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BEFORE THE WAIMAKARIRI
DISTRICT COUNCIL

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF Plan Change 26 to the Waimakariri District Plan Requested by Westpark Rangiora Limited

SUBMISSIONS BY LINDSAY BAIN ON BEHALF OF FARMLANDS PARK TRUST

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1 INTRODUCTION

1.1 My name is Lindsay Bain

1.2 I am one of the trustees of Farmland Park Trust which owns the 6.275ha block of land east of the land included in the proposed Plan Change 26 and located at the north end of Brick Kiln Road.The Trust has owned the land since 1997.

1.3 I am also a director of Ashley Estates Ltd and have been involved in subdivision of residential land and building in north Rangiora and commercial building in High Street.

1.4 My background is in farming, with a Lincoln degree which included soil science and engineering, law and other business interests including importing and distributing building products.

2 EAST- WEST CONNECTIVITY

2.1 I am concerned that the proposed ODP shows an imbalance in the east-west connectivity with land to the east. Two roads and a walkway/cycleway are shown connecting to the Trust's land which adjoins less than 35% of the east boundary while the southern 65% provides for just one walkway/cycleway connection eastwards to the Hills Lane/Brick Kiln Road area. Better balance and unnecessary car dominance would be achieved by providing for the northern road connection to be a walkway/cycleway link thereby reducing the need for the second walkway/cycleway link just 75metres to the south. This more northern walkway/cycleway would then in turn join the walkway north from the Trust's property to Arlington. Elm Drive will provide the necessary east–west motor vehicle link.

3 SERVICES - WATER

3.1 It is proposed that water be supplied initially from just one point. Is it intended that a backup link to the town water supply be provided via another development?

4 SERVICES – SEWER

4.1 Will the proposed upgrade of the sewer downstream be carried out by WDC before or as the Westpark development progresses and if not will the Farmlands Park or Rymans proposed subdivisions be compromised?

5 SERVICES – STORMWATER

5.1 I have farmed the adjacent property for18 years and through several storm events have observed our land and the northern part of the PC26 land to be very well drained. With rainwater on gardens and lawns soaking readily away, roof runoff to soakholes, only driveway and road runoff going to stormwater management ponds, good potential for soakage from those ponds and the water table at 6 to 8 metres I would hope that allowance for this is made in the size of the first flush ponds. Some of this area might then be reallocated to recreation reserves elsewhere.

5.2 When determining floor levels could as much allowance as possible be made for the lower risk and potential level of floodwaters at the northern end of the PC026 land. The Trust's land would benefit from less shading and dominance from adjoining buildings if floor levels could be set as low as practical, and the applicant from unnecessarily high foundation costs. It is also of concern that steep driveways increase the risks of falling in icy conditions and general difficulty getting into and out of cars for elderly and parents with infants and buggies to manage. I note that Lehmans road is fenced of which will restrict any potential flooding of this northern end.

6 RECREATION RESERVES

6.1 The only provision within the proposed ODP for a recreation reserve appears to be under the transmission lines at the northern end of the proposed development. There

is no provision in the proposed ODP for a neighbourhood park on this 12ha. development which initially had, and is still likely to have at the subdivision consent stage, a proposed 50% ratio of medium density housing. Instead reliance is placed in the planning officers report on a neighbourhood park being provided on our block next door which is only half the size and has only a proposed 12% ratio of medium density housing. I submit that with both blocks planning medium density housing there should be pro-rata provision on both blocks for some outdoor recreational space.

