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29 March 2023

Selwyn District Council

PO Box 90

Rolleston 7643

By Email Only: Richard.Bigsby@selwyn.govt.nz

Dear Richard

Re: **Request #3 for Further Information – Kevler Development Ltd: RC225715/225716**

Kevler Development Ltd lodged subdivision and land use consents under the Operative Selwyn District Plan on 11 October 2022 for a 274 lot development on Springston-Rolleston Road, Rolleston. That application was lodged by Survus Consultants on behalf of the applicant. Subsequent to the Council's latest s92 requests Survus Consultants are no longer involved in this project.

Please direct all future correspondence to Aston Consultants and Rob Preston at Kevler Development Ltd. Email contacts are at the bottom of this letter.

The original scheme plan lodged with the application has been amended to address some of the Council's concerns. The current scheme plan is Rev M **(Attached).** That shows the proposed staging with stages identified by red lines and stages numbered in red circled numbers.

On 2 and 17 November 2023 you made s92 RMA 1991 requests for further information in relation to transport, general and urban design matters. These RFIs were responded to by Survus in its emailed letters #1 and #2 dated 10 February 2023**.**

On 23 February 2023 you emailed Survus with additional matters. These RFI #3 matters were discussed at an applicant/ Council staff meeting on 7 March 2023. You have received the applicant's summary notes of that meeting and agreed action points.

The outstanding RFI#3 matters are addressed below:

Link strips

Point 1d (point/link strips) – I consider you have responded to this point, however there are remaining public connectivity concerns raised by both Flow consultants and the Council's Strategic Transport Lead. In regard to your response, those link strips on the neighbouring development to the north were consented prior to the notified/proposed re-zoning of the application site for future urban activities, and these strips were also transferred to the Council's ownership to ensure future connections could be established (including to your site). Council considers that any concerns regarding infrastructure and costings can be resolved by way of developer agreements, rather than link strips.

Response:

This was an RFI #1 matter that was responded to by Survus in its letter of 10 February 2023.

The applicant is agreeable to a developer agreement.

Subsequently there have been further discussions with the Council including at the meeting on 7 March 2023. The applicant holds the view that it prefers not to connect to services to the north; service connections would come from the main entrance at Springston Rolleston Road, in particular the sewer connection is very shallow. This matter is subject to on-going discussion about the value placed on the link strips as a way to reach a developer agreement rather than rely in the link strips.

On 14 March 2023 you provided the applicant with a copy of the Council's point/link strip policy.

Point 1e (intersection upgrades) – Flow maintain that the identified intersections should be upgraded prior to the development of the site and recommend Council consider that the development proceeding ahead of supporting infrastructure would create cumulative safety and efficiency effects. I recognise that the development will be staged and that the effects would not be immediate, but rather establish through time and this is also reflected in your response. Andrew Mazey indicated that all works are not immediately funded, and accordingly, intersection works may not align with the timeline of the proposed development. You have confirmed that development could occur ahead of the upgrade works the specialist considers necessary and this has addressed the RFI point. However, in light of the specialist comments and to assist with a notification decision, I'd suggest evidence is provided to demonstrate whether the proposed development would need to be staged to address concerns with the additional traffic on the transport network.

Response:

The 22 March 2023 letter from Stantec addresses the Springston Rolleston Road intersection issues, and other intersection upgrades **(Attachment B).**

Point 2b (lot interface with Springston Rolleston Rd) – The urban design lead has reiterated concerns regarding the narrow width of allotments and multiple accesses to Springston Rolleston Road, which is an arterial classification road. The transport specialists are also concerned with the lot sizes that result in close and frequent vehicle crossings. Council is planning on extending a shared use path along the western side of the road to link to the

future college that will be to the south of the site. The specialists consider that the frontage density & frequency of crossings or lot access should be altered to mitigate the risk to safety. The response provided simply refers to the EHS standards, which don't have legal effect and have no relevance at s95 stage. The Council's scope of assessment is unrestricted and the equivalent transport rules for living zones require that no vehicle is required to reverse on to an arterial road (Appendix E13.1.9). I don't consider that the RFI response has addressed this matter.

Response:

The 22 March 2023 letter from Stantec addresses the lot interface with Springston Rolleston Road matter and the relationship with the shared path **(Attachment B).**

A re-arrangement of the road corridor was discussed at the 7 March 2023 meeting. It is practicable to place the shared path closer to the carriageway and away from lot boundaries to assist with safety/ visibility concerns but if dwellings are set back at least 4m and with low fences (if any) that in itself will greatly assist visibility

All lots facing Springston Rolleston Road have been checked and on-site turning is provided for so no vehicle is required to reverse on to or off a site. The plan for Lot 10 demonstrates this compliance **(Attachment C).**

Additionally Rev M of the scheme plan shows:

1. Wider lots have been accommodated on Springston Rolleston Road creating three less lots on that frontage.
    a) Lots 1 – 11 are now either 15.6 or 15.7m wide.
    b) Lots 14 – 17 are 15m wide
2. Lots 12 and 13 are accessed from the internal road

Point 2e) (lots on south side of street) – The urban design lead remains concerned with the dimension and width of some allotments positioned on the south side of the street, where the dimensions would result in outdoor living positioned either to the south of the building (i.e. shading), or between the dwelling and the road boundary (i.e. inadequate privacy). I do not consider this point is addressed, please explain what 'mechanisms' (with examples) will be used to provide privacy between the dwellings and the road boundary. Note – the proposed MRZ provisions limit the height of fencing (to 1m) within 4m of any road boundary, and you've indicated all relevant MRZ provisions would be complied with.

Response:

Attachment D is a visual representation of a typical lot concept design for a north facing lot demonstrating that the OLS/OS does not have to be in the front yard.

The applicant notes that the Council negotiated bespoke fencing conditions for the Te Whariki Lincoln subdivision allowing for nominated lots to have specifically detailed fences over 1m in height within 4m of the road boundary. The applicant believes such a solution provides "another mechanism" for achieving private outdoor space between the dwelling and the road boundary for north-facing lots.

Further discussion on how to use such an approach for Kevler may be necessary to agree on how to achieve an outcome equivalent to Te Whariki. A meeting on this matter may be useful.

Point 4) (200-year ARI flood) – The response does not address the risk of diversion or displacement to adjoining properties as a result of proposed filling on the site, including any difference in levels between sites.

