

16. 11. 2006

**RICCARTON/WIGRAM COMMUNITY BOARD
10 OCTOBER 2006**

**A meeting of the Riccarton/Wigram Community Board
was held on Tuesday 10 October 2006 at 5.00pm**

PRESENT: Peter Laloli (Chairperson), Neville Bennett, Helen Broughton, Lesley Keast, Mike Mora, Bob Shearing and Tony Sutcliffe.

APOLOGIES: An apology for lateness was received and accepted from Helen Broughton who arrived at 5.10pm and was absent for clauses 3 and 13.

The Board reports that:

PART A – MATTERS REQUIRING A COUNCIL DECISION

1. HALSWELL JUNCTION ROAD REALIGNMENT

General Manager responsible:	General Manager City Environment, DDI: 941- 8656
Officer responsible:	Transport & Greenspace Unit Manager
Author:	Peter L Atkinson, Transport Planner

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.

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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.

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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.

2 **CHRISTCHURCH-LITTLE RIVER RAIL TRAIL**

At its meeting of 29 September 2006 the Riccarton/Wigram Transport and Roding Committee received an update from staff on the overall progress of the Christchurch-Little River Rail Trail. In response to questions raised by Board members, staff noted that it is not current Ontrack policy to allow cycleways alongside rail corridors.

BOARD RECOMMENDATION

That the Council initiate talks with Ontrack to allow cycleways alongside rail corridors.

PART B – REPORTS FOR INFORMATION

3. **CORRESPONDENCE**

3.1 **BUS STOP - 56 ILAM ROAD**

The Chairperson tabled a letter from Peter and Jocelyn Douglas, residents of 56 Ilam Road, regarding the bus stop which is currently located outside their property.

The Board **decided** to refer this matter to a forthcoming Transport & Roding Committee meeting on 27 October 2006.

4. **PETITIONS**

Nil.

5. **NOTICES OF MOTION**

The Board gave consideration to the following notice of motion lodged by Bob Shearing pursuant to Standing Order 2.16.1:

“That the Riccarton/Wigram Community Board request staff to urgently provide appropriate reports setting out the practicalities and issues surrounding the possibility of a private individual leasing and redeveloping the Sockburn Pool site.”

The Board **resolved** to adopt the notice of motion.

6. DEPUTATIONS BY APPOINTMENT

6.1 CERTIFICATE OF COMMUNITY SERVICE

The Board presented Inspector John Doyle, Southern Area Commander, New Zealand Police with a Certificate of Community Service in recognition of his contribution to the Riccarton/Wigram community. Inspector Doyle is leaving his current position to take up a post with the New Zealand Police in Beijing, China.

7. BOARD FUNDS UPDATE

The Board **received** the information.

8. BOARD MEMBERS INFORMATION EXCHANGE

Board members were provided with an opportunity to share issues of concern and give a brief update on community activities.

9. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

9.1 CSR CALLS UPDATE (1 TO 30 SEPTEMBER 2006)

The Board **received** the information.

9.2 CURRENT ISSUES

The Board **received** the information.

10. EVENTS STRATEGY – POSSIBLE BOARD SUBMISSION

The Board **decided** that members be left to make their own individual submission(s) on the Plan.

11. CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

The Board considered a report seeking its support for new speed limits on Jones Road, Hayton Road, Wigram Road, John Paterson Drive, Quaifes Road, Old Tai Tapu Road, Early Valley Road, Foremans Road, Springs Road, Blenheim Road deviation and Deans Avenue.

The Board **decided** to support the retention, alteration or uplifting of the speed limits as recommended in the report, ie:

- (a) The retention of a speed limit of 100 km/h on Jones Road on the city side of the centreline from a point measured 750 metres from Kirk Road, westerly generally, to Dawsons Road (boundary with Selwyn District Council).
- (b) The uplifting of the speed limit of 100 km/h on the city side of Jones Road from a point 600 metres from Kirk Road to a point 750 metres from Kirk Road
- (c) The uplifting of the speed limit of 80 km/h on Hayton Road from Parkhouse Road, south easterly generally, to Wigram Road.
- (d) The uplifting of the speed limit of 80 km/h on Wigram Road from Treffers Road, south westerly generally, to Hayton Road.
- (e) The retention of the speed limit of 80 km/h on Wigram Road, from Hayton Road, south westerly, generally, to a point measured 100 metres north easterly, generally from Dunbars Road.
- (f) The imposition of a speed limit of 80 km/h in John Paterson Drive from Springs Road south easterly, generally along John Paterson Drive to the end.

