



9276/1 9 September 2008

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COPY VIA EMAIL: StewartE@conwag.com

Dear Liz

PREBBLETON PLAN CHANGE - REQUEST FOR FURTHER INFORMATION

Further to our recent correspondence I am writing to confirm our response to a Request for Further Information made by Selwyn District Council (SDC) with regard to the above Plan Change.

The request issued in an email from Andrew Mazey of SDC on 4 February 2008 was:

"Confirmation required if William St does or should actually connect west to the new road off Blakes Rd. Two schools of thought on this. At least should be a walking/cycling connection."

We considered this and concluded that a walking/cycling connection would be provided from the end of William Street to the new road off Blakes Road.

It was considered that a full road connection would only provide transportation benefits for residents at the north-west end of William Street, when they wish to make vehicle movements connecting with the north-west section of Blakes Road. As the majority of vehicle movements generated by the Plan Change area are expected to be made to and from Springs Road, and access to Blakes Road is already available via Norris Street, it was considered that the proposed road layout provided for efficient vehicle access and an additional link was not warranted.

The recommendation of a walking/cycling connection made by SDC was adopted as it was considered that provision of such a link could potentially enhance accessibility and reduce trip length for pedestrians and cyclists moving around within the Plan Change area.

I trust this clarifies our conclusions, and I would be happy to provide any further information you require.

Yours faithfully

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William Blake Ltd & Maurice Coffey

Prebbleton Residential Plan Change

TRANSPORT ASSESSMENT



March 2008

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William Blake Ltd & Maurice Coffey

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Final

27 March 2008

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William Blake Ltd & Maurice Coffey Prebbleton Residential Plan Change

1. INTRODUCTION

William Blake Ltd and Maurice Coffey are proposing a Plan Change for approximately 19 hectares (ha) of land to the west of Prebbleton village to convert it from Rural zoning to Residential zoning so that approximately 212 new dwellings can be created.

This transport assessment considers the implications of travel to and from the proposed Plan Change area on the adjacent network and demonstrates how any adverse effects will be eliminated or mitigated. Whilst the transport assessment includes travel by private motor vehicle, it also recognises the importance of other forms of transport. Consequently, consideration has also been given to public transport, walking and cycling.

2. EXISTING TRANSPORT INFRASTRUCTURE

2.1 Location in the Transport Network

The proposed Plan Change site lies to the west of Prebbleton Village on the outskirts of Christchurch City. Figure 1 shows the location of the site within the surrounding road transport network including the classifications of the Selwyn District Plan road hierarchy. The site is currently zoned Rural by the District Plan.

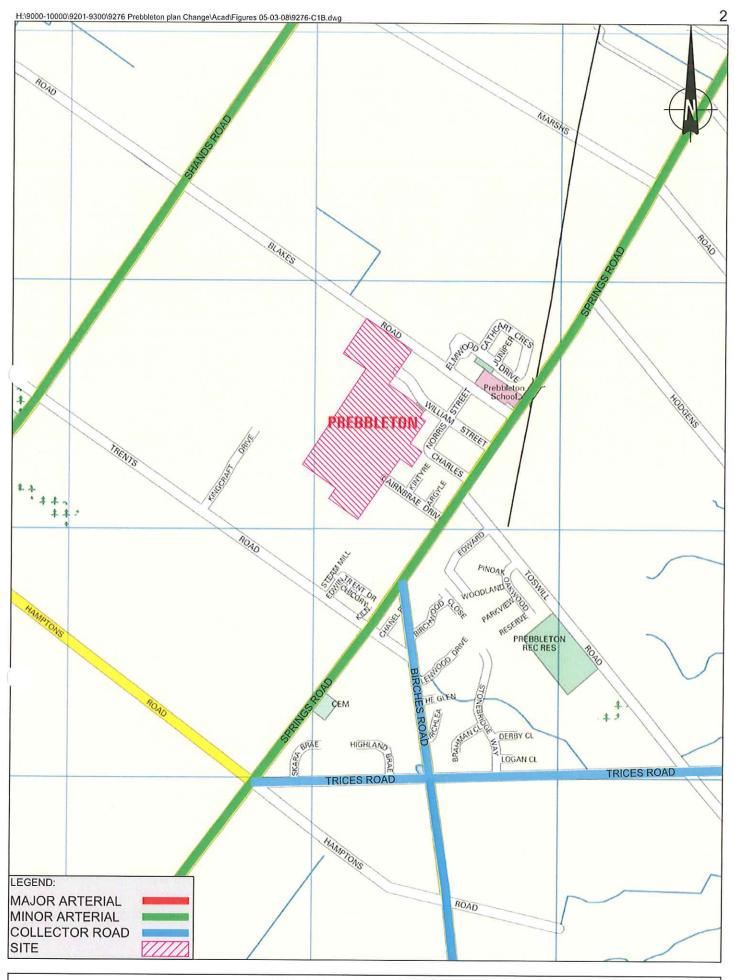
The Selwyn District Plan uses four main categories of road to define a road hierarchy within the district; strategic, arterial, collector and local. Springs Road from Marshs Road, 2km north of Prebbleton, to Collins Road, south of Lincoln, is classed as a strategic road while Shands Road which runs roughly parallel with Springs Road has been classed as an arterial link. Roads between Springs Road and Shands Road such as Blakes Road are considered to be local roads.

The Plan Change area will be accessed via a new intersection onto Blakes Road, a local road, while new roads within the site will connect to William Street and Cairnbrae Drive which are both cul-de-sacs.

