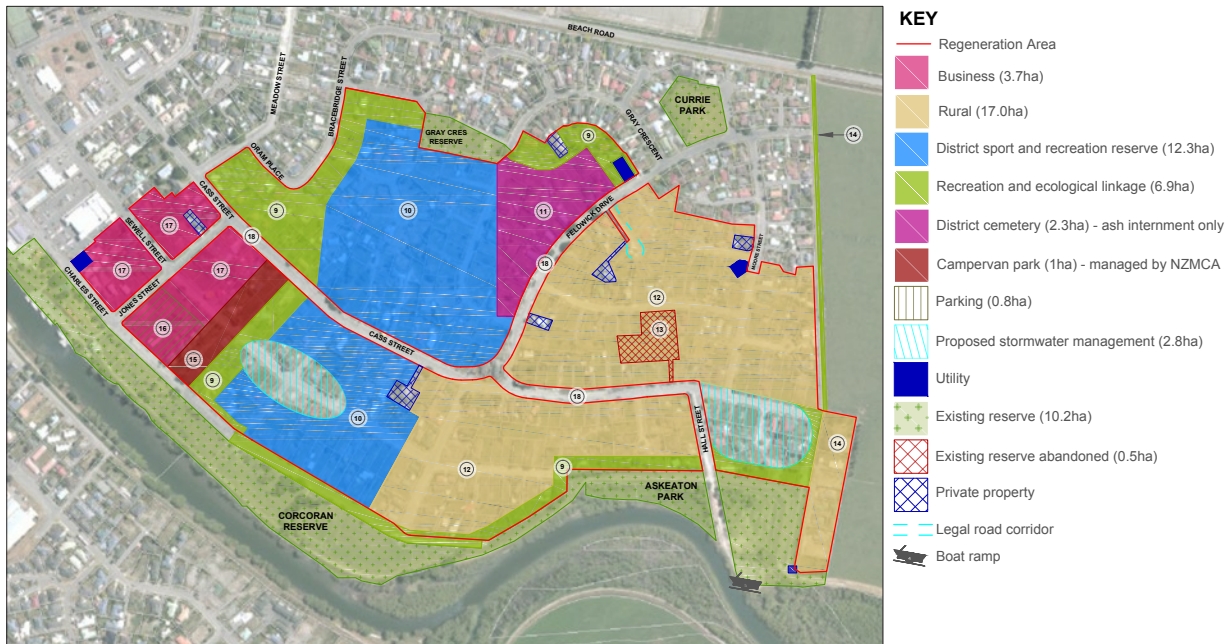


KAIAPOI EAST – OPTION 2 – Existing road corridor – different road design



LAND USE/ACTIVITY

- 9** Recreation and ecological link
 - Food forest/community gardens
 - Native planting
 - Paths, seating
- 10** District sport and recreation reserve
 - North of Cass Street:
 - Four full sized playing fields
 - Space for junior/warm up fields
 - Pavilion/changing rooms
 - On site parking
 - Space for informal play
 - South of Cass Street:
 - Dog park
 - Community BMX track
- 11** Cemetery - ash interment only
- 12** Rural (excluding intensive farming)
- 13** Kirk Street Reserve - reserve classification to be uplifted
- 14** Possible access link (additional 5m) - Possible land swap with adjacent property. Enables a walking/cycling link
- 15** Campervan park - managed by NZMCA
- 16** Parking - including parking for boat trailers
 - Business
- 17** Uses could include:
 - Vehicle parking
 - Yard based activities (e.g. plant nursery, car sales yard)
- 18** Existing roading network - level of service to be determined.

NOTES

1. Land use/activity areas are approximate only.
2. Amenity buffer for existing adjoining land uses to be determined at design stage.
3. Exact road geometry to be confirmed at design stage.

STRENGTHS

- Cass Street and Feldwick Drive utilise existing road corridor.
- Streetscape design altered to reflect change in use (narrowed with traffic calming).
- Cass Street and Feldwick Drive remain open for access to residential properties.
- Vehicle access to Askeaton Park retained via Hall Street.
- Additional Business land in close proximity to town centre.
- Additional car parking to support riverbanks activity (boat parking).
- Improved walking and cycling links to the riverbanks and town centre.
- Proposed district sport and recreation reserve.
- Proposed district cemetery (for ash interment).
- Proposed campervan park (managed by the NZMCA).

WEAKNESSES

- Road network through an area that may lie undeveloped in the short to medium term - lack of passive surveillance.
- Indirect access to town centre for remaining residents.
- Community preference for new road linkage not realised.
- Additional reserve area not required to achieve levels of service.
- Cost for design, construction and maintenance of additional reserve space.
- Interim use for Business and reserve area potentially required.

Infrastructure	\$11,398,000
Roading	\$3,382,000
Reserves	\$10,060,000
TOTAL CAPITAL COST	\$24,840,000