



Christchurch City Council

BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 223

16 NOVEMBER 2005

5.30 PM

(Please note later start time)

IN THE BOARDROOM,
CNR BERESFORD AND UNION STREETS
NEW BRIGHTON

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(To be circulated)

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1. **APOLOGIES**

2. **CONFIRMATION OF REPORT**

The report of the ordinary meeting of the Burwood/Pegasus Community Board held on Wednesday 2 November 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 2 November 2005 be confirmed.

3. **PETITIONS**

4. **DEPUTATIONS BY APPOINTMENT**

4.1 **CHRISTCHURCH ALCOHOL ACTION (ROAD SAFETY) PROJECT**

Ms Ruth Leversedge will be in attendance to discuss "Operation Northern" a Christchurch Alcohol Action Project (CAAP) Programme.

4.2 **PROPOSED TRAFFIC SIGNALS AT WAINONI ROAD - NEW ENTRANCE TO PAK'N'SAVE**

Ms Sarah Barnes of Anderson Lloyd Caudwell representing Foodstuffs Ltd will be in attendance to discuss clause 8 on the agenda.

5. **CORRESPONDENCE**

6. **ADCOCK PARK DEVELOPMENT**

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Kim Swarbrick, Parks & Waterways Area Advocate, DDI 941-5314

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval to proceed with the amended concept plan for Adcock Park, to approve the name change to Arthur Adcock Memorial Reserve, to approve the relocation of the memorial tree to Arthur Adcock Memorial Reserve and to seek community board contribution of \$4,000 to complete a shared boundary fence with Parklands School.

EXECUTIVE SUMMARY

Adcock Park Development Plan

2. Funding has been allocated in the current financial year to carry out additional landscape enhancement at Adcock Park. Public information leaflets were posted on an on-site noticeboard and distributed to approximately 120 local residential households in April 2005 inviting feedback on the proposal. A total of 23 submissions were received, with 22 supporting the proposed concept plan and one opposing it.
3. In recognition of the feedback, the Greenspace Unit proposes to undertake the following work and minor alterations to the original plan.
 - Extending footpath planting beyond the row of bollards along Bottle Lake Drive to reduce mowing maintenance around bollards.
 - Leaving the sand dune along Bottle Lake Drive as a grassed area instead of proposed planting on top of it in order to allow for better views into the reserve.
 - Not planting large trees within the right of way access on Linkwater Way and grassing one side of it.

- Re-contouring the mound to provide outdoor classroom opportunities.
 - Section of school's fence to be replaced with see-through fence and lockable gate, increasing visibility into park from the school.
 - Opening up mounds on pathway at Northern end of Bottle Lake Drive.
 - Lower vegetation species along north-east boundary to maintain existing neighbours' views into the park.
4. The one submission opposed to the plan had concerns about visibility into the reserve over the sand dune from the road frontage along Bottle Lake Drive. Three other respondents happy with the overall plan also made mention of the sand dune heights. Only one of those was specific to the Bottle Lake Drive sand dune. In response a safety audit has been carried out in relation to sand dune height in terms of visibility, impacts, and safer park issues. The outcome of this was that no safety problems were perceived. Current mound contours do not compromise safety of park users and any further alterations to the mounds and ground contours is unnecessary.

Renaming of Adcock Park

5. The Burwood/Pegasus Community Board in June 2005 requested a name change for Adcock Park. The Park was originally named after Arthur Adcock who was a long-serving councillor of the Waimairi District Council. The Community Board feels that changing the name to Arthur Adcock Memorial Reserve would better reflect the person it was named after and acknowledge his contribution to parks.

Moving Memorial Tree

6. The Burwood/Pegasus Community Board in June 2005 also requested relocation of the Arthur Adcock Memorial tree to the Arthur Adcock Memorial Reserve. The tree and its plaque are currently located at the west side of the Parklands Community Centre, Queenspark Drive. The move would be subject to the adoption of the name change being accepted and would need to be implemented in the 2006/07 planting season.

