

TEMUKA COMMUNITY BOARD MEETING

Commencing at 5.00pm

On

Monday 24 August 2009

**Meeting Room
Temuka Library/Service Centre
King Street
Temuka**

TIMARU DISTRICT COUNCIL

Notice is hereby given that a meeting of the Temuka Community Board will be held in the Meeting Room, Temuka Library/Service Centre, King Street, Temuka on Monday 24 August 2009, at 5.00pm.

LOCAL AUTHORITIES (MEMBERS' INTERESTS) ACT 1968

Board members are reminded that if you have a pecuniary interest in any item on the agenda, then you must declare this interest and refrain from discussing or voting on this item, and are advised to withdraw from the meeting table.

Warwick Isaacs
CHIEF EXECUTIVE

TEMUKA COMMUNITY BOARD

24 August 2009

AGENDA

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5		Chairman's Report
6	1	Confirmation of Minutes
7	7	Temuka Rail Yard – Council Submission to Proposed Alteration of Designation Application
8	14	New Zealand Transport Agency Pedestrian Facility Changes – State Highway 1, King Street, Temuka
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10		Public Forum Issues Requiring Consideration
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TEMUKA COMMUNITY BOARD
FOR THE MEETING OF 24 AUGUST 2009

Report for Agenda Item No 6

Prepared by **Joanne Brownie**
 Committee Secretary

Confirmation of Minutes

Minutes of the July Temuka Community Board meeting.

Recommendation

That the minutes of the Temuka Community Board meeting held on 13 July 2009, excluding the public excluded item, be confirmed as a true and correct record.

TIMARU DISTRICT COUNCIL

MINUTES OF A MEETING OF THE TEMUKA COMMUNITY BOARD, HELD IN THE MEETING ROOM, TEMUKA LIBRARY/SERVICE CENTRE, KING STREET, TEMUKA ON MONDAY 13 JULY 2009 AT 5.00PM

PRESENT Mr Double (Chairman), Clrs Lyon and Mulvey, Mr Smith, Mrs Clarke and Mrs Talbot

IN ATTENDANCE Clr Barker; Regulatory Services Manager (P Thompson); District Planner (P Kloosterman); Transport Engineer (S Davenport); Executive Secretary (HC Hawes)

1 IDENTIFICATION OF MATTERS OF A MINOR NATURE

The Board considered the following as items of a minor nature –

- Looker Road Extensive pot-holing
Culvert towards the highway end with hole in it
Land owner storing chicken manure on road side
- Spur Hut Road Culvert at the McCully Road end has subsided
- Waitohi/Temuka Rd A request for signpost warning of ice on road
between Earl Road and the Manse Bridge
- Torepe Field Walkway 3 requests for a seat and doggy-do bin
- Bowling Club No stop lines required opposite the Bowling Club
gate/emergency vehicle park space
- Roadside Seat Request for the removal of the seat near 238 King
Street (no action).

2 PUBLIC FORUM

Richard Preston requested the support of Temuka Community Board members for a change in land zoning on Factory Road. Mr Preston wishes to subdivide property he owns into half acre lots, but requires Council permission to connect to town services which, though right at his gate, he does not have access to as Council's current land zoning prevents him from doing so.

Mr Preston was of the opinion that Council was making it very difficult for a desirable part of town to be developed, as residential housing directly across the road from his property has full access to town services.

3 CHAIRMAN'S REPORT

The Chairman reported on duties he had carried out on behalf of the Board since the last meeting.

Mr Double thanked Mrs Clarke for representing him at the opening of the Netball season.

Complaints had been received about the odour in the ladies toilets adjacent to the Service Centre. Both the Chairman and Councillor Mulvey had checked out the community toilets but could not detect what the problem was.

4 CONFIRMATION OF MINUTES

An amendment was required to the minutes of the meeting held on 20 April as the first two paragraphs had been repeated.

Proposed Mr Smith
Seconded Mrs Clarke

“THAT the amended minutes of the Temuka Community Board meeting held on Monday 20th April 2009 be confirmed as a true and correct record.”

MOTION CARRIED

5 COUNCIL LAND: PIT AT BURNHAM ROAD, ORTON (File P3/21)

Board members considered a report on the proposed disposal of the land in Burnham Road, Orton, to the adjoining owner, Turley Farms Ltd.

Proposed Clr Lyon
Seconded Mr Smith

“THAT the Temuka Community Board agrees that the land should be declared surplus to requirements, and that it recommends to Council that the land be sold by negotiation to the adjoining owner.”