Response:

Please find attached a bulk earthworks and finished contour plan **(Attachment E).** As can be seen there is the provision of secondary flow paths through the site, generally from a north to south basis. The development of the site and in particular road corridors will formalise the flow paths, which will effectively divert flows to within road corridors and around housing areas. All lots will be built up so that there is a nominal grade of 1:350 and minimum grade of 1:500 from the rear of the lot to the berm, which will enable all lots to drain towards the nearest road, which will avoid any flooding on private lots.

In summary, the proposed earthworks design will not increase the potential flood issue on any adjacent property, and it is felt that the provision of overland flow paths within the roading network allows any stormwater to flow unimpeded through the site as necessary. It is important to note that all soakpits will be designed to current SDC Standards of a 1:100 year storm, which means that only rainfall above this event will leave the site."

Additional Matters: Urban design matters

There has been significant discussion and engagement with the Council on this proposal. The applicant thanks the Council for that exchange of views. With respect to urban design matters in addition to a pre-application meeting **(Attachment F)**, the applicant has met the Urban Design Lead on two other occasions: 11 January 2023, and at the combined meeting with traffic on 7 March 2023 where urban design matters identified in RFI#2 were re-visited.

We think it is helpful to confirm the steps taken by the applicant to address the urban design concerns raised, including:

- Several revisions of the Scheme Plan. Revision H was submitted with the application for 274 Lots. The current Revision M has 268 lots being a reduction of 6 Lots, to accommodate Council concerns.
- The intersection of Springston Rolleston Road (SRR) and the main access road has been re-aligned.
- Lot widths along Springston Rolleston Road have been amended as requested by the Urban Design Lead in REV K.
- The layout has been altered to comply with Urban Design Lead's request that no more than 6 allotments of < 400m² are within in a "cluster": REV K.
- The RoW along Lots 240- 274has been altered: REV K.
- Altered layout along Springston Rolleston Road to > 15 metres wide as requested by Urban Design Lead: REV M.
- The RoW between Lots 224 - 227 REV H has been relocated to between Lot 205-208: REV K.

- Reserve Lot 2002 has been repositioned within the site, with the width confirmed as 8 metres, as requested by the Urban Design Lead.
- "Visual Breaks" have been inserted into the layout e.g., Lot 195 on REV M is a slightly bigger lot.
- Changed access points for some lots to reduce impact on Springston- Rolleston Road
- The number of lots on Springston Rolleston Road has been reduced so as to reduce the number of accesses and potential conflicts with users of the shared path and arterial road.
- The layout has been amended to facilitate on-site turning thereby avoiding the need for reverse manoeuvring onto Springston Rolleston Road.
- Commitment to specific driveway/ vehicle access positions for specified lots (RFI#2).
- Altered layout of lots 84-89.
- Demonstrated how OLS/OS can be accommodated in side yards especially for lots on the south side of internal roads. **Attachment D** is a visual demonstrates this approach for a lot of 327m^2.
- Confirmed in RFI #2 that there will be a variety of building materials, colours, landscaping and roof pitches, which will provide a high quality development with good amenity and visual quality outcomes.
- Five RMA-EHS Schedule 3A compliant exemplar housing designs have been provided to demonstrate how the development will provide for a variety of house position and relationship to the street such that good urban amenity results as they provide flexibility in space for landscaping and front yard treatments.

The issue of compliance with the fencing standards has been raised and the applicant has considered how to address the Urban Design Lead's concerns about privacy and surveillance, and ensuring a degree of sunny aspect for OLS while meeting fencing standards (1m within 4 m of the road boundary) etc. The applicant is aware of the approach taken for the Te Whariki proposal in Lincoln. It sees in the conditions applying to that proposal a basis for addressing some of the fencing issues for corner lots and lots on the south side of roads where the position of the OLS is naturally to the north but adjoining the road space.

The applicant is proffering possible conditions of consent (**Attachment G**) to address in part this fencing/ OLS issue. The applicant has also agreed to increase lot widths to enable OLS in side yards as well.

An analysis of the effect of the proffered condition is that about 30% of the 270 lots may be able to make use of the condition (not all necessarily will). To the extent that the enabling condition is taken up it will materially benefit the streetscape variety and amenity of the development rather than a standard 1m within 4m blanket approach for all lots.

Overall, the applicant has shown a willingness to respond positively to the urban design issues raised, as identified above. The applicant believes it has accommodated as many of the ideas as possible without compromising what they seek to achieve from the development.

The applicant has concerns, as expressed at the 7 March meeting, that the outcomes it wants to pursue in terms of the community it wishes to help build are acknowledged by the Council. The applicant strongly believes that the development will add to the variety and mix of housing that is otherwise quite common across Rolleston. It has a clear vision of what will

add value and variety to the Rolleston housing market. It sees the Kevler proposal contributing to a well-functioning urban environment that also provides for the housing needs its research has identified as not being met.

Additional Matters: s95 Assessment

The applicant has responded to all written requests for further information under s92 of the Act. The Council can now proceed to a decision on notification under s95 of the Act.

The applicant has sought legal advice which has confirmed that any assessment of effects for the purposes of s 95 should not take into account the potential effects on the owners of the land (Kevler) or future residents within the subdivision itself.[1] Instead, what is required is an analysis of the externalities associated with the proposal i.e those effects that may be experienced within the environs of the site and the surrounding neighbourhood. While the applicant acknowledges the input provided by the Urban Design Lead on matters such as having OLS in front yards, this is an issue of design which is only considered of potential relevance to the substantive decision under s 104 of the Act.

The Applicant is aware that a number of the urban design changes sought directly reflect the Council's submission on the Variation 1 to the Proposed District Plan. The advice received is that no weight should be given to the content of such submissions, particularly when, as is the present case, many of the additional standards proposed by the Council are inconsistent with, and more restrictive than, the MDRS provisions set out in Schedule 3A to the RMA-EHS. Provisions that are less enabling of development than those contained in Schedule 3A are permissible only to the extent necessary to accommodate a qualifying matter listed under s 77I of the Act.[2] In the present case, no qualifying matters apply to the application site.

Furthermore, the Council's submission is opposed by at least one party (Kainga Ora) and remain untested in the Variation process. As with many submissions on a planning instrument, it may well be the case that the Council's own submission does not survive the process.