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- (g) The retention of the speed limit of 100 km/h on Quaifes Road from Whincops Road/Marshs Road south easterly, generally, to a point measured 600 metres north westerly generally, from Sabys Road.
- (h) The imposition of a speed limit of 80 km/h on Quaifes Road from Sabys Road north westerly generally, to a point measured 600 metres north westerly from Sabys Road.
- (i) The imposition of a speed limit of 80 km/h on Old Taitapu Road from State Highway 75, along Old Taitapu Road south easterly generally, to Early Valley Road (boundary with Selwyn District Council).
- (j) The imposition of a speed limit of 80 km/h on Early Valley Road on the city side of the centre line from Old Taitapu Road north easterly generally, to end (boundary road with Selwyn District Council).
- (k) The uplifting of the speed limit of 80 km/h on Foremans Road from Halswell Junction Road westerly generally, along Foremans Road to the end, and to the Main South Road (State Highway 1).
- (l) The imposition of a speed limit of 80 km/h on Springs Road on the city side of the centre line from Marshs Road south westerly, generally to Hodgens Road (boundary road with Selwyn District Council).
- (m) The imposition of a speed limit of 60 km/h on Blenheim Road from Moorhouse Avenue westerly, generally, along Blenheim Road to Curletts Road.
- (n) The imposition of a speed limit of 60 km/h on Moorhouse Avenue from Blenheim Road easterly, generally, along Moorhouse Avenue to Lincoln Road.
- (o) The imposition of a speed limit of 60 km/h on Deans Avenue from Harper Avenue south generally, along Deans Avenue to Riccarton Road.

(Note: Helen Broughton recorded her vote against recommendation (o), in relation to the proposed new speed limit on Deans Avenue.)

12. QUESTIONS FROM MEMBERS

Nil.

PART C – DELEGATED DECISIONS TAKEN BY THE BOARD

13. CONFIRMATION OF THE PREVIOUS MEETING, 27 SEPTEMBER 2006

It was **resolved** that the report of the Board meeting of 27 September 2006 be confirmed as a true and accurate record of that meeting.

14. NEIGHBOURHOOD WEEK FUNDING ALLOCATION

The Board **resolved**:

- (a) To assign delegated authority to the Chairperson and Deputy Chairperson to consider the applications and allocate funding accordingly.
- (b) To request that staff investigate funding possibilities from the Board's Discretionary Fund for the Deans Avenue Precinct Society Neighbourhood Week event and any shortfall after the Chairperson and Deputy Chairperson have discussed the applications.

15. APPLICATION FOR FUNDING – HISTORY OF HORNBY PROJECT

The Board **resolved**:

- (a) To allocate the amount of \$700 from its 2006/07 Discretionary Fund to the History of Hornby Project for the provision of four hours' bus charter.
- (b) To refer the second part of the application for the purchase of sound recording equipment to its next Community Services Committee meeting and to request that staff provide further information on storage, ownership and transcription methods .

16. YOUTH DEVELOPMENT SCHEME – APPLICATION FOR FUNDING

The Board **resolved** to allocate the amount of \$1,000 from its 2006/07 Youth Development Scheme for costs associated with the Soul 7 Dance Crew travelling to Auckland to appear in a concert and further attend auditions for the "Dziah' intermediate crew to travel to the world championships in October 2006.

17. RICCARTON/WIGRAM ENVIRONMENT COMMITTEE – REPORT OF 25 SEPTEMBER 2006 MEETING

The Board **received** the report of the Environment Committee meeting of 25 September 2006 and **resolved**:

- 17.1 To request a copy of the letter from the Halswell Rugby League Netball Club formally withdrawing their objection to the City Plan in relation to the proposed sports fields development at Halswell Domain.
- 17.2 To request a joint deputation with the Halswell Rugby League Netball Club to a forthcoming Council meeting to discuss the slow progress on the development of five hectares of sports fields on Halswell Domain.
- 17.3 To request that staff:
 - (a) report back to the Board on whether funding could potentially be allocated to the placement of new street trees in the Riccarton/Wigram ward during the next planting season.
 - (b) note the following priorities for the placement of new street trees in the Riccarton/Wigram ward:
 - Brynley Street
 - Buchanans Road
 - Boston Avenue
 - Gilberthorpes Road
 - Amyes Road
 - Neil Street
- 17.4 To request staff to link street tree plantings, where possible, with any kerb and channel renewal planned.
- 17.5 To request advice from staff on the feasibility of funding the following activities/projects from available 2006/07 Environment Committee Funds:
 - \$5,000 for Street Tree Plantings within the Riccarton/Wigram ward
 - \$5,000 for Daffodil Plantings within the Riccarton/Wigram ward
 - \$2,000 for a Board-sponsored Arbor Day School Plantings Scheme
 - \$5,000 for Riccarton Teahouse Landscape (re-establishment of tea house garden)
 - \$2,000 for a Community Noticeboard at Harvard Lounge
 - \$1,000 for commemorative plaques
 - \$5,000 for installation of BBQ tables/park benches.