Community Partnership – Adjacent School Fencing

7. Parklands School share a 43 metre-long boundary with Adcock Park. Adjacent to this boundary is a natural contour which with minor landscaping could lend itself to be an amphitheatre or outdoor classroom. The school principal has informed the Board of Trustees and they are keen to see this area developed and accompanied by a see-through fence and gated entry from the school off the park. A see-through fence being imperative to reduce undesirable behaviour in that corner by making informal surveillance possible. As the cost of a pool-type fence is substantially higher than a standard fence the school are seeking financial assistance with the fence. Currently a 43 metre see-through pool-type fence from Stratco at 1200mm with a lockable gate would cost \$12,000.

The additional cost can be justified on the basis of the improved visibility and security which will benefit both the Council and the school. Park users will provide casual observation and surveillance for the school outside normal hours and vice versa when the school is operating. In this instance it would be beneficial for Council to provide additional council contribution towards the cost of a see through fence. The cost of \$8,000 being sought from the fencing budget 2005/06 with the remaining \$4,000 being requested from the Community Board.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Funding for the Adcock Park development has been allocated in the 2005/06 capital works programme. The current estimate for the work is \$28,000.
9. Funding for ongoing maintenance, pruning and minor works, is provided for within the existing Greenspace operational maintenance budget.
10. All work will be carried out by a Council-approved contractor with the appropriate health and safety and work-site management controls in place.

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STAFF RECOMMENDATIONS

It is recommended that the Burwood/Pegasus Community Board approve the following:

1. Undertake minor changes to the original Adcock Park Development Plan in recognition of residents' feedback.
2. Change the name of Adcock Park to Arthur Adcock Memorial Reserve.
3. Relocate the Arthur Adcock memorial tree (including plaque) to Adcock Park during the 2006/2007 planting season.
4. That the remaining cost of the see-through fence of \$4,000 be met by community board discretionary funding.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND

11. The Adcock Park development plan has previously been presented to the Burwood/Pegasus Community Board in July 1996. In 1996 there were no residential properties around the reserve. Subsequently the area has been developed. Greenspace therefore thought it appropriate to consult the community for feedback before proceeding with development. The major work up to this point has concentrated on establishing grass and some establishment planting.

At the July 1996 meeting of the Burwood/Pegasus Community Board the following resolutions were passed:

1. That the final design of the lake be such that the edges slope gently down at a grade no greater 1:6 to ensure that a toddler could walk out of the lake.
2. That any Resource/Environmental/Discharge Consents required be obtained before on-site construction commences from the appropriate authority. (The lake formation was part of the stormwater conditions linked to the subdivision consent).
3. That all costs associated with this application and resulting development be met by the subdivider.
4. That maintenance periods of six months be accepted by the developer for the lake structure and associated head works and planting, before being finally handed over to the Council to maintain.
5. That the design take into account the concerns raised by submitters i.e.
 - (a) That uninterrupted views across the lake be retained where the public have access to the lake edge.
 - (b) That large open informal grass areas fronting on the extended Chadbury Street Lamorna Road be incorporated into the final plan.
 - (c) That the final plan show the extension of the school's playing area into the open grass area in the Reserve fronting on to Lamorna Road in the Reserve.
6. That Parklands Residents' Association are shown the final plan before implementation.
7. That the board makes submissions to the current budget rounds requesting funding from Water Services and the Parks Unit.
8. That funding be brought forward to \$10,000 in 1996/97, \$10,000 in 1997/98 and \$5,000 in 1998/99 to enable the project to be completed in a reasonable time frame.

OPTIONS

12. **Adcock Park Development Plan.**

There are two possible options:

- (a) Do nothing or status quo. This option is not practical as Greenspace sees merit in carrying out suggestions put forward by local residents. This option disregards the community feedback and input.
- (b) Undertake minor changes to the original plan in recognition of resident's feedback.