Our overall view therefore is that the s95 assessment cannot unreasonably bring to bear matters that are outside the scope of the environmental outcomes sought to be achieved by the planning framework as it is at the time of the assessment.

[1] Section 95D (a)(i) of the Act.
[2] Section 77G (6) of the Act

Yours sincerely

RICHARD JOHNSON

Senior Planner

cc. Fiona@astonconsultants.co.nz; rob.preston@kevler.co.nz

Attachments:

A. Scheme Plan Rev M
B. Stantec letter dated 22 March 2023 and SIDAR Analysis
C. Plan for Lot 10 on-site turning
D. Visual of Lot 10 Outdoor Living Space/ Outlook Space
E. Bulk earthworks and design contours plans
F. Pre-application Meeting Notes
G. Proffered Fencing Conditions

HUNGERFORD DRIVE

SPRINGSTON ROLLESTON ROAD

2001 309m² Local Purpose Reserve

2002 444m² Local Purpose Reserve

3000 Local Purpose Reserve

2000 2215m² Recreation Reserve

500 1927m²

500 Access 134m²

501 Access 132m²

502 Access 132m²

503 Access 206m²

504 Access 402m²

505 Access 209m²

506 Access 133m²

NOTES :

1. SCHEME PLAN ONLY, AREAS & DIMENSIONS ARE APPROXIMATE & SUBJECT TO FINAL SURVEY.

AMALGAMATION CONDITIONS:

That Lot 500 hereon (Legal Access) be held as to two undivided one-half shares by the owners of Lots 87 and 88 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 501 hereon (Legal Access) be held as to two undivided one-half shares by the owners of Lots 91 and 92 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 502 hereon (Legal Access) be held as to two undivided one-half shares by the owners of Lots 95 and 96 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 503 hereon (Legal Access) be held as to three undivided one-third shares by the owners of Lots 244-246 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 504 hereon (Legal Access) be held as to five undivided one-fifth shares by the owners of Lots 252-256 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 505 hereon (Legal Access) be held as to three undivided one-third shares by the owners of Lots 272-274 hereon as tenants in common in the said shares and that individual records of title issue.

That Lot 506 hereon (Legal Access) be held as to two undivided one-half shares by the owners of Lots 206 and 207 hereon as tenants in common in the said shares and that individual records of title issue.

REV	DATE	REVISION DETAILS	ISSUED
L	09/03/23	FOR CONSENT	CWH
M	10/03/23	FOR CONSENT	CWH

BASECO Land Development Consultants

CLIENT

KEVLER DEVELOPMENT

PROJECT

HARROW GREEN

DRAWING TITLE

PROPOSED SUBDIVISION
OF LOT 2 DP 61162

STATUS	SCALE	SIZE
FOR INFORMATION	1:2000	A3

PROJECT	DRAWING NO	REVISION
1066	SC-02	M

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21 March 2023

Enquiries: Andrew Metherell
Project No: 310204836

Kevler Developments
Operations Manager
Christchurch

Via Email: rob.preston@kevler.co.nz

Attention: Rob Preston

Dear Rob

RE: Springston Rolleston Road Subdivision
Further Response to Transport Related Information Requests

In the email from Richard Bigsby on 23 February 2023, there was a request for further information including some transport related matters.

Point 1e) Springston Rolleston Road Intersection

At the meeting with Selwyn District Council staff, we were requested to provide further evidence as to whether there are constraints on the operation of the proposed subdivision access road with Springston Rolleston Road. Following previous peer review comments and Council feedback, Kevler were directed to ensure the new intersection on Springston Rolleston Road was directly opposite Kate Sheppard Drive. This intersection form was not previously assessed. We understand that one of the reasons the Council prefer a cross-road is that in the long term there may be opportunity to include a roundabout intersection, if or when the need exists following further investigation of the Springston Rolleston Road corridor by Selwyn District Council. This response sets out an analysis of intersection performance with a sign controlled cross-road.

The traffic modelling included in the transport assessment evidence provided with the subdivision application provided traffic forecasts with completion of a substantial amount of planned development in Rolleston. The year assessed was advised to be representative of Year 2033, although we understand that in practice that is indicative only, as described in the transport assessment evidence.

The modelling of the Kevler development included staggered-T intersections of the Kevler site access road and Kate Sheppard Drive. It included assessment with a single point of access to the subdivision as a worst case, indicative of a staged subdivision where full planned connections to the wider local transport network had not yet been achieved. No efficiency related issues were identified, and turning traffic volumes were not large.

To address the Council question, we have assessed the intersection as a cross-road as shown on the updated subdivision plans (Rev M) supporting approximately 271 residential lots (the actual number turning from the side road is slightly less, but have been assessed as loading from the side road). As a worst case we have assessed a single point of access to the subdivision, with a single lane on each approach.

The assessment in SIDRA Intersection shows that the side road turn movements can operate efficiently with good levels of service, and minimal queuing with a cross-road intersection. The model outputs are

included in the **attachments** to this letter. The modelling assumes that Springston Rolleston Road operates with an urban 50km/h speed limit.

As the wider subdivision becomes more connected with other local subdivisions the Kevler development traffic will be able to utilise the connections to assist wider connectivity. In particular, the east-west routes of Shillingford Boulevard and Northmoor Boulevard afford a range of alternative access routes, and the North-South Hungerford Drive connection provides wider connectivity to those routes that reduces reliance on the new intersection.

As previously presented, it is our opinion that a wider view of the Springston Rolleston Road corridor within the connected transport network is unlikely to see a roundabout at the new intersection constructed as a priority, due to proximity to other east-west routes (Shillingford Boulevard and Northmoor Boulevard) being of more importance and having more logical separation between controlled intersections on an arterial road. In that respect the provision of the splays for a roundabout are considered to be protecting the long-term ability for Council to consider a roundabout, rather than addressing a currently foreseeable need for a roundabout.

Point 1e) Other Intersection Upgrades

The consistent approach of Council to managing development of intersection upgrades with a wider community benefit has been to plan for those to be developed through Council funding and development contributions. Examples of that approach have been set out in numerous Plan Change peer review reports by Flow. We understand from the discussions with Mr Mazey at the Council/ applicant meeting on 7 March 2023 that he is comfortable with that approach for this subdivision.