2.2 Site Description

Prebbleton Village, which has been in existence for over 140 years, was one of the earliest settlements on the Canterbury Plains. Although now surrounded by orchards, olive groves, race-horse stables and intensive horticulture, Prebbleton has retained its traditional village character although it is only a short distance from Christchurch. Christchurch CBD is 13km from Prebbleton while Lincoln lies 8km south of Prebbleton along Springs Road. Blakes Road and Hamptons Road to the south of Prebbleton both provide links from Springs Road to State Highway 1 to the west. Tosswill Road and Birchs Road, to the east of Springs Road, provide links to State Highway 75 via Leadleys Road.







SITE LOCATION ROAD HIERARCHY

SCALE 1:15,000

The village, which is regularly served by public transport, has sporting and community facilities, is close to Lincoln University and high schools, and has its own primary school and early childhood centres. There is a Plunket centre on Williams Street close to Springs Road and a nursery on Springs Road opposite Tosswill Road. There are also children's playgrounds on Cairnbrae Drive and Williams Street. The nearest shops are on the eastern side of Springs Road between the William Street and Charles Street intersections.

The Plan Change site comprises approximately 19ha of rural land located in Prebbleton west of existing residential lots on Springs Road and south of Blakes Road. The land is currently zoned Rural but lies within a region selected for future residential development in the Canterbury Regional Policy Statement Proposed Change Number 1. While lots to the north of Blakes Road and east of the site have already been zoned as Living 2A, lots immediately to the west of the development site will remain as rural zones.

2.3 Roading Network

Springs Road runs through the centre of Prebbleton with a road width that varies between 10m and 15m depending upon whether or not a parking lane is provided. The road has a painted central median with a width 2.2m within the village boundaries and has cycle lanes marked in both directions. The speed limit on Springs Road within Prebbleton is 50km/h. Dedicated pedestrian crossing points are provided along Springs Road to ease access to shops, pubs and a repair garage (see Photograph 6 and Photograph 7).

Blakes Road west of the of the development site has a carriageway width of 6m which increases to 10m along the site frontage before increasing further to 14m east of the site. East of the site, Blakes Road includes a parking lane and a 2m central median. The parking lane ends immediately east of the site while the central median tapers down over a distance of 50m. The posted speed limit on Blakes Road is 50km/h from the Springs Road intersection to a point approximately 500m west of the intersection where it increases to 70km/h.



Photograph 1: Blakes Road close to proposed position of intersection

Cairnbrae Drive is a currently a cul-de-sac with two small side-roads that provides access to approximately 40 dwellings. The carriageway is 8m wide and has a footpath on one side only. The road joins Springs Road at a simple priority intersection. No turn lanes are marked at the intersection but Springs Road does have a 2m wide central median at this location so it is possible for right turning vehicles to move out of the way of through traffic.



Photograph 2: Intersection of Cairnbrae Drive and Springs Road

Williams Street, Norris Street and Charles Street are local roads located to the East of the site and provide access to approximately 85 residences. Charles Street and Williams Street end at priority intersections with Springs Road. As with Cairnbrae Drive, no turn lanes are marked but the central median on Springs Road is wide enough for right turning vehicles to move out of the way of through traffic. Norris Street joins Blakes Road at a simple priority intersection where a right turn lane is provided for vehicles entering Norris Street from Blakes Road; No left turn lane is provided.



Photograph 3: Charles Street intersection with Springs Road



Photograph 4: William Street intersection with Springs Road



Photograph 5: Norris Street intersection with Blakes Road

2.4 Parking

On street parking is allowed on William Street, Norris Street, Charles Street and Cairnbrae Drive. Blakes Road has parking lanes marked from close to the Springs Road intersection out to the existing village boundary. While Springs Road is the main strategic link between Christchurch and Lincoln, on street parking is permitted where it passes through Prebbleton where dedicated parking lanes are provided. Right-angle, short stay, parking is provided adjacent to the shops on Springs Road.

Off-street parking is provided at the Prebbleton Childcare centre on Springs Road and also by the public house at the intersection of Tosswill Road and Springs Road.

2.5 Public Transport

Currently, there is a regular bus service operated by Environment Canterbury between Christchurch City and Lincoln that passes through Prebbleton. During the day, there are three buses per hour in each direction. A higher frequency service is provided during the morning and evening peak periods along with an express service.

The normal travel time between the City and Prebbleton is 28 minutes though the express service reduces this to 20 minutes. The one way adult fare is \$3.50 though this can be reduced to \$2.60 with a Metrocard.

The nearest bus stops to the site are located on Springs Road between the Charles Street and Williams Street intersections.

2.6 Footpaths and Cycle Routes

The existing roads around the site have a good network of footpaths and road crossing points. All footpaths within the vicinity of the site are tar-sealed with a width of 1.5m.

Blakes Road east of the site has footpaths on both sides of the road giving pedestrians easy access to the school and church located by the Springs Road intersection.

William Street, Norris Street and Charles Street also have footpaths on both sides of the road making pedestrian trips towards Springs Road very easy. Dedicated pedestrian crossing points are provided along Springs Road to ease access to shops, pubs and a repair garage.



Photograph 6: Pedestrian refuge on Springs Road



Photograph 7: Zebra Crossing and cycle lane on Springs Road

A footpath has been provided on only one side of Cairnbrae Drive. The footpath links dwellings on the north side of the road with two short cul-de-sacs, Argyle Close and Kintyre Close, and a children's playground that lies between them.



Photograph 8: Cairnbrae Drive

Springs Road is marked with dedicated cycle lanes in both directions. The cycle lanes begin at the Blakes Road intersection and continue through Prebbleton. The width of the cycle lanes varies from 1.2m to 2.0m between Blakes Road and Cairnbrae Drive.