18. RICCARTON/WIGRAM COMMUNITY SERVICES COMMITTEE – REPORT OF 27 SEPTEMBER 2006 MEETING

The Board **received** the report of the Community Services Committee meeting of 27 September 2006.

19. RICCARTON/WIGRAM TRANSPORT AND ROADING COMMITTEE – REPORT OF 29 SEPTEMBER 2006 MEETING

The Board **received** the report of the Transport and Roding Committee meeting of 29 September 2006.

19.1 CHRISTCHURCH-LITTLE RIVER RAIL TRAIL

The Board's recommendation on this matter is recorded under clause 2(Part A) of this report.

19.2 AVONHEAD ROAD – PROPOSED “NO STOPPING” RESTRICTION

The Board **resolved** that the stopping of vehicles be prohibited at any time on the eastern side of Avonhead Road commencing at a point 7.5 metres south of the Staveley Street intersection and extending in a southerly direction for a distance of 16.5 metres.

19.3 KLONDYKE DRIVE – PROPOSED P10 PARKING RESTRICTION

The Board **resolved** that the parking of vehicles be limited to a maximum of 10 minutes on the south side of Klondyke Drive from a point 50 metres west of the Canada Crescent intersection and extending 19 metres in a westerly direction.

19.4 HAYTONS ROAD/PARKHOUSE ROAD – PROPOSED “GIVE WAY” CONTROL NAD NO STOPPING RESTRICTION

The Board **resolved** that:

- (a) A “Give Way” control be placed against Hayton Road at the Parkhouse Road/Hayton Road intersection.
- (b) The stopping of vehicles be prohibited at any time on the south side of Parkhouse Road commencing at the Hayton Road intersection and extending in an easterly direction for a distance of 58.5 metres.
- (c) The stopping of vehicles be prohibited at any time on the east side of Hayton Road commencing at the Parkhouse Road intersection and extending in a southerly direction for a distance of 36.5 metres.
- (d) The stopping of vehicles be prohibited at any time on the south side of Hayton Road commencing at the Parkhouse Road intersection and extending in a westerly direction for a distance of 20.0 metres.
- (e) The stopping of vehicles be prohibited at any time on the west side of Hayton Road commencing at the Parkhouse Road intersection and extending in a southerly direction for a distance of 54.0 metres.

19.5 ROAD NAMING

The Board **resolved** to approve the name “Cris Lodge Courts” for the access at 59 Trevor Street, and “Barry Hogan Place” for the right of way at Princess Street, as proposed.

19.6 CHRISTCHURCH CITY PROPOSED NEW SPEED LIMITS

The Board's recommendation on this matter is recorded under clause 11 (Part B) of this report.

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19.7 BUS STOP AT NO 1 STAVELEY STREET

The Board **resolved** to:

- (a) Endorse retaining the bus stop at the present location.
- (b) Approve the provision and installation of a new bus stop pole and sign, and the reconstruction of the footpath area along the frontage of 1 Staveley Street to provide a safe dismounting platform so that buses may stop away from the entrance to 3 Staveley Street.

19.8 TRANSPORT AND ROADING COMMITTEE FUNDS UPDATE

The Board **resolved** to request information from staff on options to bring forward the Lancewood Drive Neighbourhood Improvement Works project from 2010/11 and instead fund the project from available 2006/07 Transport and Roading Committee Funds or partial 2006/07 Committee/Discretionary Funds.

20. CHANGE OF DATE FOR SCHEDULED BOARD MEETING – 14 NOVEMBER 2006 MEETING

Members noted that the date of the next Board meeting, Tuesday 14 November 2006 would clash with Christchurch's Cup Day Racing Event. The Board **resolved** to reschedule this meeting to **4.00pm on Monday 20 November 2006**.

21. RESOLUTION TO EXCLUDE THE PUBLIC

The Board **resolved** that the draft resolution to exclude the public set out on page 16 of the agenda be adopted.

(Note: Neville Bennett recorded his vote against the resolution.)

The meeting concluded at 7.45pm

CONFIRMED THIS 25TH DAY OF OCTOBER 2006

**PETER LALOLI
CHAIRPERSON**