In this case, the scale of development and contribution of traffic to intersections that Council plans to upgrade in the future is relatively small, with the changes to turning movements small, as previously presented in the transport assessment evidence. In addition, development of a subdivision of the scale proposed does not happen immediately, enabling Council to further plan for any possible change in timing of infrastructure, which would be insignificant compared with the wider range of growth development that has occurred or is occurring in the southern part of Rolleston.

Point 2b Lot interface with Springston Rolleston Rd

The primary matter relating to safety of a shared pathway is the position of the crossing in relation to property boundaries and visibility from manoeuvring cars. Traditionally good practice is to maintain a clear 3m zone between the edge of a shred path and a boundary that could have a fence on it.

For this proposal, we recommend that a shared path on Springston Rolleston Road provides this clear visibility, and if 3m is not achieved within the road reserve then restrictions on site fencing should be made so that an effective 3m width is achieved, or suitable sightlines can be achieved between vehicles using vehicle crossings and users on the path.

If the path is adjacent to the road, there may be increased need to consider limiting car parking on road adjacent to vehicle crossings that could obscure visibility to users on the path. That will be a matter for consideration during detailed design, although we note that the Applicant is aware that the density of vehicle crossings may affect on-street parking availability.

In addition, the number of accesses has been reduced from earlier plans which will further minimise possible conflict points associated with the vehicle crossings.

Please do not hesitate to contact the undersigned if you have any queries.

Yours sincerely

Stantec New Zealand

Andrew Metherell
Christchurch Traffic Engineering Team Lead

Attachment (SIDRA Intersection Modelling Outputs)

MOVEMENT SUMMARY

Site: 101 [AM Springston Rolleston Road / Subdivision/Kate Sheppard (Site Folder: General)]

AM Dev - - 1 access
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: RoadName														
1	L2	20	0.0	21	0.0	0.211	5.2	LOS A	0.1	0.8	0.04	0.04	0.04	44.4
2	T1	356	0.0	375	0.0	0.211	0.1	LOS A	0.1	0.8	0.04	0.04	0.04	49.7
3	R2	8	0.0	8	0.0	0.211	6.4	LOS A	0.1	0.8	0.04	0.04	0.04	44.0
Approach		384	0.0	404	0.0	0.211	0.5	NA	0.1	0.8	0.04	0.04	0.04	49.2
East: RoadName														
4	L2	13	0.0	14	0.0	0.154	8.6	LOS A	0.5	3.5	0.66	0.97	0.66	37.9
5	T1	4	0.0	4	0.0	0.154	13.7	LOS B	0.5	3.5	0.66	0.97	0.66	34.9
6	R2	37	0.0	39	0.0	0.154	16.7	LOS C	0.5	3.5	0.66	0.97	0.66	37.7
Approach		54	0.0	57	0.0	0.154	14.5	LOS B	0.5	3.5	0.66	0.97	0.66	37.5
North: RoadName														
7	L2	4	0.0	4	0.0	0.237	6.3	LOS A	0.4	2.7	0.11	0.05	0.11	44.2
8	T1	380	0.0	400	0.0	0.237	0.2	LOS A	0.4	2.7	0.11	0.05	0.11	49.4
9	R2	34	0.0	36	0.0	0.237	6.4	LOS A	0.4	2.7	0.11	0.05	0.11	43.8
Approach		418	0.0	440	0.0	0.237	0.8	NA	0.4	2.7	0.11	0.05	0.11	48.8
West: RoadName														
10	L2	93	0.0	98	0.0	0.348	9.6	LOS A	1.6	10.9	0.60	1.03	0.76	38.4
11	T1	8	0.0	8	0.0	0.348	15.5	LOS C	1.6	10.9	0.60	1.03	0.76	35.3
12	R2	73	0.0	77	0.0	0.348	17.5	LOS C	1.6	10.9	0.60	1.03	0.76	38.1
Approach		174	0.0	183	0.0	0.348	13.2	LOS B	1.6	10.9	0.60	1.03	0.76	38.2
All Vehicles		1030	0.0	1084	0.0	0.348	3.5	NA	1.6	10.9	0.20	0.26	0.22	46.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [PM Springston Rolleston Road / Subdivision/Kate Sheppard (Site Folder: General)]

