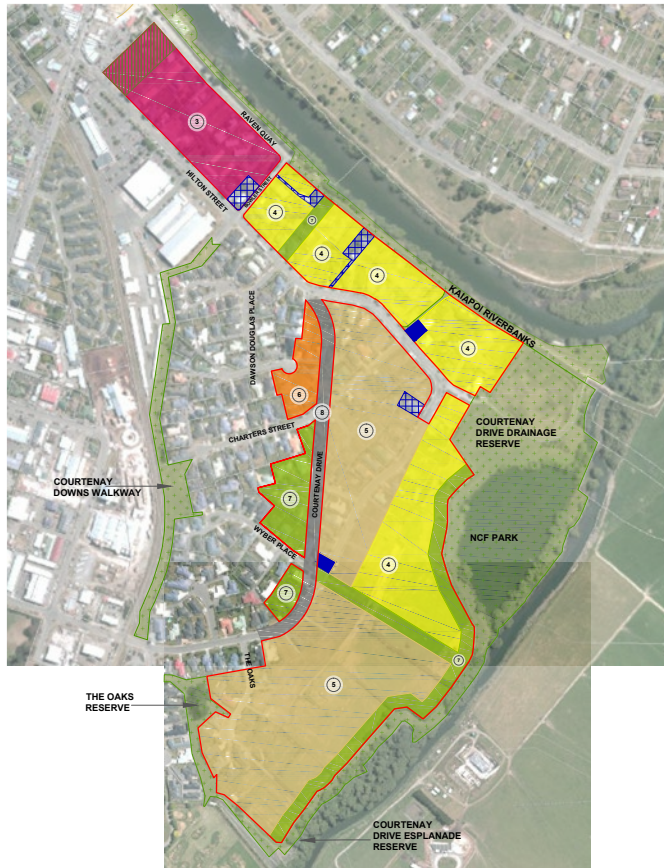


7.3 Appendix 5

Other Rooding Options for Kaiapoi South and Kaiapoi East

KAIAPOI SOUTH – OPTION 2 – Courtenay Drive realignment



KEY

- Regeneration Area
- Business (2.8ha)
- Rural (11ha)
- Recreation and ecological linkage (3.3ha)
- Neighbourhood park (0.6ha)
- Heritage and Mahinga Kai area (6.7ha)
- Parking (0.5ha)
- Utility
- Existing reserve (11ha)
- Private property

LANDUSE/ACTIVITY

- 3 Business
Uses could include:
 - Vehicle parking
 - Yard based activities (e.g. plant nursery, car sales yard)
- 4 Heritage and Mahinga Kai area - cultural and environmental enhancement. Reserve area not required however recognise the cultural, ecological and amenity significance of the area. Support the Ngāi Tahu proposal for joint management.
- 5 Rural (excluding intensive farming).
- 6 New neighbourhood park on Dawson Douglas Place.
- 7 Recreation and ecological linkage.
- 8 New road connection - Courtenay Drive (road geometry to be confirmed at design stage).

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 for new connections to be confirmed at design stage.

STRENGTHS

- Realignment of Courtenay Drive gives effect to community feedback.
- Additional Business land in close proximity to town centre.
- Additional car parking to support town centre.
- New neighbourhood park servicing a community separated from NCF Park.
- Improved walking and cycling links to NCF Park and Kaiapoi Riverbanks.
- Establishment of Heritage and Mahinga Kai area - cultural, ecological and amenity benefits.

WEAKNESSES

- Cost of Courtenay Drive road realignment.
- Minimal reduction in travel distance and time.
- Realigned road not overlooked by residential properties - lack of passive surveillance.

- Disjointed and challenging reserve spaces created.
- Additional reserve area (excluding proposed neighbourhood park) not required to achieve levels of service.
- Cost for design, construction and maintenance of additional reserve space.
- Cost for preparation, implementation and management of joint management plan area.
- Interim use for Business and reserve area potentially required.

Infrastructure	\$2,731,000
Rooding	\$2,059,000
Reserves	\$2,160,000
TOTAL CAPITAL COST	\$6,950,000