7 WEST RANGIORA STRUCTURE PLAN (WRSP)

7.1 It has been indicated in evidence that the West Rangiora Structure Plan is not a binding document with the apparent intent that it should have little influence on the consideration of this application. My view however is that it truly reflects the wishes of the community in this area of Rangiora. As public consultations go it had a very high level of local community involvement with both written and personal submissions on behalf of nearly all the residents in the Brick Kiln Road area. In particular the Brick Kiln Road and Hills Lane residents wanted to preserve the low density rural-residential amenity, hence the area being excluded from proposed greenfields development. The WRSP also specifically provided for a 10m pedestrian/cycle way with landscaping to soften the interface between the proposed residential development and the Rural zone west of Lehmans Road

8 PEDESTRIAN AND CYCLE WAYS

8.1 There appears to be no specific provision for a pededestrian/cycle way along the Oxford Road frontage of the PC 26 proposed development. I believe a substantial pedestrian/cycle way should be planned for, along the north side of Oxford Road, from the Oaks linking with the pedestrian/cycle way north alongside Lehmans Road. This side of Oxford Road already has the space available as a result of the closure of the railway line from Rangiora to Oxford.

8.2 Some months ago Ashley Estates Ltd engaged Thompson McChesney Design to take a strategic look at the urban design of Rangiora with particular reference to the walkway/ cycleway network within and around Rangiora. Initially this was for a submission on the Waimakariri District Draft Long Term Plan but the brief has been extended as the Council is now about to undertake a Walking and Cycling Strategy Review. One of the key objects is to identify and preserve important current and potential links in and round Rangiora.

8.3 Lehman's Road and Oxford Road have been identified by Thompson McChesney Design as key corridors that should be preserved and developed to their full potential. It would be unfortunate if this proposed plan change were to allow a scaling back of the walkway/cycleway provided for in the WRSP and now identified as an important link in a comprehensive walkway/cycleway network for Rangiora.

8.4 Thompson McChesney have prepared a detailed plan of the proposed Lehmans Road link in this network which is attached for consideration. Also attached is an extract of Ashley Estates' submission on the Waimakariri Draft Long Term Plan which was drafted by Thompson McChesney Design. What this highlighted for me was the need to think ahead and plan not just in terms of a walkway / cycleway for the fit but a public way that provides for a wide range of mobility for all ages and physical abilities, and in particular alternatives for the elderly and children who may be dependant on others for motor vehicle transport. My hope is that this will be taken into considered in this plan change application.

NORTH

Not to scale at A4 paper size

Lehmans Road

Shared Footpath / Cycleways benefit from distinctive surfacing and edging detail to clearly identify legal status
proposed ODP does not include this Shared

Main footpath / Cycleway - part of Rangiora Town Circuit

overlooking windows

Shared Footpath / Cycleways need to be overlooked from adjacent properties for reasons of user safety - a percentage of the proposed rear fencing needs to achieve visual permeability to achieve this - not currently allowed for in the present ODP proposals

overlooking windows

additional footpath / cycleway links to and from residential

3

illustrated section line (below)

% lower height fences to both side lot boundaries

All independent footpath / cycleways should be lit to encourage use and increase safety at night -
proposed ODP does not include this

private amenity space

overlooking windows

Low Edge Rail between main road and footpath / cycleway advisable
proposed ODP does not include this

overlooking windows

Medium Density Residential -190 sq m single storey unit on 300 sq m section

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PLAN

Potential two-storey outline of 2-storey Medium Density

Pedestrian / Cycleway running surface needs to be at least 3m in width if two directional for cyclists
-ODP suggests only 2.5-3.0 m

9-11m distance required

Lehmans Road

3

4

SECTION

Probable grass / planting verge beyond sealed road

8

Lehmans Road reserve

2-4 metre street tree planting zone required

Suggest additional footpath / cycleways links between residential and main cycle route to increase connectivity and activity on the main route along the western boundary - adjacent properties to have lower or permeable fences to increase passive surveillance

In this circumstance larger trees may be located within the road reserve at an average distance of 10m from the rear lot boundary - if this is not possible, then the footpath / cycleway needs widening to an average of 10m width.

8 metre total width for the footpath / cycleway illustrated on ODP plan -provides insufficient width for the establishment of larger trees on the western side of proposed Medium Density Residential without the use of the adjacent road reserve of Lehmans Road

Hearing - RCP026 - ODP Westpark Lehmans Road
Sketch Section - Comments on Proposed shared Footpath / Cycleway between Lehmans Road and proposed Medium Density Residential

provided by submitter - Mr.Lindsay Bain 27th July 2015