PM Dev - - 1 access
Site Category: (None)
Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: RoadName														
1	L2	60	0.0	63	0.0	0.309	4.9	LOS A	0.2	1.1	0.03	0.07	0.03	44.3
2	T1	495	0.0	521	0.0	0.309	0.1	LOS A	0.2	1.1	0.03	0.07	0.03	49.5
3	R2	9	0.0	9	0.0	0.309	6.9	LOS A	0.2	1.1	0.03	0.07	0.03	43.9
Approach		564	0.0	594	0.0	0.309	0.7	NA	0.2	1.1	0.03	0.07	0.03	48.8
East: RoadName														
4	L2	12	0.0	13	0.0	0.180	8.7	LOS A	0.6	4.0	0.74	0.98	0.74	36.7
5	T1	4	0.0	4	0.0	0.180	19.0	LOS C	0.6	4.0	0.74	0.98	0.74	33.8
6	R2	32	0.0	34	0.0	0.180	21.3	LOS C	0.6	4.0	0.74	0.98	0.74	36.4
Approach		48	0.0	51	0.0	0.180	17.9	LOS C	0.6	4.0	0.74	0.98	0.74	36.3
North: RoadName														
7	L2	19	0.0	20	0.0	0.308	7.8	LOS A	1.3	9.3	0.30	0.13	0.34	43.3
8	T1	388	0.0	408	0.0	0.308	1.2	LOS A	1.3	9.3	0.30	0.13	0.34	48.3
9	R2	79	0.0	83	0.0	0.308	8.1	LOS A	1.3	9.3	0.30	0.13	0.34	42.9
Approach		486	0.0	512	0.0	0.308	2.6	NA	1.3	9.3	0.30	0.13	0.34	47.1
West: RoadName														
10	L2	57	0.0	60	0.0	0.251	10.1	LOS B	0.9	6.4	0.68	1.02	0.75	37.8
11	T1	4	0.0	4	0.0	0.251	19.4	LOS C	0.9	6.4	0.68	1.02	0.75	34.8
12	R2	35	0.0	37	0.0	0.251	22.2	LOS C	0.9	6.4	0.68	1.02	0.75	37.5
Approach		96	0.0	101	0.0	0.251	14.9	LOS B	0.9	6.4	0.68	1.02	0.75	37.6
All Vehicles		1194	0.0	1257	0.0	0.309	3.3	NA	1.3	9.3	0.22	0.20	0.24	46.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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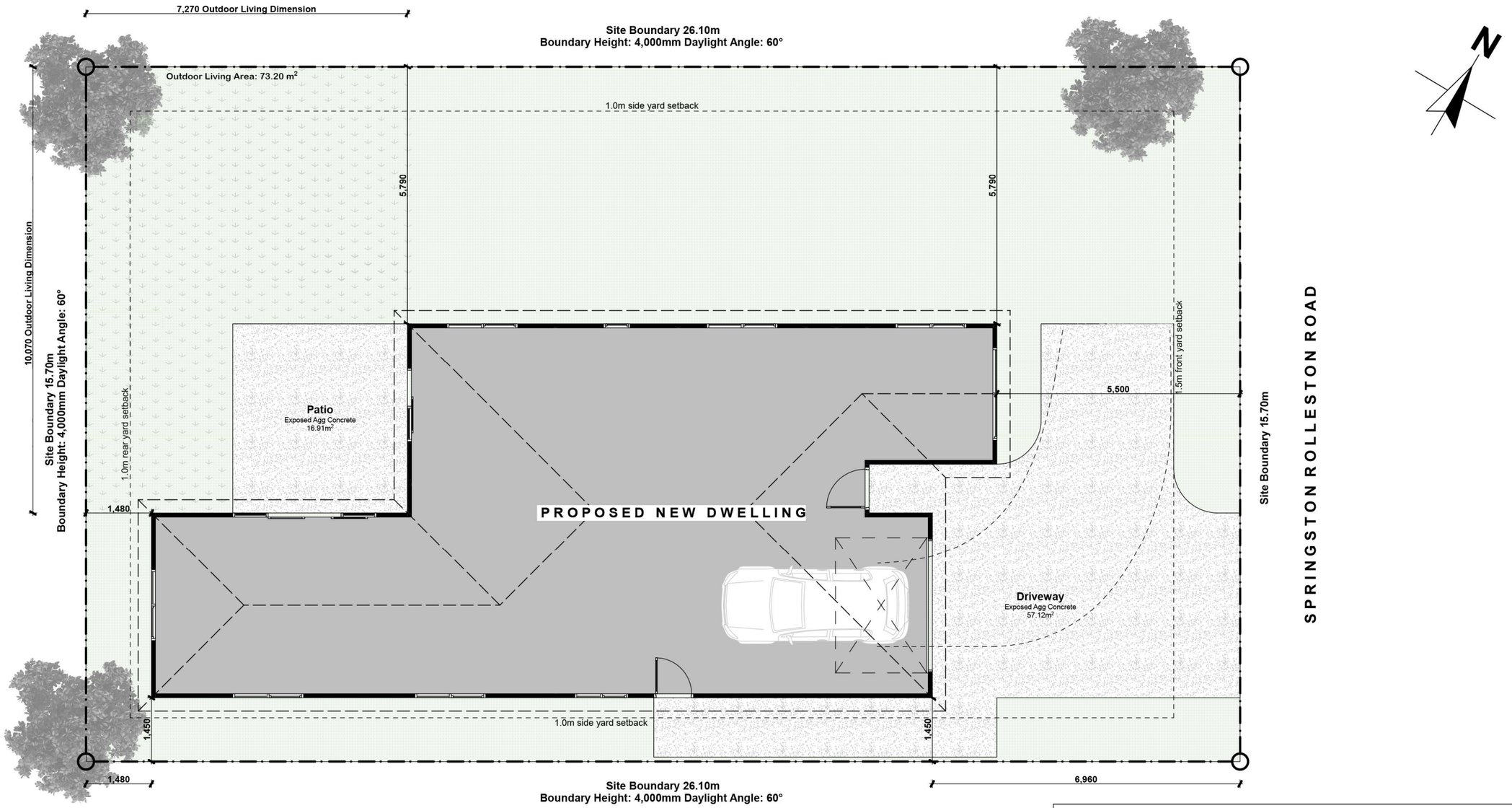


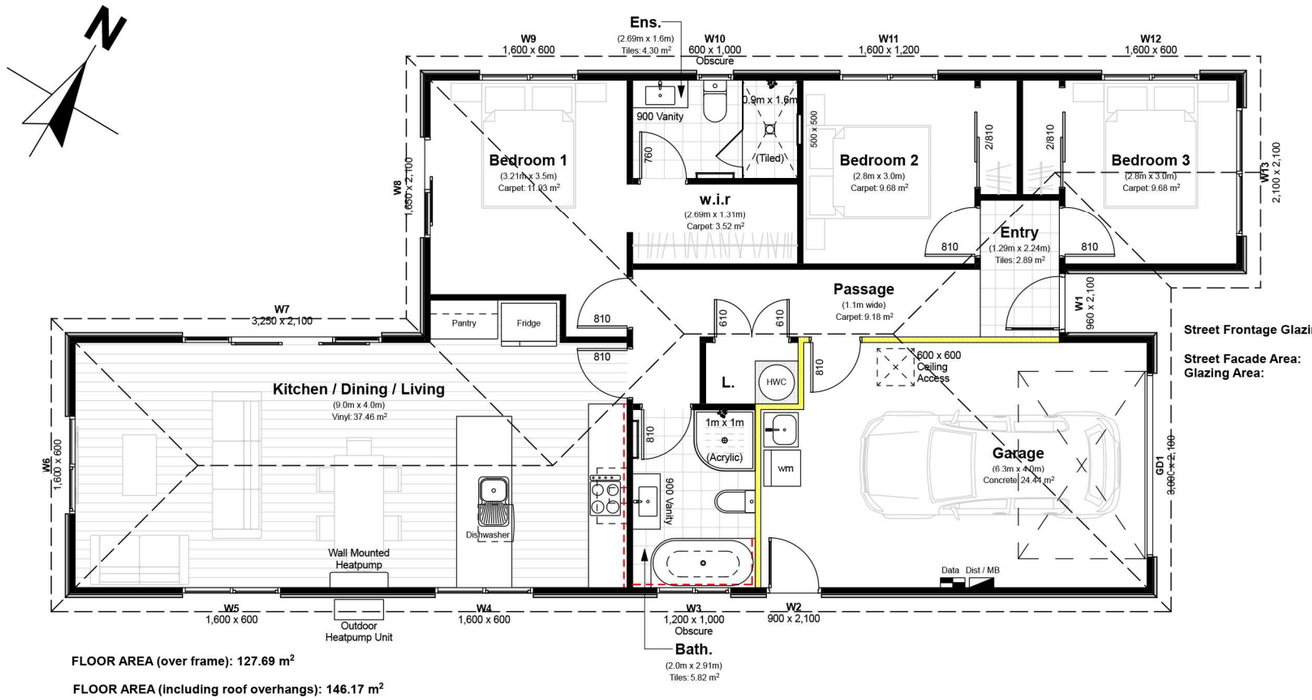
SITE PLAN

Scale 1:100

GENERAL NOTES:

Territorial Authority:	Selwyn District Council
Site Address:	Harrow Green, Rolleston, Selwyn
Lot #:	10
DP #:	TBC
Site Area:	409m²
Site Coverage:	35.8% (50% Allowable)
Floor Area (over frame):	127.69m²
Floor Area (including roof overhangs):	146.17m²
Landscaped Area:	208.05m² >20%
(not incl. Driveways / Patios / Dwelling Footprint	

ARTIST IMPRESSION ONLY



Street Frontage Glazing:

Street Facade Area: 21.47m²
Glazing Area: 4.44m² >20%

FLOOR AREA (over frame): 127.69 m²

FLOOR AREA (including roof overhangs): 146.17 m²

FLOOR PLAN

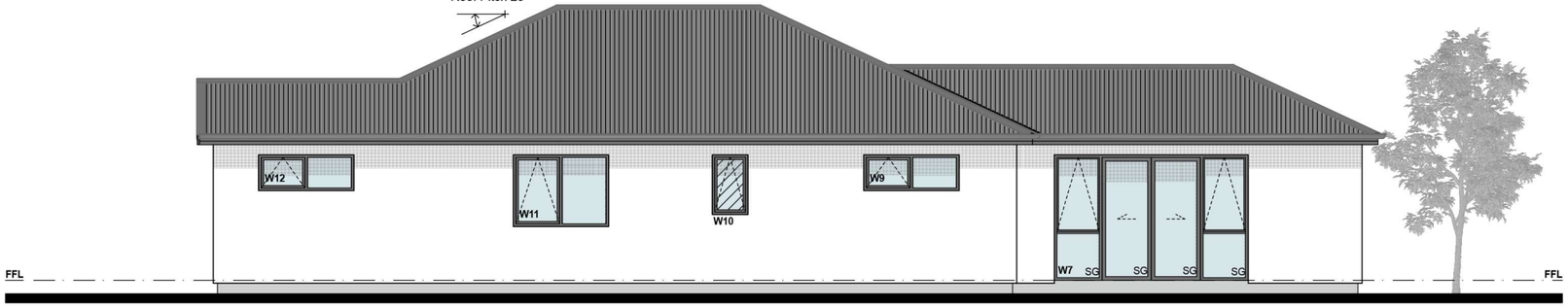
Scale 1:100

EAST ELEVATION

Scale 1:100

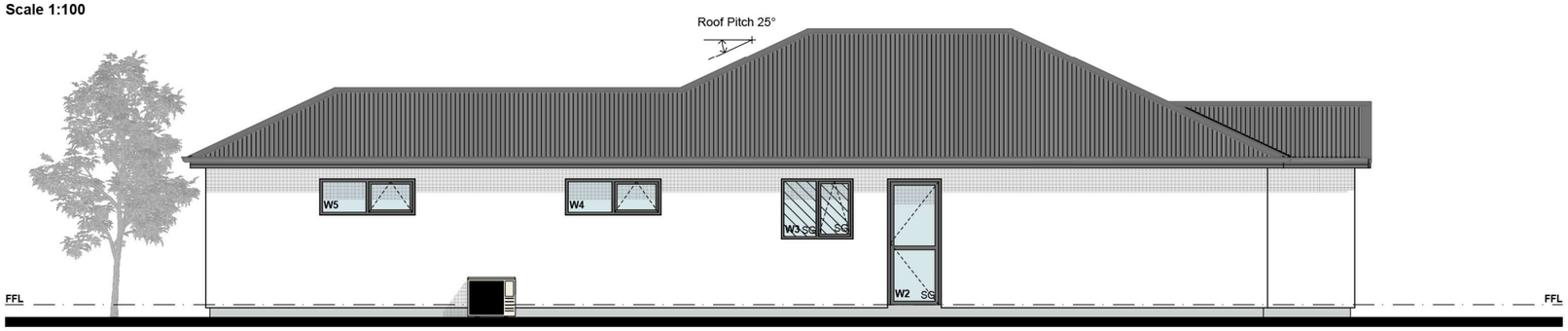
WEST ELEVATION

Scale 1:100



