

**WAIMAKARIRI DISTRICT
COUNCIL**

SUMMARY OF SUBMISSIONS

**PRIVATE PLAN CHANGE 27
(RCP027)**

**CLARKE FAMILY TRUST
SOUTH BELT / TOWNSEND ROAD
RANGIORA**

MARCH 2015

Submitters RCP027 – Clarke Family Trust

South Belt / Townsend Road, Rangiora

Submission Number	Submitter:
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85	Canterbury Regional Council PO Box 345 CHRISTCHURCH 8140
86	Allan & Frances Ford 48 Martyn Street RANGIORA 7400
87	Helen Gilmore 84 Townsend Road RANGIORA 7400
88	Mrs Sheila Malcharek 93A South Belt RANGIORA 7400
89	Melvyn Pearson 68 Pentecost Road RANGIORA 7400
90	Sally Shackleton & Steve Boyd 110A Southbelt RANGIORA 7400
91	Jean Street 3 King Street RANGIORA 7400
92	A & F Thompson 58 South Belt RANGIORA 7400
93	Deborah Wilson 10 Martyn Street RANGIORA 7400
94	Waimakariri District Council Private Bag 1005 RANGIORA 7440 Attention: Victoria Caseley

SUMMARY OF SUBMISSIONS (DECISIONS REQUESTED AND REASONS)

Agenda 27: Clarke Family Trust

Ref Relief Sought

Blair, Murray

- 83.1 Put application on hold until an updated traffic assessment is undertaken that considers:
- The installation of the traffic lights at the South Belt - Percival St/Southbrook Rd intersection.
 - The traffic flows generated from the operation of the Pak'n Save supermarket.

Reason Transport assessment provided in application does not consider the following factors:

- The traffic flows throughout the day over a full week.
- The installation of traffic lights at South Belt – Percival St/Southbrook Rd.
- Traffic impacts of plan change along with and future developments of West Rangiora included in the Council Structure Plan 2009.
- Projected traffic movements resulting from Pak'n Save development which will generate a lot of traffic along South Belt as drivers will favour using the traffic lights at South Belt Rd to turn onto Southbrook Rd.

- 83.2 Council assess the potential for piping the swale located in front of Southbrook Park including costs and timeframes.

Reason Future upgrade of South Belt not assessed, particularly potential future piping of existing swale adjacent to Southbrook Park. If piped, this would open up more road reserve for car parking as current parking on both sides of road during sport at the park makes road too narrow.

Bruce, Robert

- 84.1 Residential 2 zoning is not suitable for site. Traffic along Pentecost Rd is dangerous and the future school that will soon be built make this worse.

Reason Do not approve plan change until West Belt extension is completed and the plan change should then progress with restrictions relating to transport – including levies for the West Belt extension since it will impact traffic flows and safety.

- 84.2 Amend plan change to not be exempt from traffic intersection rules (Rules 30.6.1.21 - distance of vehicle crossings to intersections and Rule 30.6.1.26 – road spacing between intersections).

Reason Residential 2 zoning is not suitable for site. Traffic along Pentecost Rd is dangerous and the future school that will soon be built make this worse.

85.1 Decline plan change subject to relief sought by Submission 85.2.

- Reason*
- Flood risk of Ashley River not adequately assessed.
 - Mitigation of flood hazard not considered.
 - Potential impact of plan change on flow of floodwaters also not assessed.
 - No avoidance of development in high hazard areas in southern part of the site.
 - Lack of flood floor level requirement may not provide appropriate freeboard above 0.5% AEP event – particularly as 0.5% Ashley River breakout flood levels are higher.
 - The plan change therefore fails to give effect to the following objectives and policies Canterbury Regional Policy Statement: Chapter 5 (Policy 5.3.2(2), Chapter 6 (Policy 6.3.3(11), Chapter 11 (Objective 11.2.1, 11.2.2, and Policy 11.3.1, 11.3.2 & 11.3.5).
 - The plan change is inconsistent with the provisions of the Waimakariri District Plan including Objective 8.2.1, Policies 8.2.1, 8.2.1.2, 8.2.1.3, 8.2.1.4 and 8.2.1.5 and Objective 18.1.1.
 - The plan change is contrary to Part II (Section 5) of the RMA as it does not promote the sustainable management of natural and physical resources (Section 5(1) of RMA) and it does not promote the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their health and safety while avoiding, remedying, or mitigating any adverse effect of activities on the environment (Section 5(2)(c) of RMA).

85.2 Add a rule requiring appropriate flood hazard mitigation for a 0.5% Annual Exceedance Probability (AEP) flood event for the Ashley River.

