. The 400m<sup>2</sup> referred to in the RFI is the default lot size proposed by the Variation but only for vacant lots which are not part of this proposal.

Low density typologies as proposed for the higher classification roads seem to act against the purpose of the MRZ zone which aims for higher densities where practicable.

The Zone does not have a minimum lot size where the proposal is for a subdivision/ specific house design package as is proposed here.

For the avoidance of doubt it is not proposed to create vacant lots where 400m<sup>2</sup> would be required (as notified in the variation).

The redesign of the lot layout to accommodate the corner splays for the roundabout insisted on by the Council has led to a minor adjustment to lot sizes fronting Springston-Rolleston Road. The applicant prefers to have a narrower spread of lot sizes on this frontage and to retain a consistency of lot configuration as the urban interface for this road.

- c) *Corner allotments are considered to require additional space due to dual road frontages (e.g. Lot 89). Please consider amending allotment sizes, or provide exemplar dwelling typologies for corner lots.*

**Response:**

An example of corner lot complying developments Has been provided. A dwelling design for Lot 204 has been prepared along with a planning assessment. The reconfiguration of the lot layout has been undertaken to address some concerns by the Council has created new corner sites that can now be used to show compliance with the MRZ standards.

- d) *Lots along the boundary of the north-western portion of the site (Lots 243-274) require re-configuration. The creation of 6 accessways within approximately 170m is considered poor design, and may detract from the coherence of the street environment. Please consider amending the access arrangement for those allotments.*

**Response:**

The identified lots have been renumbered and re-configured as shown on Rev L of the plan of subdivision and below.

An exemplar dwelling design and layout (below) shows the ROW option can support complying layouts for rear lots.





The Operative district Plan requirement for road frontage treatments is set out in Rule 4.2.1:

*Except for the Living 3 Zone at Rolleston identified in the Outline Development Plan in Appendix 39 and 40, any principal building shall be a permitted activity if the area between the road boundary and the principal building is landscaped with shrubs and*

- Planted in lawn, and/or*
- Paved or sealed, and/or*
- Dressed with bark chips or similar material.*

- g) It is considered that Lots 90, 93, 94, 97 need to be wider in response to the adjacent shared accessways and vehicle crossing separation requirements that apply in equivalent urban environments in Appendix 13 of the Operative District Plan (Townships Volume).*

**Response:**

The lots referred to above are now Lots 85, 88, 89 & 92. In addition to these four lots there is an addition shared access which has Lots 93 & 96 at the road frontage. Compliant crossings can be constructed on Lots 85, 89 & 93 as the 7m separation can be met from the shared crossings to Lots 86/87, 90/91 & 94/95. Crossings to Lots 88, 92 & 96 will be immediately adjacent to the shared crossings. This will enable a traditional dwelling layout to be achieved with the garaging adjacent to the southern boundary and the outdoor living area to the north.

Given the width of each of these lots, being 14m, compliant crossings could be provided for Lots 88, 92 & 96 but they would be located towards the mid-point of each lot which isn't an ideal position to be entering a site.

The possible conflicts between the vehicle movements in and out of the shared crossings and the single crossing will be minimal as there will only be two users of the shared crossing.

- h) In regard to those exemplar designs provided and the dimension and area of those lots proposed:*
- i. Lot 10 – The orientation of the building works, however the outcome of the bedroom facing the street will offer limited ability for passive surveillance. In addition, the proportion of bedroom glazing is considered excessive, given the intended use of the room.*
  - ii. Lot 131 – Is considered a good example, however the setback to the south should be increased to provide acceptable space for services (i.e. bin, washing line) and other features to be located out of occupants view.*
  - iii. Lot 151 – The design encourages outdoor living space to be located between the dwelling and the road boundary. This is considered undesirable due to the privacy and safety implications for the area. It is recommended that the width of lots be increased to enable living areas to be established to the side of future buildings.*
  - iv. Please consider providing example typologies for attached and multi-story units.*

**Response:**

The suggestions are noted but are not drawn from the RMA-EHS Schedule 3 design standards.

The purpose of the exemplar designs and dimensioned site plans was to demonstrate full compliance with MDRS standards. The designs do that.

A design has been prepared for one of the smallest corner lots, Lot 204. An assessment has been prepared by Fiona Aston Consultants and is included as Appendix A.

*The Urban Designer encourages the applicant to meet to discuss and work through the matters identified above.*

**Response:**

The applicant has met with Gabi Wolfer and discussed the proposed layout. As a result of this meeting the scheme plan has been amended to incorporate the agreed changes.

The applicant is proposing a land development, design, build and subdivide co-ordinated package. As such Kevler is fully in control of the quality of the development, and compliance with the MDRS standards of the MRZ zone.

**General**

3. *There is an open water race identified on Council maps that runs along the Springston Rolleston Road boundary of the site. This may conflict with both the proposed shared pathway along the road frontage and future vehicle crossings. Please clarify your intentions and future treatment of the water race with the above matters in mind. Modification or closure of the water race may be subject to Council approval under the relevant bylaw.*

**Response**

The open water race adjacent to the frontage of the site doesn't contain any water. The applicant believes that the water from the water race was diverted at the intersection of Ed Hillary Drive and Springston Rolleston Road during the construction of the intersection and now only runs along the eastern side of Springston Rolleston Road.



**Water Race at the Intersection of Ed Hillary Drive and Springston Rolleston Road**



**Water Race at the Intersection of Northmoor Blvd and Springston Rolleston Road**

The Council records indicate that the water race ends to the south of the intersection of Springston Rolleston Road and Northmoor Blvd. The area has recently been developed and now contains a number of new residential dwellings.

It is therefore proposed that the water race be filled in allowing the construction of the vehicle crossings and shared pathways over the top.