13. **Renaming of Adcock Park**

There are two possible options:

- (a) Do nothing or status quo.
- (b) Change the name to Arthur Adcock Memorial Reserve.

14. **Relocating memorial tree**

There are two possible options:

- (a) Do nothing or status quo.
- (b) Relocate the memorial tree (including plaque) to Adcock Park during the 2006/07 planting season.

15. **Adjacent school fencing**

There are two possible options:

- (a) Do nothing or status quo.
- (b) That the remaining cost of the see-through fence be met by community board discretionary funding.

PREFERRED OPTION

Adcock Park Development Plan

Option (b) is the preferred option. This option provides for the implementation of minor changes in recognition of feedback from the local community.

Renaming of Adcock Park

Option (b) to rename the park Arthur Adcock Memorial Reserve is the preferred option.

Relocating memorial tree

Option (b) to relocate the memorial tree and plaque in the 2006/07 planting season is the preferred option.

Adjacent school fencing

Option (b) to replace the adjacent section of fence using council contribution from the 2005/06 fencing budget and the remaining cost of the fence met by community board discretionary funding. This option provides increased informal surveillance for both school and the park and is deemed beneficial for both areas in reducing vandalism or undesirable behaviour.

APPENDIX 1

Community Consultation Responses April 2005

Community consultation has been concluded. 120 public information leaflets were delivered and 23 responses were received. Of the 23 respondents, 22 were happy with the plan and suggested minor changes. The requests for changes to be made are as follows:

- (a) **Trees**
The two residences adjacent to the lane on Linkwater Way requested that no tall trees be planted in the lane. Two respondents desired to have more native trees planted whilst two respondents desired more planting of colourful exotic flowering shrubs. One person asked that the conifers in close proximity to the Bowling Club be retained which is in accordance with the plan.
- (b) **Seats**
Two requests were made for some of the seating to be sheltered by planting or a gazebo. One owner said she does not want a seat outside her house so this shall be moved along further.
- (c) **Interpretation & Lighting**
There was one request for interpretation panels about the plants and birdlife found in the park. Two requests for lighting along the pathways were received.
- (d) **Sports & Play Equipment**
One request for each of a flying fox, tennis court, basketball court, and two requests for child's play equipment.
- (e) **BBQ's**
Two residents were interested in having a BBQ installed.
- (f) **'Dog Poo' Bins**
Two respondents asked for the installation of 'dog poo' bins.
- (g) **Pond**
Three comments came from different residents regarding the pond. One was in relation to pollution from Canadian Geese. The other two were in relation to safety with there being kindergartens nearby.
- (h) **Sand dune heights**
Three of the respondents who were happy with the overall plan made a reference to being concerned about the height of the former dunes which are now mown grassed areas. One respondent expressed strong concerns in regard to the current contours and mound heights.

APPENDIX 2

ASSESSMENT OF OPTIONS

	Benefits (current and future)	Costs (current and future)
Social	Mitigate risks to public and property	Landscape planting \$28,000
Cultural	No benefits identified	No costs identified
Environmental	Improved reserve facility for community. Additional native planting will enhance opportunities for bird life.	
Economic	No positive or negative economic impact for the community identified.	

Extent to which community outcomes are achieved:
Primary alignment with community outcome: *“Our City’s natural resources, biodiversity, landscapes, and ecosystem integrity are protected and enhanced.”*
Also contributes to *“Our City’s infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability”*

Impact on Council’s capacity and responsibilities:
No impacts on Council’s capacity and responsibilities have been identified.

Effects on Maori:
No effects on Maori identified.

Consistency with existing Council policies:
Consistent with the Environmental Policy and specifically: *“Open Spaces and Planting - The Council will manage and maintain the open spaces of the City in ways that enhance amenity, avoid adverse effects and minimise maintenance requirements”.*
“To acknowledge and promote the “Garden City” identity of the City by protecting, maintaining, and extending planting which complements this image”.