MOTION CARRIED

6 POSSIBLE RENAMING OF PORTION OF PARKE ROAD (File B3-707-4)

Board members considered a request to rename a portion of Parke Road to Grant Road. Correspondence received was discussed and a report referred to the Community Board by the Council’s Resource Planning and Regulation Committee.

It was acknowledged that there are roads in the Temuka district already named after members of the Grant family. Lachlan Street, Donald Street, Grant Street and Andrewville Lane.

Proposed Clr Mulvey
Seconded Mr Smith

“THAT the Community Board declines the request to rename a portion of Parke Road to Grant Road and that Mrs Risk be notified that there is ample recognition of the Grant family within the district”.

MOTION CARRIED

7 SURVEY OF TEMUKA SITES CONSIDERED SUITABLE FOR POSSIBLE REZONING (File P5/2/0)

Community Board members considered a survey of the district taken by planning consultants which confirmed that there is a need for additional residential zoned land in the Temuka district.

The District Planner advised that any need for new residential properties of a larger size may be catered for by development of the area on the north-western side of Temuka that is already proposed to be rezoned.

The discussion document accompanying the report provided a basis on the suitability of extending the Residential zone in the Richard Pearce Drive area, to include land currently zoned Rural 1 and Rural 2.

Council staff have indicated that the existing sewer system within the Residential 1 Zone is capable of accommodating a population of up to 9690 and while the current water supply system has some issues, the system does have some spare capacity for growth.

Infill Housing

The Board discussed the matter and concluded that an Issues and Options Report, as suggested in 5.1 not proceed due to cost factors and the fact that many of the issues were already occurring, and the balance would happen over time as residents decided to downsize their sections or not.

Community Board members disputed the assumption within the Report (last paragraph page 10) that a population growth of up to 9690 could be achieved without the need to rezone additional land while retaining the integrity of the existing Residential 1 Zone, ie, low to medium density housing.

Proposed Cllr Mulvey
Seconded Mrs Talbot

“THAT Temuka Community Board members request that a balance of family sized properties be maintained within the existing Residential 1 Zone.”

MOTION CARRIED

Richard Pearce Drive Plan Change

Councillor Mulvey provided a background to the issues that have arisen as a result of the meeting held with Opus, and discussions on Factory Road and access to town services.

Councillor Mulvey advised that the North West of Temuka and Richard Pearce Drive were separate issues and the District Services Manager was currently working on a report on the existing sewer services in Factory Road and the footprint area it could be extended to.

Proposed Mrs Talbot
Seconded Mrs Clarke

“THAT Temuka Community Board members do not support the recommendation that work on Richard Pearce Drive does not progress, and that consultation progress to the next level, with a public information day covering the overall area including the Grange Settlement area.”

MOTION CARRIED

Proposed Cllr Mulvey
Seconded Cllr Lyon

“THAT subject to the practicalities of servicing the existing properties in Factory Road, as determined by District Services, the opportunity for further development be progressed.”

MOTION CARRIED

Proposed Clr Mulvey
Seconded Clr Lyon

“THAT the Temuka Community Board recommends that the Statutory Plan Change to the North West area of Temuka proceed with urgency.”

MOTION CARRIED

Mr Preston and Mr Ellery to be notified of Council's decision.

8 KING STREET, TEMUKA – POSSIBLE STREET CROSSING POINT OUTSIDE NEW WORLD SUPERMARKET (File R4/8/61)

Board members considered a concept plan prepared by the Transportation Engineer that details the possible layout for a pedestrian street crossing point on King Street, outside the New World supermarket, for pedestrians, mobility scooter and wheelchair users.

Proposed Clr Lyon
Seconded Mrs Clarke

- a “THAT the Temuka Community Board approves of the proposal to construct an uncontrolled pedestrian crossing point on King Street, Temuka, outside the New World Supermarket, and
- b That the Temuka Community Board supports the initiative of Council officers liaising with the New World management to improve the pedestrian passage on the supermarket property.”

