

## Memorandum

From: Paul Lowe  
Date: 20 December 2017  
Subject: New road connection to Worsleys Road

### Introduction

The purpose of this memorandum is to respond to issues raised by residents in respect to a new road link proposed from the Westmorland Subdivision to Worsleys Road. It was approved on 22 May 2017 by way of an application under section 127 of the Resource Management to amend the conditions of subdivision consent RMA/2007/1619.

This memorandum addresses the following matters:

1. The background to the decision.
2. Summary of key concerns raised by residents and Councillors
3. A response to key concerns.

This memorandum has been prepared in consultation with Mr Mike Calvert, Transport Network Planner.

### Background to Decision

The subject land is zoned Residential Hills under the Christchurch District Plan. The light yellow area in the abstract below illustrates the extent of the residential zoned land. The zoning anticipates that the land will be developed for residential purposes with all necessary supporting road and infrastructure. This enables a significant change from that which is currently existing.

At any time a developer can lodge an application to amend an existing subdivision consent (or lodge a new subdivision consent application) and is not bound by the earlier consent.

The application to amend the subdivision consent to allow the road link was processed on a non-notified basis. The new road and intersection is compliant with the relevant standards in the District Plan and will be constructed to the relevant engineering standards.

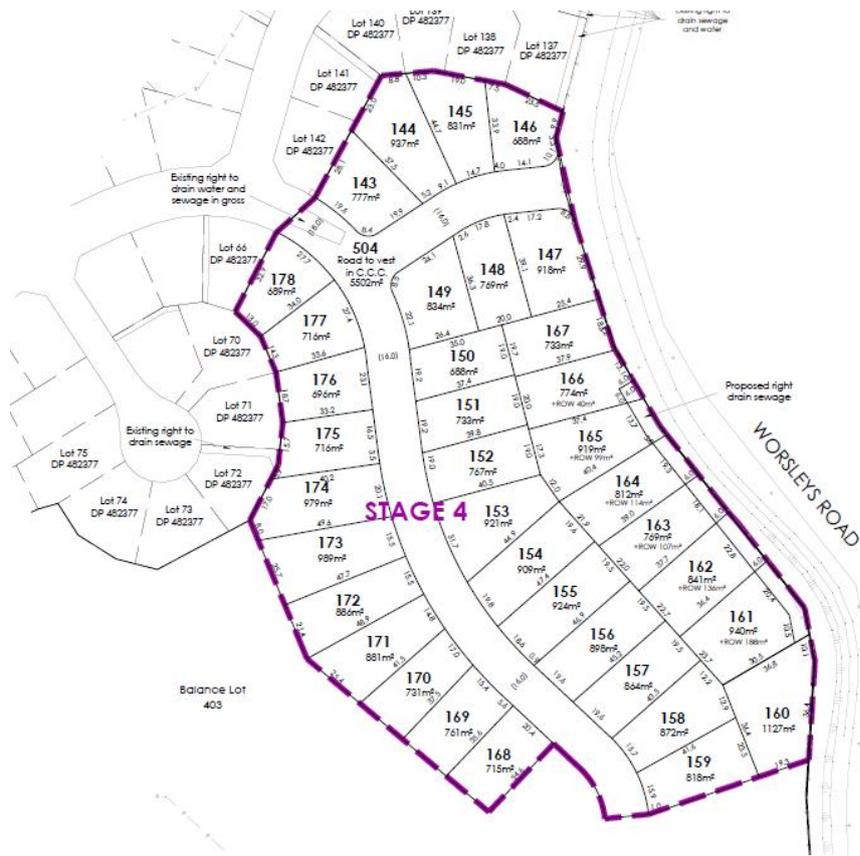
During the processing of the application advice was sought from a Transport Network Planner whom raised no concerns with the proposed road link. He noted that the proposal would provide for an alternate access for the Westmorland subdivision that is currently reliant solely on Penruddock Rise for access, creating a large cul-de-sac system servicing hundreds of households. His view was that the additional road link would result in a more resilient transport network providing an alternative access if there is a civil emergency (such as an earthquake or large fire) for the residents of Westmorland and Worsleys Road (another long cul-de-sac) and emergency services.

As part of the proposal the applicant volunteered a condition that the road link would only be installed once a new intersection is installed (traffic lights) at Worsleys Road and Cashmere Road.

The proposed layout of the lots around the new road is illustrated below noting that a right of way will service Lots 160 to 166 which exits directly onto Worsleys Road.

Note that Council has also granted a separate approval to allow an existing lot access directly onto Worsleys Road however as this only accommodates one dwelling I have not detailed it at length here.





## Summary of Key Concerns

A number of complaints and enquiries have been received from residents of Westmorland and Worsleys Road. These are summarised below:

1. Assurance was received that a road link would not be proposed.
2. There are safety concerns in respect to Worsleys Road with reference to:
  - i. Worsleys Road is narrow/not at an urban standard.
  - ii. Road improvements are required.
  - iii. Additional traffic movements from the proposed road connection (plus development at Cashmere Road Estate and Adventure Park) will make things worse.
  - iv. There is potential for conflict with recreation traffic (cyclists and pedestrians).
  - v. Does the proposed new intersection design at Cashmere Road and Worsleys Road take into account the additional traffic.
  - vi. The lack of lights at the intersection of Penruddock Rise and Cashmere Road will make the Worsleys Road option to enter the Westmorland area a more popular option.
3. Logging trucks are currently damaging Worsleys Road.
4. There will be conflict with existing logging trucks on Worsleys Road.
5. The link will create a popular route for 'boy racers'.
6. Low level lights are sought for the new neighbourhood.
7. Compliance with construction phase conditions.
8. The effects of the proposal are not less than minor.
9. The decision should have been notified to residents.