Views and preferences of persons affected or likely to have an interest:
From 23 submissions received, 22 supported the landscape plan.

Other relevant matters:

7. DOG PARK TREE REMOVAL – HORSESHOE LAKE

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Kim Swarbrick, Parks & Waterways Area Advocate, DDI 941-5314

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval for removal of six pine trees and four poplar trees at Horseshoe Lake Reserve dog park (Landscape Master Plan November 2002).

EXECUTIVE SUMMARY

2. The removal of these trees is necessary to implement the next stages of the 2005/06 and 2006/07 capital works programme towards completing the Horseshoe Lake concept plan as approved by Community Board on 18 November 2002 and Parks, Gardens and Waterways Committee on December 2002. Community Board members are being asked to accept the proposal for removal of these trees in order to progress the next stage of the plan in creating the new Horseshoe Lake Reserve dog park.
3. On 18 November 2002 the Burwood/Pegasus Community Board received and accepted a report on the Landscape Master plan for Horseshoe Lake Reserve. This plan identified the need for some trees to be removed in the near future when the dog park would be constructed. It is now time for work to begin on the construction of the dog park.
4. Consultation with the community was undertaken prior to the 18 November 2002 report. Consultation included key interest groups and neighbouring community who have guided the development of the master plan.
5. Horseshoe Lake is classified as regional park of high importance. At approximately 31 hectares in area it is the second largest wetland environment still in existence in Christchurch. It is located off Lake Terrace Road, Horseshoe Lake Road and is adjacent to Shirley Golf Course and Burwood Park. The residential area of Westhaven and Dallington are situated to the North and South respectively. A walkway bisects the reserve and is primarily a thoroughfare for passive recreation and runners.
6. There are two locations in which trees have been identified for removal in order to create the new dog park. The first location is a stand of 3-4 poplar trees situated right on the road verge at the entranceway to the new dog park. These trees create a blind spot, restrict visibility and site lines for traffic and could be the cause of potential car accidents. Drivers coming out of the dog park will not be able to see if the road is clear from the north before pulling onto the road. Likewise south-bound traffic on Horseshoe Lake Road would have vehicles coming out of the dog park screened from view until they are on the road.
7. The second location in the Horseshoe Lake Reserve concept plan where trees need removing is the eastern edge of the dog park. Six mature pine trees from a stand of approximately 20 trees. As part of the consultation process it was agreed that the closest point of the dog park to any residential boundary (Tasman Place properties) would be 70 metres away. It was also agreed that a buffer of native planting would be provided within this area to screen the dog park. The best location within the 70 metres to have the maximum benefit for the residents is the high ground next to the dog park fence line. This planting has been carried out over the last three years but requires one more section to be planted. These six pine trees are preventing this last block of planting from being completed and will also create a problem in constructing the dog park fence. The old pine trees are also competing for light and nutrients that the existing native plantings require to become established.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Funding for the removal and replanting of the trees is provided for in the 2005/06 and 2006/07 capital works programme for the Greenspace Unit. The current budget provision is sufficient to undertake and complete the tree removal operation.
9. Funding for ongoing tree maintenance, pruning and minor works, is provided for within existing operational budget.

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10. The trees are not listed as protected under the City Plan and no resource consents are required for this work.
11. Health & Safety, risk management, liability and insurance concerns exist if the tree work at the dog park entranceway is deferred. The intention of the Horseshoe Lake Reserve landscape master plan cannot be successfully implemented without the pines being removed.
12. All work will be carried out by a Council-approved contractor with the appropriate health and safety and work-site management controls in place.

STAFF RECOMMENDATION

It is recommended that the Burwood/Pegasus Community Board approve option (b) to undertake tree removal and replacement planting programme for the six pine trees on the eastern side of the dog park in order to meet residents' requirements of a 70 metre buffer zone, and remove the identified poplar trees to create adequate vision for traffic.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendation be adopted.