- Reason*
- Flood risk of Ashley River not adequately assessed.
 - Mitigation of flood hazard not considered.
 - Potential impact of plan change on flow of floodwaters also not assessed.
 - No avoidance of development in high hazard areas in southern part of the site.
 - Lack of flood floor level requirement may not provide appropriate freeboard above 0.5% AEP event – particularly as 0.5% Ashley River breakout flood levels are higher.
 - The plan change therefore fails to give effect to the following objectives and policies Canterbury Regional Policy Statement: Chapter 5 (Policy 5.3.2(2), Chapter 6 (Policy 6.3.3(11), Chapter 11 (Objective 11.2.1, 11.2.2, and Policy 11.3.1, 11.3.2 & 11.3.5).
 - The plan change is inconsistent with the provisions of the Waimakariri District Plan including Objective 8.2.1, Policies 8.2.1, 8.2.1.2, 8.2.1.3, 8.2.1.4 and 8.2.1.5 and Objective 18.1.1.
 - The plan change is contrary to Part II (Section 5) of the RMA as it does not promote the sustainable management of natural and physical resources (Section 5(1) of RMA) and it does not promote the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their health and safety while avoiding, remedying, or mitigating any adverse effect of activities on the environment (Section 5(2)(c) of RMA).

86.1 Decline plan change on the grounds of unsafe traffic and flood risk.

Reason The proposal states that only local traffic use South Belt however it is actually used a lot by people travelling North, East and West. The proposal states that the waiting time during peak hours is 40 seconds however it actually can be several minutes between 8am-9am & 3pm-6pm.

Traffic along South Belt will increase due to both the proposed development and the West Belt – Townsend Rd Bypass. South Belt is not suitable to cope with increased traffic. The section of South Belt adjacent to Southbrook Park is too narrow road and has a swale along it. When the park is being used for sports, South Belt gets very congested with parked cars which is unsafe.

There is no footpath on south side of South Belt so pedestrian access is not safe, particularly for children and people pushing prams. South Belt does not have cycle lanes.

Martyn St - South Belt intersection already floods a few times a year. The dog park floods. The horse training track, where the development is proposed, also floods. Filling the site will displace the flooding to other lower areas.

Gilmore, Helen

87.1 Approve plan change.

Reason The proposed development is in a location that will promote walking, which is important for promoting healthy communities. The development will be relatively near to the town centre and community facilities and would balance out the development occurring in North-West Rangiora.

The proposed walkway along the South Brook would give pedestrians an alternative option to walking along the dangerous Townsend Rd – South Belt corner.

Developing this section of South Belt to higher residential density is sensible given that the rest of the road is already of a similar residential nature/density.

Malcharek, Sheila

88.1 Relocate one of the exit roads of the proposed development to be via Townsend Road instead of South Belt.

Reason South Belt is often congested with traffic, particularly the section from King St to the Southbrook Rd roundabout. The additional traffic generated by the development would make this congestion worse since the traffic would access the new development via South Belt. Townsend Rd would be a more suitable access point.

Pearson, Melvyn

89.1 No decision sought.

Reason Pentecost Road already has high traffic volumes and the proposed development will further increase this traffic.

Ref Relief Sought

Shackleton, Sally & Steve Boyd

90.1 Decline plan change subject to relief sought by submissions points 90.2 and 90.3.

Reason The proposed development will take away the open space and rural character that currently exists on the southern side of South Belt.

90.2 Amend design of internal roads of proposed development so that the proposed eastern-most intersection to South Belt is realigned to be opposite Rowse St.

Reason The proposed intersection/street that would access the site via South Belt would restrict the use of the driveway located on the opposite side of South Belt and would remove the existing road reserve that is currently used for parking, especially by Southbrook Park users.

90.3 Council provide more off-street parking for Southbrook Park users, such as by piping existing swale in order to open up this area for off-street parking.

Reason When Southbrook Park is in use, access to South Belt is difficult and driving is dangerous due to the volumes of traffic and pedestrians.

Street, Jean

91.1 Amend plan change to have one street exit on South Belt and one on Townsend Road.

Reason Traffic congestion on South Belt and King Street is already an issue and the proposed development will make this worse and could cause accidents.

91.2 Position South Belt exit road so it is opposite an existing street in order to prevent car lights shining directly into existing dwellings on the northern side of South Belt.

Reason Car lights using proposed eastern access road to South Belt would shine directly into existing dwellings on northern side of South Belt.

91.3 Pedestrian crossing at the King Street Junction is hard to cross and will get worse.

Reason It is difficult for pedestrians to cross the road at the King St – South Belt intersection so a pedestrian crossing is needed since the proposed development will increase traffic movements.

