

Waipuna
Halswell-Hornby-Riccarton Community Board
MINUTES ATTACHMENTS

Date: Thursday 12 June 2025
Time: 4.30 pm
Venue: Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
4.2. Public Forum - West Halswell Development and Halswell Residents' Association Meeting	
A. Presentation - Halswell Residents' Association.....	3
4.3. Halswell School safety improvements	
A. Presentation - Halswell School safety improvements	6
4.5. Oaklands School safety improvements	
A. Presentation - Oaklands School safety improvements	14

West Halswell Fast-track Subdivision presentation June 2025

Kia ora, and thanks for the opportunity to present to you today. I'm Ross McFarlane, from the HRA Committee and with me is John B our Chair. As I speak, David Hawke, our Treasurer, is delivering a similar message to Spreydon-Cashmere-Heathcote Community Board because what I'm going to talk about concerns them too.

The first topic concerns our 30 June meeting.

- We're having Cr Nuk Korako from ECAN along as our guest speaker to talk about how his role as an appointed councillor plays out. We think it's a good opportunity to come along and learn.
- Though we're really pushing the line that it's an opportunity to listen, rather than to sound off. We will be supplying mouth-tape at the door.

Now, our second topic.

- In case you, like us, thought that large developments in Halswell are pretty much at an end, we want to tell you about an application from Urban Estates Ltd and around six site owners under the Government's Fast-track Approvals system for a 35 hectare, 500 allotment residential development off John Paterson Drive.
- I've printed off a copy for each of you of the boundaries of the area concerned, and here is what it looks like. Basically, the area runs to the west from John Paterson Drive, close to the motorway exit roundabout on Halswell Junction Road at the end of Richmond Avenue. The area also curves round, with its south-east corner close to the back fence of Knights Stream School.
- According to the application documents, Christchurch City Council has been "consulted", whatever that means. Anyway, we mentioned this application at our last meeting at the end of May, and we were surprised that our elected members hadn't heard much (or anything) about it. So, we're here to explain some of the implications as we see them.

Here we go, in no particular order:

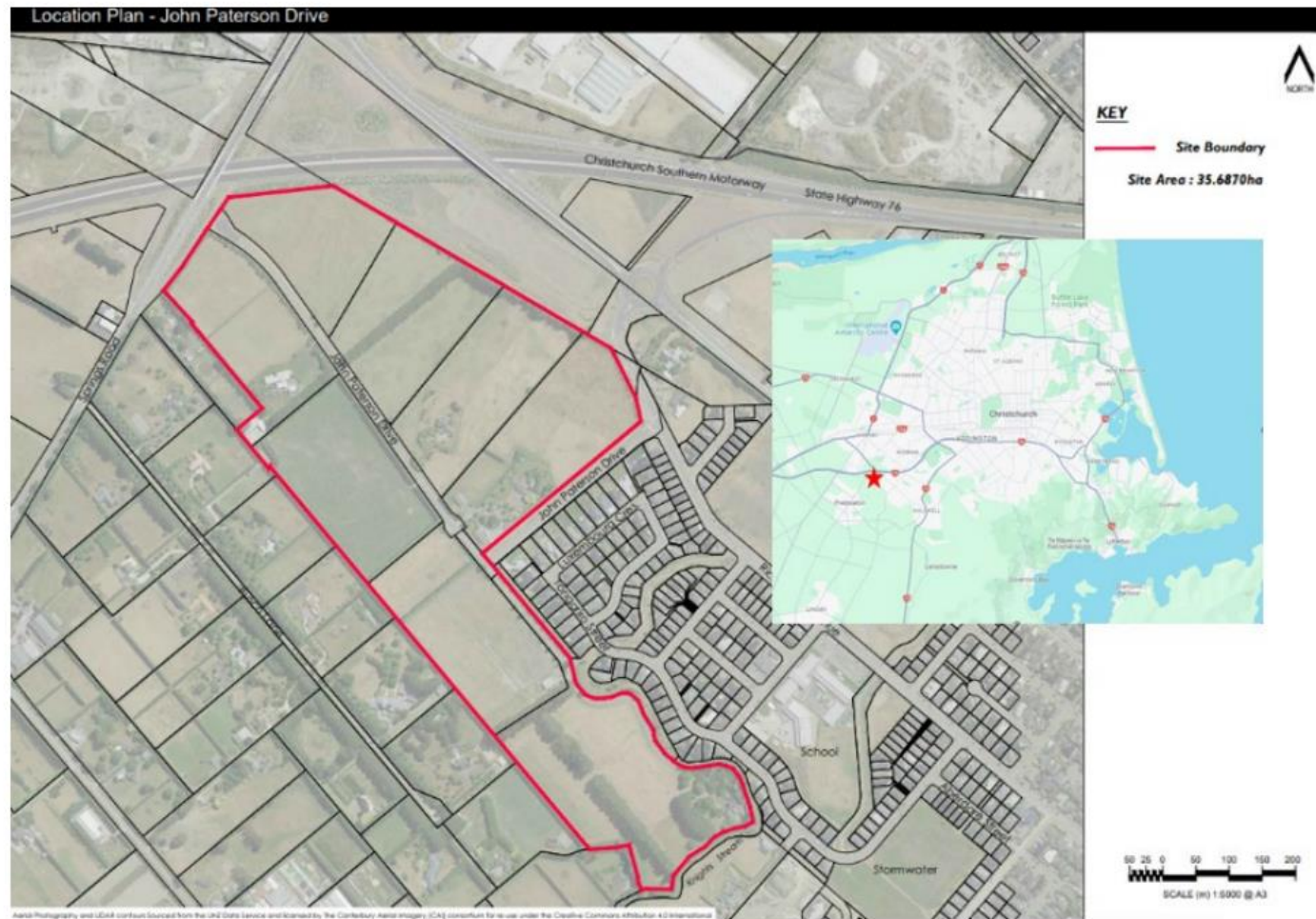
- The typical Christchurch city household has two cars. Broadly speaking, this development means another 1000 cars heading out the gate each morning.
- There is no easy access onto the motorway, and Springs Road is a nightmare. So, more through-traffic for Halswell, then downstream to either Hornby and beyond or to Spreydon, Hoon Hay, Cashmere and Addington.
- On the other hand, the #7 bus route is close by and could make a good alternative for these people. There is also a pretty good chance that ECAN could extend the #7 route into this subdivision.
- The PT priority from Dunbars Road will be really important here, if City Council ever gets around to doing the final section from Curletts to Wrights. Project No 917 is its line item and it's possibly being deferred yet again after first appearing in the 2016 LTP.

