

1. HALSWELL JUNCTION ROAD REALIGNMENT

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PURPOSE OF REPORT

1. The purpose of this report is to submit to the Council the Board's recommendation on the proposal to realign a portion of Halswell Junction Road to provide a new link between Foremans Road and Waterloo Road across the Christchurch - Rolleston Railway line. The proposal is in response to subdivision pre-application discussions with developers who own the Islington Meat Works site.

EXECUTIVE SUMMARY

2. The new owners of the site previously occupied by the Islington Meat Works are proposing the first stage in the subdivision of their site. There is sufficient land at present between the existing meat works complex and the zone boundary (zoned B5) for a number of new independent sites. The area which surrounds the site to the north between the zone boundary and the adjacent road network presently carries a rural zoning. The owner of this area is considering requesting a future Plan Change to extend the current industrial zoning (generally across Pound Road).
3. The consequences of the intentions of the owners of the Islington Meat Works site wishing to subdivide and develop their site have highlighted the need to look at the current and future roading network for the locality. Two key issues were immediately identified:
 - (a) The protection of the adjacent residential area from heavy commercial traffic associated with industrial developments in the business zones.
 - (b) The limitations that the operation of the existing intersections of Halswell Junction Road/Waterloo Road and Parker Street/Gilberthorpes Road/Waterloo Road/Moffett Street have on the development in the locality.
4. In order to protect the adjacent residential area from industrial traffic associated with the pending subdivisions and potential rezoning, to avoid the problems at two existing complex junctions (Halswell Junction/Waterloo and Gilberthorpes/Moffett/Parker/Waterloo) and to provide for future main road linkages, a new alignment is proposed for Halswell Junction Road. This proposal would relocate the existing rail crossing on Halswell Junction to a new road-rail crossing point to the west. This new rail crossing point is on an alignment which generally passes in a northerly direction from the Foremans Road intersection to connect with Waterloo Road and can eventually connect to a new link through to Pound Road. This proposed alignment is illustrated in Diagram "A" **attached** to this report.
5. Longer term issues for the possible development of the locality include the desirability of a link between Waterloo Road and Pound Road. This link would not only provide for the development of the Islington site but would complement the roading network associated with the Southern Arterial. Pound Road is presently classified as a limited access Minor Arterial Road. In order to provide a new direct link between Waterloo Road and Pound Road in this area, the only possible connection that avoids the residential area is one through the Islington Meat Works site. A link through this site is feasible and the owners are at present considering a route which best meets their development needs and the Council's objectives.
6. The current owners are awaiting the establishment of a Council position supporting this proposed new road link prior to firming up their subdivision layout proposals for their site. The proposal represents a significant opportunity to integrate transport and land use planning in this area.
7. Part of the land required for the proposed link between Foremans Road and Waterloo Road is presently used as a Right-Of-Way. There is also a vacant site (north west corner of Foremans/Halswell Junction) that is key to a proposed link alignment.

8. There are two alternative paths for the suggested realignment of Halswell Junction Road. The preferred option is through the vacant site on the north side of Foremans Road and along the Right-Of-Way. The second option requires a severance from the site on the southern side of Foremans Road and uses the full length of the Right-Of-Way. For the purposes of this report these two options are considered variations of the same idea. The preferred alignment is shown in Diagram B. The preferred alignment causes the least disruption to existing properties and focuses on existing vacant properties.
9. Three options are available to the Council in relation to pursuing this proposal and they relate to the speed and determination that the Council wishes to take to protect the route. The first and preferred option involves the acquisition or direct purchasing of the key site, which is central to the new link at an early stage, and entering into discussions with the other affected parties along the Right-Of-Way, with a view to reaching agreements on the long term development of the new road. A second option is to designate the land required for the link. The third option, which is effectively the do nothing option, relies on possible future RMA processes of the Islington site and surrounding areas that may require provision of mitigation measures for the traffic effects (which may well not consider the wider network development opportunities in the same broader way as provided by this proposal).
10. The proposal would also need to include a proposed stopping of the existing rail crossing on Halswell Junction Road, and some provision for vehicles to U turn on Halswell Junction Road at this location on the south side of the railway.
11. The long term extension of the route between Waterloo Road and Pound Road will be dependant upon the successful rezoning of part of the land held by the owners of the Meat Works site. An application for the rezoning of this locality has yet to be made, and there is a number of issues and processes that need to be resolved if such an application is to be successful.

FINANCIAL AND LEGAL CONSIDERATIONS

12. Currently there are no funds allocated for this project and the project has not been identified in the Council's LTCCP. This proposal is considered to have a positive benefit cost assessment as it would provide good connectivity to the future roading network in this locality. It would avoid existing complex junctions and protect the adjacent residential area from vehicular intrusion of the potentially enlarged industrial zone. The cost of the proposed road has not been estimated but, should it be supported, then it is expected to be sourced in due course from subdivision costs, prioritised future Council LTCCP budgets (including a substantial Developer Contributions component) and LTNZ subsidy. Any capital funding requirements would need to be addressed through the next full review of the LTCCP.

STAFF RECOMMENDATIONS

That the Council:

- (a) Support the need for the proposed realignment of Halswell Junction Road between Foremans Road and Waterloo Road.
- (b) Approve the initiation of measures to both protect the proposed link as soon as practical, and place the project through a prioritisation process into an appropriate future LTCCP budget.

BOARD RECOMMENDATION

That recommendation (b) be adopted.

In relation to recommendation (a), the Board's view is that further consultation and information is required on the proposed realignment of Halswell Junction Road between Foremans Road and Waterloo Road.