MOTION CARRIED

The Transportation Engineer reported on footpaths in Temuka, and current issues being dealt with:

- 1. Kerb and channel – West end of Domain Avenue Vine to Rayner Streets – will be completed in current financial year. Clusters of trees to be planted to continue the “avenue” affect. A report will be coming to the Board.
- 2. A report will also be prepared on mobility space on King Street, currently looking at Town Square area.
- 3. The possibility of the crossing point being relocated by St Joseph's School on Wilkin Street – report to come.
- 4. Looking at developments in Rise Road Winchester, near the school – Simon will meet with the School Board of Trustees to discuss options.
- 5. “No Parking” lines have been requested outside the Temuka Bowling Club as ambulance access was often blocked by parked vehicles. “No Parking” lines will be on one side only.

9 EXCLUSION OF THE PUBLIC

Proposed Mr Smith
Seconded Mrs Talbot

“THAT the Board resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Property Matter – Temuka

Section 7(2)(h)

The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities.”

MOTION CARRIED

10 RE-ADMITTANCE OF THE PUBLIC

Proposed Mr Smith
Seconded Mrs Clarke

“THAT the public be re-admitted to the meeting.”

MOTION CARRIED

The meeting concluded at 7.30pm.

Chairman

TEMUKA COMMUNITY BOARD
FOR THE MEETING OF 24 AUGUST 2009

Report for Agenda Item No 7

Prepared by - Andrew Dixon
Land Transport Manager

Temuka Rail Yard – Council Submission to Proposed Alteration of Designation Application (File P5/3/17)

Purpose of Report

To seek support from the Temuka Community Board for the Council submission to the Temuka rail yard designation alteration application by KiwiRail.

Background

A Notice of Requirement (NOR) application has been submitted by KiwiRail for the alteration to the existing 'Railway' designation at Temuka for the purposes of extending the existing Temuka Rail Freight Yards operations over land that has been reacquired. This land is to the south-west of the existing yards.

The application proposes that the expanded designation is required to accommodate additional freight handling at the site. The proposed expansion of the Temuka rail yard by KiwiRail has some issues that affect the Temuka community as follows:

- 1 The proposed closure of the existing Denmark Street road/rail level crossing.
- 2 The effect on existing infrastructure from increased heavy vehicles.
- 3 The potential effect on existing community stormwater drainage infrastructure within the proposed extended designation.
- 4 Potential adverse environmental effects of increased activity within the yard.

A draft submission has been prepared that opposes the alteration to designation application and seeks that it be declined or withdrawn until the above adverse effects of the above issues are adequately addressed.

A copy of the draft Timaru District Council submission on the KiwiRail NOR is attached for discussion.

Options

- 1 Make a submission on the NOR application as part of the Resource Management Act legal process and ensure the community and the Council infrastructure issues are noted.
- 2 Not make a submission.

Identification of Relevant Legislation, Council Policy and Plans

Resource Management Act 1991
Land Transport Management Act 2003
Local Government Act 2002
Regional Land Transport Strategy
Timaru District Council LTCCP

Consultation

The NOR is subject to full public consultation and this submission is part of this Resource Management Act process.

Funding Implications

There are no funding implications for Timaru District Council.

Significance

This matter is not deemed significant in terms of the Council's significance policy.

Conclusion

The proposed alteration to the designation application to allow for the expansion of the Temuka rail yard has implications for the community. There is concern at the loss of access through the proposed closure of the Denmark Street rail crossing that increases community severance for the residential area on the eastern side of the railway with the Temuka central business district. There is also concern about the effect of the proposed expansion on existing infrastructure and environmental impacts.

It should be noted that there is a positive aspect to the proposed expansion with the potential increased economic activity within the Temuka community associated with the expansion.

Recommendation

That the Temuka Community Board supports the attached submission to the proposed KiwiRail Notice of Requirement application for alteration of the existing designation for Temuka rail yard.

FORM 19
PUBLIC NOTICE OF TIMARU DISTRICT COUNCILS REQUIREMENT FOR DESIGNATION

SECTION 168A, RESOURCE MANAGEMENT ACT 1991

TO: Temuka Community Board
C/o Timaru District Council
PO Box 522
Timaru 7940

The Timaru District Council has received notice of a requirement for an alteration to a designation from New Zealand Railways Corporation (KiwiRail).

The requirement is for:

An alteration to the existing 'Railway' designation at Temuka for the purposes of extending the existing Temuka Rail Freight Yards operations over land that has been reacquired - land to the south-west of the existing yards. The expanded designation is required to accommodate additional freight handling at the site.

The proposed work is for railway purposes and includes all works associated with the construction, operation and maintenance of the rail and rail yard facilities. These works include the provision of rail tracks, rail sidings and yards, lighting and forklift working areas, structures and all ancillary activities associated with rail within the designation area.