OPTIONS

13. There are two possible options:

(a) Do nothing or status quo.

This is not considered a viable option, as it would leave the Council highly exposed to a negligence claim in relation to any subsequent damage to persons or property given our awareness of the traffic obscurement issues at the dog park entranceway. Leaving status quo does not meet the agreed community consultation to provide a new improved dog park facility.

(b) Undertake tree removal and replacement planting programme for the six pine trees on the eastern side of the dog park in order to meet residents' requirement of a 70m buffer zone. Remove the poplar trees to create adequate vision for traffic.

PREFERRED OPTION

14. The preferred option is option (b).

This option implements and recognises the Horseshoe Lake Reserve master plan as previously approved with community consultation in 2002.

8. PROPOSED TRAFFIC SIGNALS AT WAINONI ROAD NEW ENTRANCE TO PAK'N'SAVE

General Manager responsible:	General Manager City Environment
Officer responsible:	Manager, Transport & City Streets
Author:	Peter Atkinson, Transport Planner, DDI 941-8088

PURPOSE OF REPORT

1. The purpose of this report is for the Community Board to recommend that Council approve the installation of traffic signals at a new supermarket development (Pak'n'Save) on the property at 172-176 Wainoni Road, Aranui.

EXECUTIVE SUMMARY

2. This application for traffic signals follows a resource consent hearing for a supermarket on a 2.85 hectare site in Wainoni Road adjacent to Aranui High School, the Shortland Street Reserve and the industrial activities in Breezes Road. This resource consent application was approved by a Commissioner appointed to consider this matter. The site is to be serviced by a single entrance approximately midway between Breezes Road and Shortland Street where it is proposed to install traffic signals. Now separate approval of the Council, as the road controlling authority, is required to permit the installation of traffic signals at this location. The erection of traffic signals at this single private entrance on Wainoni Road raises policy, traffic management and funding issues.
3. A resource consent for this development was approved by Mr David W Collins, the Hearings Commissioner for this application on 28 April 2005. The condition of consent requiring the Council approval is set out in the following paragraph:

"18. Prior to the construction of the building commencing, the consent holder shall provide evidence to the Environmental Services Unit of the Council that approvals from the Council as a roading authority and the operator of the Mobil service station across Wainoni Road are in place to permit construction of the full "intersection" described in Mr Penny's evidence at the hearing. The supermarket may operate only with such an "intersection" in place".

4. On consideration of the current situation, the only satisfactory way to provide access to this development as consented is to provide traffic signals. Therefore it is considered appropriate that the Council give approval for the installation of traffic signals at this location. Nevertheless, there are a number of matters of detailed design which still need to be resolved prior to construction. These can be discussed in the near future, to ensure a satisfactory intersection layout is provided prior to opening of the new supermarket development.

FINANCIAL AND LEGAL CONSIDERATIONS

5. The Council is presently in the process of reconstructing this section of Wainoni Road. These reconstruction works are a major project and no consideration has been given in these works to provide access to the supermarket site or for the installation of traffic signals. One effect of the new development-driven construction works (to introduce the new entrance) is that the consent holder shall be responsible for all costs associated with the design, supervision and construction of any necessary road works associated with the installation of traffic signals. Following a warranty period the Council is expected to meet all maintenance, running costs and any required future upgrading works.
6. The Council, as the road controlling authority, is required to give separate approval to the installation of the traffic signals, the proposed road layout and any parking controls on the public road. The necessary resolutions are listed in the recommendations below. One of the consequences, if there is a conflict in the decisions between these two Council approval processes, is the potential to result in protracted legal deliberations.
7. It is advised that the Council consider the full implications of the decision, as this approval may establish a precedent and therefore establish the policy for the installation of traffic signals for a single purpose activity on arterial roads in close proximity to an existing signalised intersection. If the Council accepts this proposal, as there are special circumstances involved, suggested conditions of approval are also incorporated in the recommendations below.