Thompson, A & F

92.1 Decline plan change and stop any further development that will create further traffic congestion.

Reason Traffic congestion on South Belt and King Street is already an issue during peak times which makes property access difficult. The roads need to be improved.

The proposed Pak'n Save development and the Southbrook Rd – South Belt traffic lights will further increase traffic congestion.

There is no safe area to cross South Belt.

Waimakariri District Council

- 94.1 Undertake additional flood hazard modelling, including the Ashley River breakout, and amend provisions accordingly to include appropriate avoidance and mitigation measures.

Reason Lack of appropriate and accurate flood hazard modelling, particularly the Ashley River breakout, and subsequent incorporation of avoidance and mitigation measures into the plan change provisions.

- 94.2 Add the following permitted activity condition, and non-complying activity rule in Chapter 27 of the District Plan:

Condition 27.1.1.30: Within the South West Rangiora Townsend Road Residential 2 Zone Outline Development Plan area shown on District Plan Map 184, any dwellinghouse shall have a floor level of 400mm above the 0.5% Annual Exceedance Probability flood event.

Rule 27.4.3: Any dwellinghouse within the South West Rangiora Townsend Road Residential 2 Zone Outline Development Plan area shown on District Plan Map 184 that does not comply with Rule 27.1.1.30 is a non-complying activity.

Reason Lack of finished floor level/freeboard rule requiring 400mm above finished ground level.

- 94.3 Consider amenity, stormwater and flood management effects for fill requirements for properties located along esplanade.

Reason Amended flood hazard modelling may result in amended fill requirements for properties located between the proposed south road and esplanade which may have effects on amenity, stormwater and flooding management.

- 94.4 Remove reference to the internal layout being indicative, the cross reference to pedestrian linkages being consequently indicative and the road connections being fixed and unable to be repositioned.

Reason The internal road and pedestrian connections layout of the Outline Development Plan (ODP) is indicative which provides considerable uncertainty in terms of matters relating to traffic, servicing and amenity. This is inconsistent with Rules 21.8.1 and 32.1.1.25 of the District Plan which require developments to 'generally comply' with their ODP.

- 94.5 Amend the ODP to include a pedestrian connection around the entire SMA and ensure that the pedestrian connections link well to the adjacent dog park, and amend the width of the pedestrian connections to 10m, with the exception of the path around the SMA, which can be 2m wide.

Reason A pedestrian connection should be provided around the entire Stormwater Management Area (SMA) in order to provide a circuit for walkers coming from the adjacent dog park. The pedestrian connection on the site should be well linked to the adjacent dog park. Pedestrian connections on the site should be 10m wide (of total reserve space) in accordance with Council minimum requirements for green access linkages; however the path along the SMA may be 2m wide.

93.1 Reject plan change and retain current zoning for site.

Reason The proposed rezoning would create more uncertainty than the status quo since Residential 2 zone is now subject to further intensification as per Action 4 of the Land Use Recovery Plan (LURP).

The traffic assessment is based on around 140 properties being developed however this does not take into account the potential for the more intensive housing that is now possible as a result of Action 4 of the LURP.

The site's rural character is a very important feature and its existence adds to the diversity of the residential opportunities offered within Rangiora thus should not be intensified. The proposed rezoning does not maintain the site's existing natural and physical assets.

The application states that the site is within the Rangiora Urban Zone however an aerial view of the area shows that the predominant residential development is to the north of South Belt while area south of South Belt is of a rural nature.

The application states that ad hoc, uncoordinated development that would occur (via individual resource consent processes) if the status quo was retained which would have a significant impact on the environment as comprehensive disposal of stormwater would not occur. However Residential 2 zoning could still require individual resource consents and given the larger number of properties that could be developed under Residential 2 zoning (140-150 properties compared with 11 properties under Residential 4B zoning), there would also be greater implications for servicing, traffic and amenity issues.

The developed site may use the Council's stormwater basin/ponds for its stormwater disposal however these existing ponds are undersized and would need to be enlarged to cope with the increased discharge volume. Enlarging these ponds would likely encroach on the existing reserve used as a community dog park.

Filling is proposed in some parts of the site to mitigate flood hazard risk. However, the application states that the proposed stormwater analysis and design does not take into account the change in runoff rate that would arise as a result of the proposed development and this would instead be undertaken at the time of subdivision. Given that this stormwater analysis and design would be undertaken once the development has already underway; it is likely that if more capacity was required for stormwater disposal, this would have to be provided through the dog park and part of the recreation area of Southbrook Park which would mean the community would lose all or part of these facilities.

Grand total

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