## Response to Key Concerns

1. *Assurance was received that a road link would not be proposed.*

The subdivision consent did not originally include the road link. However an application can be lodged at any time to amend the conditions of a subdivision consent under section 127 of the Act. There is no provision in the District Plan which specifically seeks to prevent a new road link to Worsleys Road from Westmorland. A similar zoning framework was in place under the former City Plan for this land. It is difficult to deny access to an existing legal road when the new road is in accordance with the relevant transportation standards in the District Plan and helps to facilitate land for its intended purpose. This includes new road connections between communities.

2. *There are safety concerns in respect to Worsleys Road with reference to:*

- i. Worsleys Road is narrow/not at an urban standard*
- ii. Road improvements are required*
- iii. Additional traffic movements from the proposed road connection (plus development at the McVicar Estate and Adventure Park) will make things worse*
- iv. There is potential for conflict with Recreation traffic (cyclists and pedestrians)*
- v. Does the proposed new intersection design at Cashmere Road and Worsleys Road take into account the additional traffic.*
- vi. The lack of lights at the intersection of Penruddock Rise and Cashmere Road will make the Worsleys Road option to enter the Westmorland area a more popular option.*

Worsleys Road has a 50 km per hour limit and a minimum width of approximately 5.5 metres. It provides for two directional flow, or one directional where vehicles are parked on the road. Due to the low number of driveways or on-street parking along the road (i.e. especially from residential development), there is little in the way of side friction to slow drivers and widening the road would result in higher vehicle speeds. Any widening of the road is therefore a balance between the desire for greater clearance between vehicles (making driving more comfortable) and not encouraging higher speeds.

Additional traffic movements on the lower section of Worsleys Road will result from the proposal, the development of other residential zoned land along Worsleys Road and the Adventure Park. As outlined earlier the decision included a condition that the road link would not be formed until such time as the traffic lights were installed at the intersection of Worsleys Road and Cashmere Road. The intersection is being designed to accommodate the expected rise in traffic movement for all new developments on Worsleys Road. In addition the road frontage of Worsleys Road at the new intersection will be upgraded with kerb and channel and a new footpath will be constructed along the entire frontage of the site to Worsleys Road.

Other road safety initiatives by Council in terms of the wider network include:

- The installation of warning signs at the steep approaches to the hairpin bend on Worsleys Road.
- Investigations into the feasibility of a safety barrier at the abovementioned hairpin bend.
- An investigation into the necessity of upgrades to the Cashmere Road corridor to accommodate urban growth. This study is currently being initiated and the project will include an assessment on the need for intersection controls along the corridor, including at the Cashmere/ Penruddock intersection.

It is also expected that the developer of residential land downslope of the site will realign the curve on the lower section of Worsleys Road to provide a better alignment to their access road. It is required by a rule in the District Plan.

The main delays experienced at the Cashmere/Penruddock intersection occur for exiting traffic during the weekday morning peak. There would be no advantage to most residents of Westmorland in entering the subdivision from Worsleys Road except in the event of an emergency.

*3. Logging trucks are currently damaging the road*

There are no restrictions on heavy vehicles using Worsleys Road. Any damage to the carriageway should be reported to the Council maintenance staff.

*4. There will be conflict with existing logging trucks on Worsleys Road*

Logging trucks are expected to finish using the road prior to Christmas and thus will not conflict with traffic from the development.

*5. The link will create a popular route for boy racers*

It is difficult to manage this type of issue through the subdivision consent application process. Mr Ryan Rolston, Traffic Operations Team has advised that this route is likely to be less prone to boy racer issues given the extent of residential development that is/can be expected in the locality. Notwithstanding should this prove to be an issue there are some measures that may be put in place by Council to help manage the situation i.e. restrictions on non-residents traffic during night time hours.

*6. Additional traffic movements, noise and development will reduce amenity for residents of the connecting suburbs*

It is acknowledged that the proposal will result in additional traffic movements, noise and development however this is anticipated under the District Plan given the residential zoning of the land.

*7. Low level lights are sought for the new neighbourhood*

Lighting will be provided in this subdivision to meet the relevant standard for a normal residential neighbourhood.

*8. Compliance with construction phase conditions*

A complaint had been made around the earlier hours of operation for works being undertaken on the site. The applicant has been made aware of their obligations to meet conditions to manage construction phase activities including restricted hours of operation. If there are issues with the construction process, complaints can be lodged with the Council for investigation.

*9. The effects of the proposal are not less than minor.*

The reasons for the conclusions on effects are set out in the notification report. Any such conclusion must have regard to the provisions of the District Plan which anticipate development of the land for residential purposes.

*10. The decision should have been notified to residents.*

While there is often a high level of public interest in matters relating to resource consents, the process for determining whether an application should be notified or not is governed by the Resource Management Act and the District Plan. When a conclusion is reached that the effects on the environment are less than minor, it is not generally possible to notify neighbours or the wider public except where there are special circumstances. It was not considered that special circumstances applied in this situation.