STAFF RECOMMENDATIONS

The following recommendations are those which the Board is asked to recommend to Council:

That the Board recommend to the Council that it supports the proposal to install traffic signals to the proposed Pak'n'Save development in Wainoni Road in line with the following recommendations:

- (a) That traffic signals and associated works including any street lighting improvements be installed at the new intersection of Wainoni Road at the entrance to the properties at 172-176 & 175 Wainoni Road, at the cost of Foodstuffs including all design and supervision costs.
- (b) That the traffic signals be coordinated with those already installed at Breezes Road and be programmed to not affect the operation of the Breezes Road signal efficiency nor adversely impact the "Arterial function" of Wainoni Road. This may delay traffic exiting the Pak'n'Save site through the traffic signals.
- (c) That prior to the construction of the new traffic signalised access, a process to vary the consent decision conditions is completed that explores the introduction of:
 - (i) A traffic island to restrict right turn access into the south-western entrance of the service station across Wainoni Road; and
 - (ii) A free left turn exit and associated pedestrian island linked to a single pedestrian cross-walk across Wainoni Road.
- (d) That these controls come into operation prior to the opening of the new complex.

The Board is requested to make the following decisions under delegated authority, subject to Council approval of the traffic signals recommendations above:

- (a) That a 'no stopping at all times' parking restriction be imposed on the northern side of Wainoni Road commencing at a point 56 metres measured in a westerly direction from a point opposite the western kerb line of Breezes Road and extending in a westerly direction for a distance of 110 metres.
- (b) That a 'no stopping at all times' parking restriction be imposed on the southern side of Wainoni Road commencing at a point 68 metres measured in a westerly direction from a point opposite the western kerb line of Breezes Road and extending in a westerly direction for a distance of 70 metres.
- (c) That a bus stop be approved on the southern side of Wainoni Road commencing at a point 132 metres measured in a westerly direction from a point opposite the western kerb line of Breezes Road and extending in a westofest4 Road 2(15.8g8..4(r)-6.6(-0.2(s)-8.3(t)-115(anc)-8.28..TJ6(r)-65.0014 Twt1

BACKGROUND

8. The proposed supermarket development for this site will be a significant generator of traffic both in scale and intensity. To give an indication of the size of the development, this complex will employ over 300 people, will be 30% larger than the existing Countdown complex at Church Corner and the proposed carpark will provide 42% more parking spaces than required by the City Plan. Traffic evidence was presented to the hearing for the resource consent application by Traffic Design Group (TDG) for the applicant and for the Council by Gabites Porter (GP). The evidence for the applicant was based on the use of conservative traffic generation figures while those proposed by GP were higher. However, GP considered that the additional traffic on Wainoni Road caused by the development will result in redistributed traffic travelling elsewhere through the nearby network and therefore the effects from the application along this section of Wainoni Road could be considered to be similar to the current situation. The evidence presented at the hearing indicated that the proposed access arrangements for the proposed development will require traffic signals and that these signals will be required to coordinate with those presently installed at Breezes Road for this site to operate successfully.

