

11. HAZELDEAN BUSINESS PARK - LINCOLN ROAD

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PURPOSE OF REPORT

1. The purpose of this report is to seek:
 - (a) The Board's recommendation to Council for the following works:
 - (i) The installation of traffic signals at the intersection of Harman Road and Lincoln Road and its associated road works.
 - (ii) To declare an area of road land indicated as Section 1 in the **attached** plan, as being surplus to Council requirements and commence road stopping procedures
 - (b) The Board's approval for the following parking changes:
 - (i) Relocate the existing bus stops on Lincoln Road.
 - (ii) Impose no stopping parking restrictions on Harman Road, Grove Road, Hazeldean Road and Lincoln Roads.
 - (iii) The installation of angle parking on both sides of Hazeldean Road.

The changes to the road assets are as shown in the attachment.

EXECUTIVE SUMMARY

2. A resource consent was granted to Calder Stewart Industries for the development of seven separate office blocks and a multi-story car park building on the former PDL site. The office blocks will vary from two to five stories and will have a total office space of 25,000 square metres. A total of 750 car park spaces will be provided for the development.
3. There are significant roading improvements around the perimeters of the site including some which require separate approval of the Council as the road controlling authority, viz:
 - (i) The provision of traffic signals at the Harman Street/Lincoln Road intersection.
 - (ii) Upgrading works to Lincoln Road and Harman Road along the site frontages.
 - (iii) The reconstruction of Hazeldean Road.
 - (iv) Angle parking for Hazeldean Road and a bus stop on Lincoln Road.
 - (v) The relocation of the 'Addington Town Centre' entrance sign nearer the railway corridor.
4. It is proposed to realign the Hazeldean/Lincoln Road intersection, to provide an improved junction by increasing the acute angle between these two roads. It will render a section of road land (Section 1 on the attached plan) surplus to Council's requirements and at the same time require additional parcels of land for road. It is anticipated that the Council will initiate road stopping procedures for the surplus land and acquire additional land for road to vest.
5. The existing road assets in particular Hazeldean Road and part of Harman Road, are being upgraded at little cost to the Council.

FINANCIAL IMPLICATIONS

6. The applicant for the development will be responsible for all the costs associated with the upgrading of Hazeldean Road, the installation of traffic signals, the relocation of the Addington Town Centre gateway treatment and 50% of the cost of new kerb and channel along its Harman Road frontage.
7. The Council will be responsible for 50% of the cost of new kerb and channel to the Harman Street frontages of the site. Funding for these works is available in the Transport and Greenspace Subdivision Budget.

8. There are ongoing costs to the Council with the operation of the traffic signals and this will be funded from the City's operation of roading network budget.

LEGAL CONSIDERATION

9. Council's approval for the work on the road is required. This is in addition to the granting of the resource consent for the Hazeldean Business Park site. The Road Stopping procedure will follow Public Works Act process as there will be land exchange involved. The power to make changes to the various parking restrictions and proposed angle parking areas are set out in the Council's Bylaws and have been delegated to the Community Board.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

10. The issues being considered in the report are consistent with those objectives listed in the LTCCP. Page 152 "streets and transport – to provide a sustainable network of streets which distribute traffic between neighbourhoods and connects to major localities within and beyond the city." The project is supported with Council's objectives in the *City Development* and *Economic Development*.

ALIGNMENT WITH STRATEGIES

11. The works proposed on-street are consistent with the strategies of maintaining the street and transport corridor. Particular emphasis is being given to Public Transport by locating bus services in close proximity to this office complex location. Special facilities are proposed, including bus improvements at the traffic signals to provide buses with an early start in order to precede the adjacent queue.

CONSULTATION FULFILMENT

12. The project to develop the office park complex has been advertised.
13. Some Spreydon/Heathcote Board members attended the project briefing on 13 August 2007.

STAFF RECOMMENDATION

It is recommended that Board recommend that the Council:

- (a) Approve the installation of traffic signals at the intersection of Harman Road and Lincoln Road and associated road markings as illustrated in the attachment.
- (b) Declare the parcel of Road Land Section 1 indicated on the attachment as surplus to Council's requirements and commence road stopping procedures pursuant to Section 116 Public Works Act 1981.

It is further recommended that the Community Board resolve to approve:

- (a) The proposed angle parking areas on the north and south side of Hazeldean Road.
- (b) The provision of a bus stop on the south eastern side of Lincoln Road commencing a point 18 metres measured in a north easterly direction from a point opposite the northern side of Harman Road and extending in a north easterly direction for a distance of 36 metres.
- (c) No stopping at all time parking restrictions:
 - (i) On the south eastern side of Lincoln Road commencing at a point opposite the north eastern side kerbline of Harman Road and extending in a south-westerly direction for a distance of 30 metres.

- (ii) On the north eastern side of the Harman Road commencing at point opposite the south eastern side of Lincoln Road and extending in a south easterly direction for a distance of 30 metres.
- (iii) On the south western side of the Harman Road commencing at point opposite the south eastern side of Lincoln Road and extending in a south easterly direction for a distance of 20 metres.
- (iv) On the northern side of Hazeldean Road commencing at point opposite the south eastern side of Lincoln Road and extending in a south easterly direction for a distance of 28 metres.
- (v) On the southern side of Hazeldean Road commencing at point opposite the south eastern side of Lincoln Road and extending in a south easterly direction for a distance of 32 metres.
- (vi) On the northern side of Harman Road commencing at a point 75 metres measured in a southerly and easterly direction and extending in an easterly direction a distance of 38 metres.
- (vii) On the northern side of Hazeldean Road commencing at point opposite the western side of Grove Road and extending in a westerly direction for a distance of 10 metres.
- (viii) On the southern side of Hazeldean Road commencing at point opposite the western side of Grove Road and extending in a westerly direction for a distance of 10 metres.

CHAIRPERSON'S RECOMMENDATION

That the staff recommendation be supported.