

4. STYX DEVELOPMENT ROUNDABOUT

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| Officer responsible City Streets Manager | Author Mike Calvert |
| Corporate Plan Output: Transport Planning | |

The purpose of this report is to inform the Committee of a request from the developer of residential land regarding the construction of architectural features within the legal road reserve and to obtain a decision regarding this request. Representatives from RD Hughes Ltd have also requested speaking rights to present the reasons for the requested structure.

BACKGROUND

A large area of land between Redwood and Belfast was rezoned from Rural to Residential through the City plan submission process. This land is now being developed as a residential subdivision by RD Hughes Limited. Discussions between Council staff and staff of the company have been ongoing for the past year regarding the overall layout and also the detailed features of the design. These discussions have been very successful in achieving an optimal design which satisfies most of the requirements of both the Council and the developer.

Discussions have also been ongoing with Transit New Zealand regarding the access to the site from Main North Road. There is agreement between the parties that the safest and most efficient means to access the site is by a signalised intersection which will also provide access to the Supacentre via Radcliffe Road. The intersection will be designed to fit with the overall four laning of Main North Road which is likely to proceed in the next five years.

STRUCTURES ON LEGAL ROAD

The City Streets Unit was recently approached by the developer regarding the placement of an architectural feature in the roundabout on the entrance road to the subdivision.

ARCHITECTURAL FEATURE

RD Hughes Ltd commissioned local landscape architect John Marsh to design the overall landscape requirements for the proposed subdivision and also to design a feature for the entrance to the subdivision. The proposed design has been incorporated in a large (30 metre diameter) roundabout on the approach road from Main North Road. A diagram of the proposed design is included. Initial concern was expressed by staff over the safety of the placement of a solid architectural feature in the central island of a roundabout and the developer was requested to provide a safety audit.

The audit was undertaken by Antoni Facey Consulting Services who have considerable experience in the field of safety audits. The audit commented on a number of aspects of the detailed design of the roundabout including the need to provide a high standard of lighting and the need for appropriate road markings. It was concluded that “...*provided the speed environment can be confirmed to be less than 40kph, and other improvements as outlined above are undertaken, there will be no significant risk of crashes due to the landscaping feature.*” The report has also been peer reviewed by the City Streets Safety Auditor, Bill Greenwood who concurred with the recommendations and conclusion of the audit.

The design has also raised some concerns regarding the future maintenance of the proposed water features around the outside of the structure. Further discussions with the developer and Council staff has confirmed that any perceived future maintenance issues will be minimised/avoided through ensuring the design and construction of the pumping system is robust and the use of high quality components.

The manager of the Environmental Policy and Planning Unit has also sighted the proposed structure and supports its construction in principle.

CONCLUSIONS

The area of residentially zoned land in the Styx Mill area is currently being developed by RD Hughes Ltd as a residential subdivision. As features of this development the company has requested that an architectural feature be included in the central island of a roundabout at the entrance to the subdivision.

Officers support the concept of the architectural feature in the roundabout at the entrance to the subdivision.

- Recommendation:**
1. That the concept of the construction of the architectural feature on legal road be endorsed.
 2. That care be taken that the water feature be well designed to reduce the need for maintenance in the future.
 3. That the developers be congratulated for the proposal to enhance the round-about in this way.