OPTIONS

9. The applicant was initially advised (pre-application) to develop the site with an additional access point, preferably through to Breezes Road. A single access alternative that was put forward was done so with a caveat of the need to demonstrate that traffic signals at the single access point on Wainoni Road could work. The applicant has demonstrated that the proposed development will operate with existing traffic flows. The resource consent process however does not allow consideration for future growth and implications.
10. The application, when submitted, considered two options; signalised and non-signalised access to Wainoni Road. The traffic model used to assess the non signalised (Give Way) option indicated that there would be excessive on-site queues. The signalised option will, as a time-sharing device, reduce the delay on the side road (the Supermarket exit) at the expense of increasing the traffic delays on Wainoni Road but at the same time increase the safety for pedestrians. The Commissioner accepted that a level of service B would be maintained along Wainoni Road and that the access/egress to the service station opposite would not be any worse in terms of safety and convenience. This required the entrance to the service station site to be included in the proposed traffic signals operation. The proposed arrangement indicated that right-turning vehicles could access the southwestern entrance through queues of vehicles stopped at the proposed traffic signals. These movements are considered to be hazardous and should be prevented with either a median island or relocation of the traffic signals to this entrance.
11. Other options were discussed at the hearing. These included links to Shortland Street, which were not feasible as they would require crossing a Council Reserve. The options for the Council are to either approve the installation of traffic signals or reject their installation. This later option may lead to protracted legal argument as at the hearing the Council was considered to have supported the signals as a means to mitigate the traffic access effects of the proposal. A report supporting the need for traffic signals is appended in **Appendix A**.
12. The applicant initially proposed a standard "T" junction with a single pedestrian crossing while the hearing Commissioner supported the "X" junction with inclusion of the service station and an extra pedestrian crossing. Staff prefer a "X" junction with the inclusion of a 'Free Left Turn' at the exit, a short median island on the south-west approach and a single facility for pedestrians across Wainoni Road. The reasons for the single pedestrian crossing are to avoid the conflict between vehicles turning right from the site and pedestrians crossing Wainoni Road. It provides greater protection of the arterial route function, or in other words greater capacity, overcomes problems with the lack of storage for pedestrians by the eastern corner of the service station and extra capacity for the proposed supermarket which will be limited because of the arterial road demands and the close spacing between the intersections. Not including the Free Left Turn facility would be possible, but would increase the conflicts between the exiting left turning traffic and pedestrians on the crossing, would reduce the effective green-time available to exiting traffic (causing greater onsite queues) and relatively reduce the arterial efficiency and function of Breezes Road.
13. There are two issues not considered at the hearing, which are the provision of alternative or emergency access to the site and the need to relocate the bus stop on the south side of Wainoni Road, east side of the new entrance. It is understood that alternative emergency access can be

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The Preferred Option (Option 1)

	Benefits (current and future)	Costs (current and future)
Social	Improved safety for vehicle and pedestrian travel at the development's access. Localised public support	
Cultural		
Environmental		The transfer of traffic to other routes in the network and the creation of new precedent
Economic	Reduced total traffic delay at the access to this development	Increase operating costs to the council which is offset from additional rate income

Extent to which community outcomes are achieved:

The concentration of this significant land use to a single access point at one location creates capacity limitations and places restrictions on the freedom of movement to and from the site unless traffic signals are provided.

Impact on Council's capacity and responsibilities:

The approval of traffic signals at this location will have implications throughout the City in the management of its arterial road network. It will have implications and potentially creates a precedent in a number of areas.

- (i) The introduction of traffic signals to principally serve private interests
- (ii) The side road connections to the proposed traffic signals have no alternative or emergency linkages.
- (iii) Reduces the public expectation of an arterial road.

Effects on Maori: N/A

Consistency with existing Council policies.

The application approval does not breach any Council policies, but may establish new de facto policy regarding installation of traffic signals on the arterial road.

Views and preferences of persons affected or likely to have an interest:

Local views of immediate residents have been tested with the public consultation process agreeing to the proposal but those remote from the site have not been considered.

Other relevant matters:

The traffic signals proposed at this location will need to be coordinated with those at Breezes Road. This coordination will be structured to protect the function of the arterial road network and as a consequence there may be times when there may be a limitation on the signal green-time provided for vehicles leaving the site.

Option 2: Non-Approval assessment

16. Non approval of the traffic signals would in effect mean that the consent conditions are not met and therefore the consent is effectively refused. The proposed development would not be able to successfully operate with one non-signalised entrance. This would require the applicant to investigate a range of options. All of these options will involve some form of new application or some form of further legal action. Any reconsideration of this application will increase cost to the applicant and the possible loss of the development of both this contaminated site and the adjoining reserve.