4. *The application identifies that portions of the site are located within the 200-year ARI flood overlay, and that inundation is anticipated by the modelling. The assessment against the objectives and policies in the Operative District Plan states that floor levels will be raised above this level, although no minimum finished floor levels have been identified. Please clarify if the bulk earthworks and finished levels proposed are intended to mitigate the risk of hazard and consider any risk of diversion or displacement of water to adjacent properties as a result of filling the site.*

#### **Response**

The earthworks proposed in conjunction with this application will result in the elevation of the lots above the level of the roading network. Any flooding flood waters will therefore be directed and controlled within the road corridor.

This will be demonstrated at detailed engineering/engineering approval stage.

5. *The application states that the staging may be completed in any order, however this may conflict with the ability to maintain legal access to certain stages prior to the extension/formation of a vested road to their boundary. Please reconsider the staging or demonstrate how access would be maintained if the stages are to be completed in any order. It is recommended that a staging plan illustrating balance allotments be provided for clarification, particularly as dwellings are sought to be constructed prior to subdivision. Please consider the implications of identifying nominal site boundaries on future building plans and if a certification condition is necessary for dwellings under the land use consent for development within individual stages.*

#### **Response**

The applicant wants to retain the flexibility of being able to undertake the stages in any order. It should be noted that within each completed stage of the development each lot

will be fully serviced and have appropriate legal access. No stage will be completed until it can be provided with the appropriate level of servicing and access. If any balance allotment created in conjunction with a stage is not fully serviced a consent notice is to be placed on that title detailing this.

The nominal site boundaries for each of the proposed lots within each stage will be as detailed on the application scheme plan.

6. *The recreational reserve within its own stage in the absence of a defined staging order raises concerns that future occupiers of the development would require reserve provision before the majority of the development sought is completed. Please provide an assessment of this matter and consider the need for a staging condition to address these concerns.*

**Response**

The recreation reserve lot (Lot 2000) has been included in Stage 14.

7. *Proposed Lots 14 & 15 have irregular shaped boundaries and may not present a safe or suitable location for a future vehicle crossing relative to the future intersection. Please assess and consider where a suitable vehicle crossing for each lot may be safely located and if the vehicle crossings should be established prior to the creation of those allotments.*

**Response**

The amended layout of the subdivision has resulted in Lots 14 & 15 becoming Lots 15 & 16. The amended layout has also increased the size of these lots from 333m<sup>2</sup> & 336m<sup>2</sup> to 556m<sup>2</sup> & 521m<sup>2</sup> respectively. The vehicle crossing for Lot15 will be from Road 1 and the crossing for Lot 16 from Springston Rolleston Road.

8. *The services report states that there is an existing high voltage overhead line on Springston Rolleston Road, which was not sighted during the site visit. Please clarify where the electrical reticulations to the site will be achieved from, including any correspondence with the network operator.*

**Response**

Power to the development will be provided from the kiosk site in Adamite Drive.

If you require any further information, please be in contact.

Yours faithfully



**Andrew Cain**

Survus Consultants

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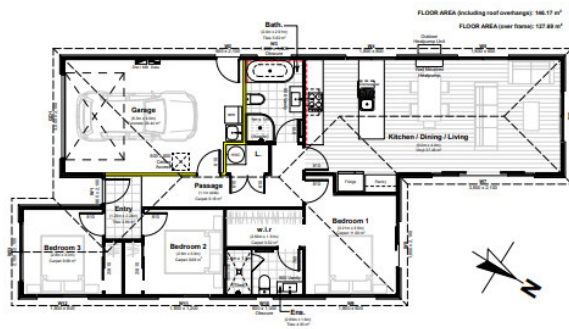
## Appendix A – Possible Dwelling Design, Lot 204

Assessment of Lot 204 Rev L Scheme Plan against Schedule 3A Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (2021 No 59) density standards.

Matter	Standard	Lot 204 - 327m <sup>2</sup> Assessment
Number of residential units per site Rule 4.19.1	3 residential units	1 residential unit  <b>Complies</b>
Building height Rule 4.19.2	11 m + 1 m for pitched roof	Single storey  <b>Complies</b>
Height in relation to boundary Rule 4.19.4	4 m + 60° recession plane	  <b>Complies</b>
Setbacks Rule 4.19.5	Front yard: 1.5 m Side yard: 1 m Rear yard: 1 m (excluding on corner sites)	Front: 4.230m and 3.590m Side: 1.450m Rear: 1.450m  <b>Complies</b>
Minimum site boundary setbacks – garage	Vehicle door faces road or shared access road boundary or shared access – 5.5m	Garage to street boundary 5.690m  <b>Complies</b>
Minimum site boundary setbacks – buildings	Road boundary or shared access - 1.5m	Front of building to road boundary 4.230m  <b>Complies</b>
Building coverage Rule 4.19.7	50% of the net site area	44.7%  <b>Complies</b>
Outdoor living space (one per unit) Rule 4.19.8	Ground floor: 20 m <sup>2</sup> , 3 m dimension	56.98m <sup>2</sup> area incl patio area of 20.39m <sup>2</sup> 7.240 x 7.870  <b>Complies</b>
Outlook space (per unit) Rule 4.19.9	Principal living room: 4 m depth, 4 m width All other habitable rooms: 1 m depth, 1 m width	<b>Principal living room</b> (lounge) Depth: overlooks OLS 7.2 x 7.8m Complies







**FLOOR PLAN**  
 Scale 1:100



**NORTH ELEVATION**  
 Scale 1:100



**SOUTH ELEVATION**  
 Scale 1:100



**EAST ELEVATION**  
 Scale 1:100



**WEST ELEVATION**  
 Scale 1:100