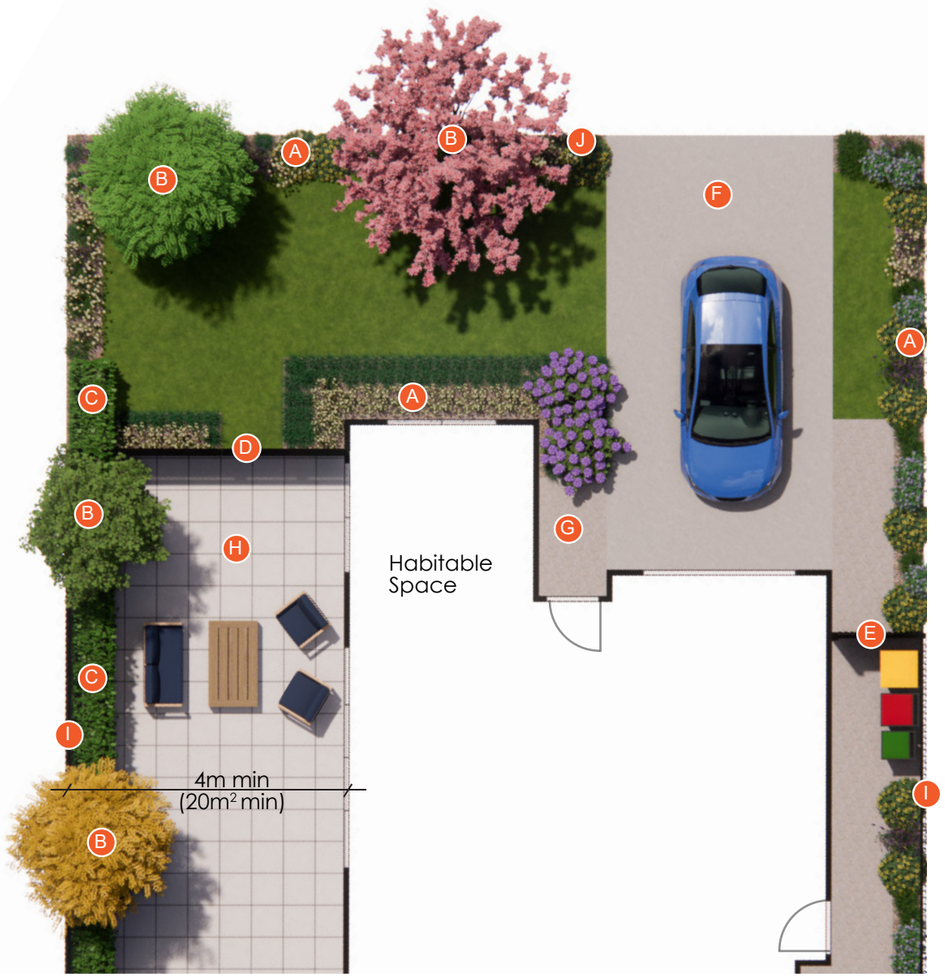
NORTH ELEVATION

Scale 1:100

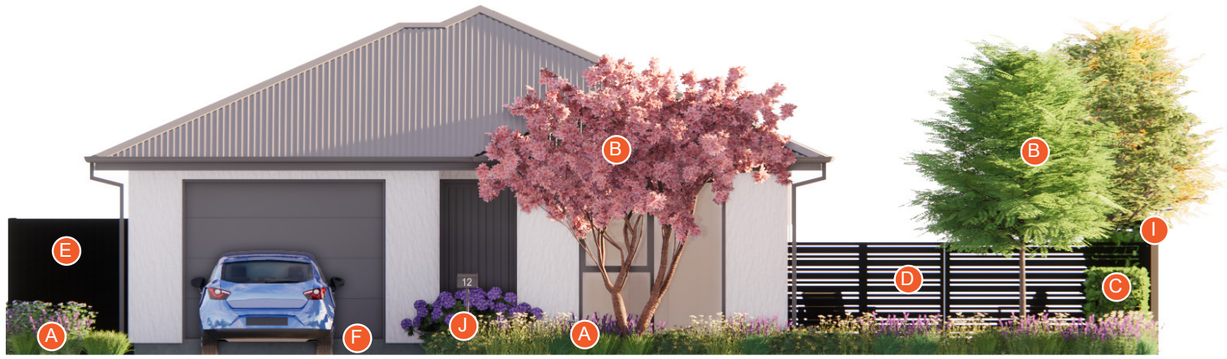


SOUTH ELEVATION

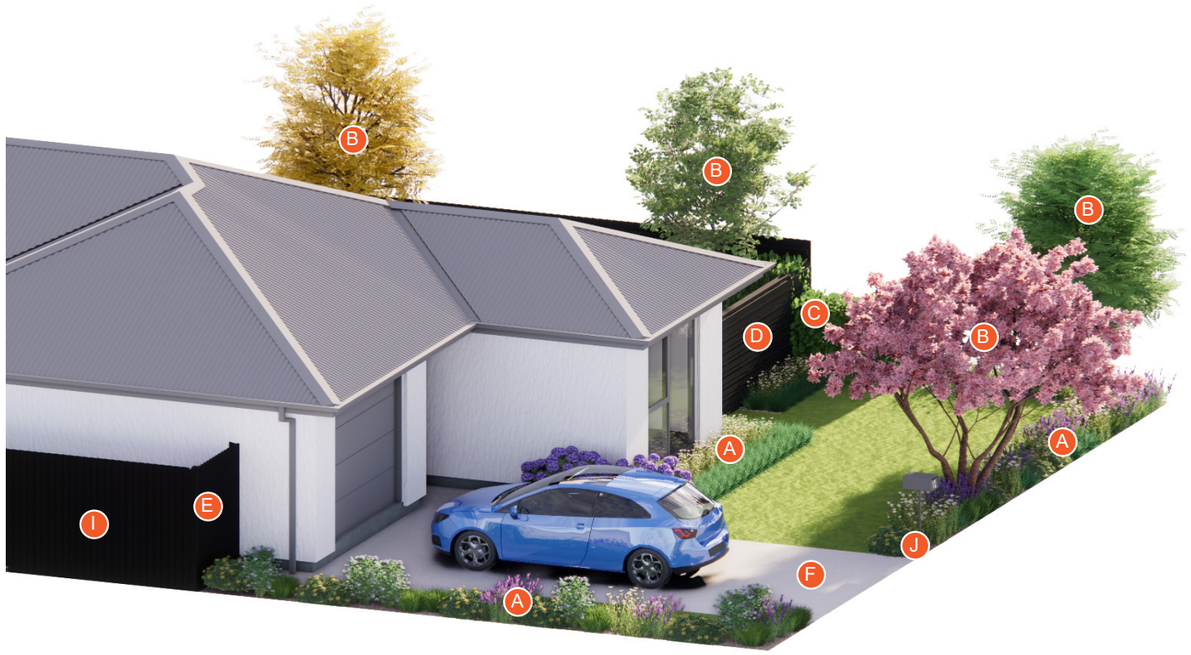
Scale 1:100



A. TYPICAL PLAN VIEW (1:100 @A3)



B. TYPICAL ELEVATION



C. TYPICAL PERSPECTIVE

LEGEND

- A Low Landscape Planting (~0.5-1m)
- B Specimen Tree
- C Hedge (~1.2 - 1.8m)
- D Semi-permeable Fence and Gate (1.5m)
- E Screening Fence and Gate (1.8m)
- F Driveway
- G Pedestrian Entrance
- H Patio/ Outdoor Living
- I 1.8m Boundary Fence
- J Letterbox

HARROW GREEN SUBDIVISION

TYPICAL NORTH ENTRY LOT

FOR KEVLER HOMES

CONCEPTUAL ONLY AND SUBJECT TO CHANGE

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LEGEND:

CUT / FILL DEPTH BANDS

CUT -0.40m to -0.50m	UNDERCUT AREA
CUT -0.30m to -0.40m	UNDERCUT AREA
CUT -0.20m to -0.30m	UNDERCUT AREA
CUT -0.10m to -0.20m	UNDERCUT AREA
CUT -0.00m to -0.10m	UNDERCUT AREA
Fill 0.00m to 0.10m	TOPSOIL RESHAPE
Fill 0.10m to 0.20m	NON ENGINEERED FILL
FILL 0.20m to 0.30m	ENGINEERED FILL
FILL 0.30m to 0.40m	ENGINEERED FILL
FILL 0.40m to 0.50m	ENGINEERED FILL
FILL 0.50m to 0.60m	ENGINEERED FILL
	ENGINEERED FILL AREA

NOTES:

1. DEPTH BANDING SHOWS A CUT/FILL FROM EXISTING SURFACE TO FINISHED LEVEL IN LOT AREAS.

REV	DATE	REVISION DETAILS	ISSUED
A	20/03/23	FOR INFORMATION	CWH

BASECO Land Development Consultants

CLIENT

KEVLER DEVELOPMENT

PROJECT

HARROW GREEN

DRAWING TITLE

PROPOSED BULK EARTHWORKS

STATUS	*SCALE*	*SIZE*
FOR INFORMATION	1:2000	A3

PROJECT	*DRAWING NO*	*REVISION*
1066	EN-100	A

Minutes: Teams Meeting re Kevler Development, Springston Rolleston Road

Date: 6 April 2022

Time: 11am – 12 noon

Attendees: Robert Love (SDC - planning)
Emma Larsen (SDC - planning)
Andrew Mazey (SDC - traffic)
Murray England (SDC - assets)
Mark Rykers (SDC – greenspace)
Ricky Wang (Kevler Development)
Rob Preston (Kevler)
Craig Hurford (surveyor, Survus)
Fiona Aston (planner, Aston)

1. Proposal

Preliminary subdivision and ODP attached (**Attachment A**).
Master planned integrated development include land and building for entire site.
Site appx 15 ha. Anticipated yield appx 288 lots, 18 hh/ha. Will include some comprehensive MD development.
Will incorporate smart home/energy efficient design.
Kevler met with Mayor Sam Broughton and has incorporated his comments where possible e.g. affordability, mix of densities, sense of neighbourhood/community feel

2. Servicing

ME- can be serviced with water and wastewater. On site stormwater systems. No issues with services. There is an existing water race which will need to be closed.

3. Reserves

MR – proposed reserves look fine in principle. RP – purpose of linear reserve is to create sense of space/openness with established planning and community feel within the subdivision. MR – support concept of green linkages especially if include cycleways. MR – consider distribution of reserves within adjoining subdivision. Need local reserves within 500m (easy walking distance) of all homes.

4. Traffic

AM – developer to pay for upgrade of Springston Rolleston Road frontage.
Check intersection separation distance from Kate Sheppard Drive opposite.
There are point strips adjoining land to north and west? (Hungerford Drive and Lemonwood Drive).

Road widths too narrow – se development and within the northern crescent area. SDC has supported this kind of design elsewhere previously (neighbourhood streets) but experience is they can be very problematic unless designed very carefully due to inadequate space for onstreet car parks etc. Need to increase legal road width to 15m. An entry feature (island feature) within road reserve at LR Rd entry to subdivision is fine.

5. Planning

FA - Developer looking for the quickest low risk way of progressing through the consenting process to delivery the development at pace.
Preferred option – subdivision and landuse consent lodged after the Variation is notified. Variation will carry more weight than usual at notification because it implements MDRS provisions as specified in the RM Enabling Housing Amendment Act.
RL – SDC have received ministerial direction that must complete Variation process by 21/8/23. No appeals other than points of law.
Variation will carry very little weight until close of submissions and further submissions. If no submissions of consequence can give more weight at this stage. Not aware of any significant opposition but not consulted widely. There were some general global submissions on PDP against further greenfield devt. May be similar ones on the Variation.
Jocelyn Lewes is SDC contact for Variation.
EM – suggest meet again after close of submission and further submission period which could be around end of year. Difficult to advise how SDC will view subdivision consent and who affected parties may be. We are in an unprecedented situation here with national legislation and housing crisis.
Best case scenario – no submissions/submissions of consequence. Lodge consent early 2023.
'Worst' case scenario – due to submissions, need to wait until Variation decision notified in August 2023 before lodging consent.
Can work on consent and consult with SDC especially re servicing. All technical matters resolved prior to lodgement, leading to quicker processing.

20212207

Kevler Development Limited: RC225715 and RC225716

Attachment G

Proffered Fencing Conditions

1. A maximum of 50% of the site frontage of the Lots 29-34, 42-44, 68, 69, 149-159, 171-184, 192-200, 214, 215, 256, 257, 260-263, may have fencing up to 1.8m in height (including a minimum of 4m² area visually permeable above 1.2m), and internal boundary fencing within 4m of the site frontage may have fencing up to 1.8m in height.

2. A maximum of 50% of the site frontages of the corner lots 12, 13, 22, 35, 36, 40, 41, 45, 46, 67, 70, 79, 84, 89, 111, 137, 138, 145, 148, 171, 185, 190, 191, 204, 211, 225, 227, 232, 160, 238, 239, 258, 259, 264, 265, 500, 3000 may have fencing up to 1.8m in height on each frontage (including a minimum of 4m² area visually permeable on each frontage above 1.2m), and internal boundary fencing within 4m of the site frontage may have fencing up to 1.8m in height.

3. Where road frontage fencing is proposed, there shall be a planting strip up to 1m wide between the front fence and front boundary planted with evergreen species capable of reaching at least 500mm in height. The landscaping between the fencing and the road boundary shall be maintained at a height not exceeding 1.2 metres. The planting within the landscaping strip shall be retained and maintained in perpetuity by the owner/occupier, with any dead or diseased landscaping replaced in the next available planting season with a similar/equivalent species.

4. The holder of this resource consent shall submit complete plans of the dwelling designs and proposed fencing subject to Condition 2 to Council's Environmental Services Compliance Team for certification at building consent stage prior to any works commencing. Designs may be submitted via email to compliance@selwyn.govt.nz