- Then, if you're looking for another good LTP project, how about park and ride on the NW side of John Paterson Drive. But, you will need to get a move on. Previous park and ride proposals have gone no-where because City Council sat on its hands while potential sites were all sold for housing.
 - There is a twist here though. According to our reading, the proposed development falls outside of catchments to which Development Contributions apply under either the current 2021 policy or the draft 2025 policy. So the developers would not pay. For Active Travel and Public Transport, this comes to around \$1.43m. This is ironic given that the application emphasises proximity to public transportation and they are very close to the motorway cycle path and its connections to the Major Cycle Route network – for both of which the developments next door in Knights Stream and Longhurst have paid their share. And, because it's in the Fast track system only common boundary neighbours have a chance to say anything. Have a think about that.
- Then we come to the question of community facilities. Apart from the local school and the park over the road from the school, this development is literally miles from the likes of a supermarket or a library. So, what do you think you might do? It's a tricky question.
- But this then brings us to our final point. The SE corner is very close to Knights Stream School. We wonder (just wonder) if the current government might fire up an election sweetener by buying land for a secondary school. Just wondering...,

That will do for now. Thanks for listening. Kia ora.

As a PS: here is the link to the PDF of the proposal, taken from the Ministry for the Environment website:

https://environment.govt.nz/assets/what-government-is-doing/Fast-Track-Unlisted/John-Paterson-Drive/246.07_FTA246-John-Paterson-Drive-Sch-2B-MfE-assessment-form-Stage-1_Redacted.pdf



Safer Streets for Halswell!

**By Lotty, Georgia and Nathan
On behalf of Halswell School.**



A little bit about us

Georgia:

Yr 8

13 years old

Likes puzzle solving and friends

Dislikes peanut butter and car accidents

Lotty:

Yr 7

11 years old

Likes greek mythology and the performing arts

Dislikes car accidents and unsafe roads

Nathan:

Yr 8

12 years old

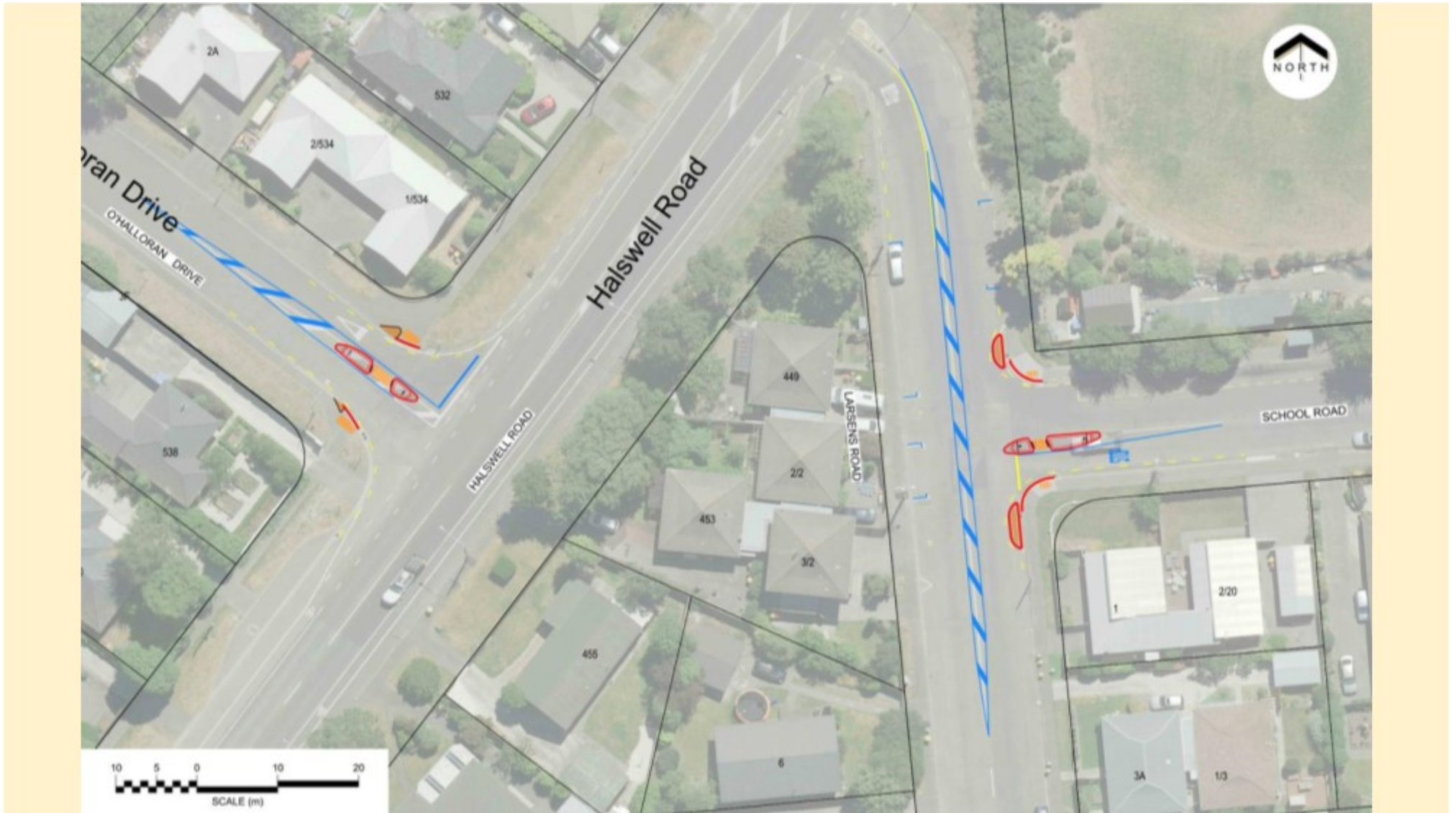
Likes: piano and cello

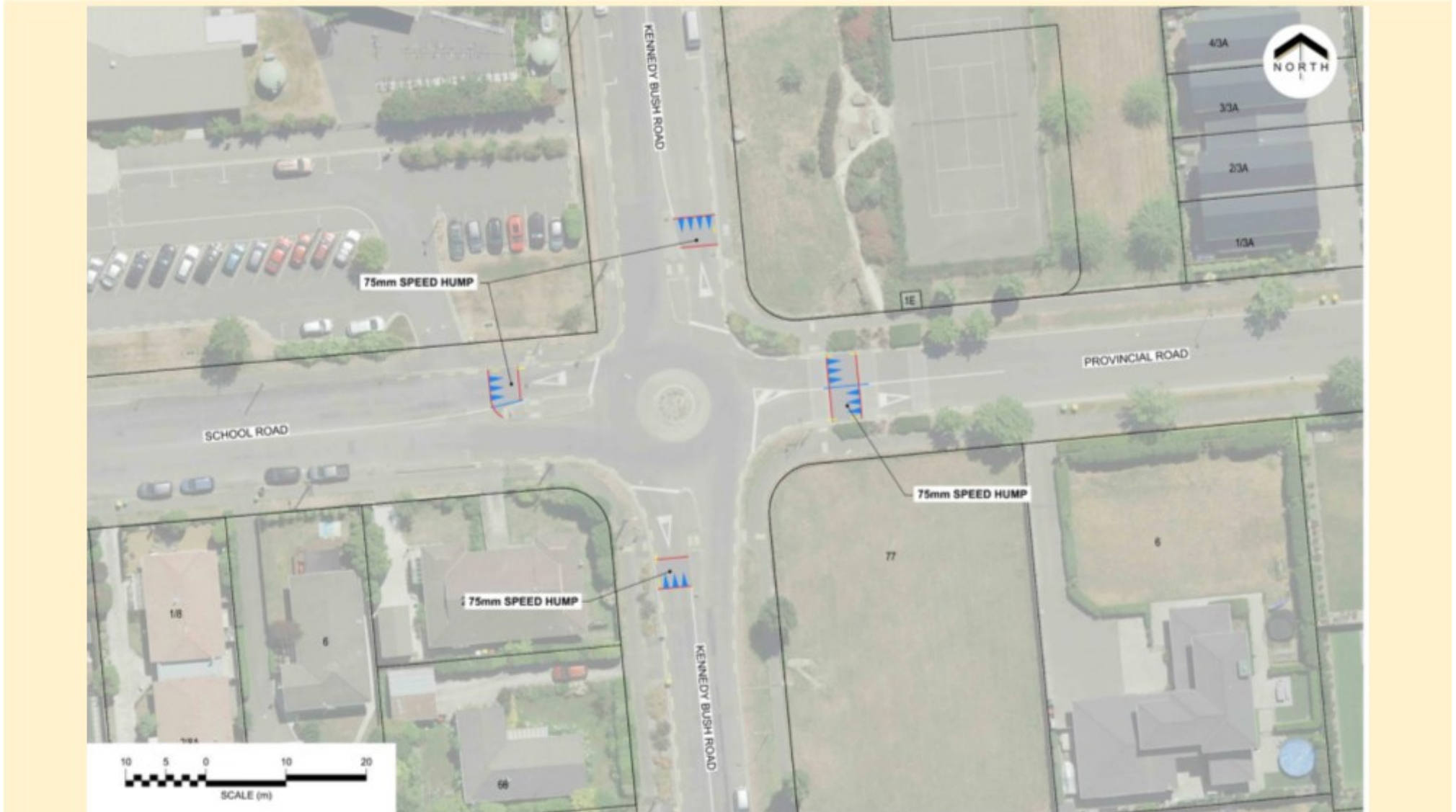
Dislikes: Pedestrians getting hit by motor vehicles.



Why do we need pedestrians refuges?

- Reduce risk of collision by allowing pedestrians to cross one side of traffic at a time.
- Easier for people who have mobility issues and to those who find it hard to judge large gaps in traffic.
- Refuges can reduce the overall distance.
- Simplifies the task of crossing the road.
- They can reduce the speed of incoming traffic.











Oaklands Crossing Proposal

For safer crossing and safety.

Kia ora we are students from Oaklands Te Kura o Ōwaka our names are Griffin, Toby and River and we want to address a issue in are community. We think safe roads are very important especially around schools with young students. Fun fact: we have a cool connection to Andrei Moore. He used to go to our school!



Dunbars Road Roundabout

On this roundabout it has been proposed that we add speed bumps on entry into the roundabout, raised crossing and islands. We think this is good as it will encourage kids to bike and walk to school, as it will make it easier to cross the roundabout. This would also make the cars slow down as a lot of us have seen cars speed right through this roundabout causing accidents and near misses.



Dunbars Road Crossing

On this road it has been proposed to add signal pedestrian crossings. We think this is a good idea as students who live right across Dunbars Road and cross that road all the time and those using the bus stop, have a safer option. Otherwise they have to go all the way down to the roundabout or the BP on the other end which takes an extra 5 minutes there and 5 minutes back adding on to the morning or afternoon commute. But most students do not do this. They cross here with no crossing, running across and hoping they don't get hit. Cars are driving fast down this road which makes it become dangerous. It would make it much easier for them to commute to and from school and for the community to come in the weekend and play on the playground or field and use the bike track.



Ensign Street Crossing

On this road it has been proposed to add built out crossings, sharrow markings and speed bumps. This would make a safer crossing for kids to get home and use the bus stop. I cross this road every day after school just like many other kids. Right now, there is no safe crossing. I see close calls every month because there are cars coming out from the school pick up zone and cars going to the shopping area. This is why this crossing would be very useful for our community.



Lillian Street Crossing

On this road it as been proposed to add islands and raised crossings. We think this is good as kids most of the time can't see if a car is about to turn. This causes accidents as kids can be in the middle of the road and a car can turn really fast and hit them. Adding raised crossings and islands will help slow down traffic, improve visibility, and give children safer opportunities to cross the road and get home safely.



Thank you!

Thanks for taking the time to listen to us. We hope you take this into consideration as a possibility to make our roads safer to cross and a better and safer community.

Any questions?