	Benefits (current and future)	Costs (current and future)
Social		Will require greater public input with possibility of a new application and consent process Possible increased accident costs
Cultural		The reserve development may be at risk A possible loss of a retail development
Environmental	Conservation of the arterial network function	If no changes are made the development will be less attractive
Economic	Lower Council maintenance costs and a loss to the local community	Increased application cost
<p>Extent to which community outcomes are achieved: By declining the application, the function of the local arterials would be preserved. However this must be offset with potentially less desirable (Council funded) alternative access options, the opportunity to clear up a contaminated site, development of a Council Reserve and employment opportunity in this locality</p> <p>Impact on Council's capacity and wider responsibilities: There are increasing numbers of requests for signals associated with commercial developments. To date most of these recent applications have been associated with an existing local street where they have been considered to have little impact, e g; Main North Road/Halliwell Street, Blenheim Road/Acheron Drive and Marshland Road/The Palms.</p> <p>Effects on Maori: N/A</p> <p>Consistency with existing Council policies: Reinforces Council's existing arterial road policies</p> <p>Views and preferences of persons affected or likely to have an interest: The applicant has consulted with the local community and has support for the preferred proposal.</p> <p>Other relevant matters:</p>		

9. BURWOOD/PEGASUS COMMUNITY BOARD PROPOSED SCHEDULE OF MEETINGS FOR 2006

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Secretariat Manager
Author:	Graham Sutherland, Community Secretary, DDI 941-6624

PURPOSE OF REPORT

1. The purpose of this report is to submit a proposed schedule of ordinary meetings in 2006 for the Board's approval. The proposed schedule is attached below.

EXECUTIVE SUMMARY

2. Each community board sets a schedule of ordinary meetings for the year ahead. The proposed schedule of meetings is based on the existing meeting schedule agreed to for 2005. The meetings are scheduled to occur in the alternate week to the meetings of the Hagley/Ferrymead Community Board to ensure optimum co-ordination of shared resources. Any extraordinary meetings or board seminars will be set throughout the year as required and according to statutory requirements for notification.
3. It is proposed that Board meetings will occur on the first and third Wednesday of each month as detailed below. The Hagley/Ferrymead Community Board will be requested to approve a meeting schedule based on the second and fourth Wednesday of each month. Meetings for consideration and allocation of the Project and Discretionary Funding will be set once the timeline for the funding process has been confirmed.
4. At its meeting on 6 April 2005, the Board agreed to change the start time of its meetings from 4.30 pm to 5.00 pm, for a trial period of six months. This is an opportune time for the Board to review that decision and approve a meeting start time for 2006.

Proposed Schedule of Meetings

Wednesday	1 and 15 February
Wednesday	1 and 15 March
Wednesday	5 and 19 April
Wednesday	3 and 17 May
Wednesday	7 and 21 June
Wednesday	5 and 19 July
Wednesday	2 and 16 August
Wednesday	6 and 20 September
Wednesday	4 and 18 October
Wednesday	1 and 15 November
Wednesday	6 December

FINANCIAL AND LEGAL CONSIDERATIONS

5. There are no financial considerations.

STAFF RECOMMENDATION

That the schedule of meeting dates for 2006 be adopted.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendation be adopted.

10. REQUEST FOR FUNDING – TRAFFIC MANAGEMENT FOR CHRISTMAS PARADE

Report to be circulated.

11. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

11.1 COMMITTEE AND WORKING PARTY MEMBERSHIP

For members' information a list of all Board Committees, Subcommittees and Working Parties is attached.

11.2 NOTICE OF UPCOMING BOARD REPORTS

- Recess Arrangements

12. NOTICES OF MOTION

13. QUESTIONS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the community board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

14. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities and/or Council issues.