The site to which the requirement applies is as follows:

Land that was formerly part of the Temuka Rail Freight Yards bounded by Domain Avenue, Hally Terrace and the Main South Railway Line. The site is legally described as Railway Land and Sections 1, 2 and 3 SO 371647.

The notice of requirement may be inspected at:

The District Council Building, King George Place, Timaru and also at the Temuka Service Centre, 72-74 King Street, Temuka. Please contact Michael Senior on 03 687 7454 if you have any questions about the requirement.


Any person may make a submission on the requirement. You may do so by sending a written submission to the Timaru District Council at PO Box 522, Timaru. The submission must be in Form 21. Copies of the form are available from the Timaru District Council and also at www.timaru.govt.nz.

Copies of this notice of requirement are also available from the Timaru District Council.

Submissions close on Wednesday 2 September 2009.

You must serve a copy of your submission on New Zealand Railways Corporation (KiwiRail), whose address for service is: C/- Ainsley McLeod, Beca Carter Hollings & Ferner Ltd, PO Box 13960, Christchurch, as soon as reasonably possible after serving your submission on Timaru District Council.

.....
Signature on behalf of the Timaru District Council

 <p>TIMARU TDC DISTRICT COUNCIL</p>	<p>Resource Management Act 1991 - Form 21</p> <p>Submission on Publicly Notified Requirement for Designation or Heritage Order or Alteration of Designation or Heritage Order</p> <p>Sections 168A, 169, 181, 189A, 190 and 192(f) of the Resource Management Act 1991</p>	
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To: Timaru District Council

Name of Submitter : Timaru District Council [full name]

This is a submission on a notice of requirement from New Zealand Railways Corporation (KiwiRail) for an alteration to a designation (the **notice of requirement**).

The requirement is for:

An alteration to the existing 'Railway' designation at Temuka for the purposes of extending the existing Temuka Rail Freight Yards operations over land that has been reacquired - land to the south-west of the existing yards. The expanded designation is required to accommodate additional freight handling at the site.

The proposed work is for railway purposes and includes all works associated with the construction, operation and maintenance of the rail and rail yard facilities. These works include the provision of rail tracks, rail sidings and yards, lighting and forklift working areas, structures and all ancillary activities associated with rail within the designation area.

The site to which the requirement applies is as follows:

Land that was formerly part of the Temuka Rail Freight Yards bounded by Domain Avenue, Hally Terrace and the Main South Railway Line. The site is legally described as Railway Land and Sections 1, 2 and 3 SO 371647.

The specific parts of the notice of requirement that the Timaru District Council submission relates to are: [give details]

1. Adverse effects, beyond the boundary of the area to which the notice of requirement applies arising from the proposed closure of the Denmark Street level road/rail crossing that will increase social severance within the Temuka Community.
2. Lack of detail in the proposal to establish with certainty how the needs of the transport disadvantaged are to be provided for and, particularly, what specific provision is to be made for cyclists and pedestrians that wish to travel from residential area east of the railway yard to the Temuka Central Business District (CBD) with the extension of the yard area and closure of the Denmark Street linkage.
3. Adverse effects associated with the increased heavy vehicle activity and movements acknowledged in the notice of requirement on established infrastructure and residents, particularly on Hally Terrace.
4. It is imperative that the extent of the stormwater retention area within the extended designated site to which this notice of requirement extends to, be clearly defined and preserved as a stormwater management area.

The Timaru District Council submission is:

The notice of requirement is opposed on the basis that it fails to address the collateral effects of the extended rail yard on community severance that would result from the closure of the Denmark street rail crossing. The southern main trunk railway line creates an issue of community severance in Temuka by being a barrier that divides the community. The existing rail crossing linkages assist with the mitigation of this social severance issue by providing an effective and efficient link for the Temuka Community on the eastern side to travel to the Temuka CBD. The proposed closure of one of these vital links, Denmark Street,

has an adverse effect on the community in increasing social severance particularly for the transport disadvantaged but also the occupants of approximately 1700 vehicle trips per day. The additional distance increases energy consumption and emissions of motorised vehicles and fails to encourage other transport modes due to the increased distance to be travelled. An analysis of the effects of the proposal and required mitigation measures should be completed on these issues before the notice of requirement is confirmed so the full effects of the development recognising not only economic development but other New Zealand Transport objectives such as access and mobility.

The notice of requirement is opposed because it fails to adequately detail and provide for public access by foot and cycle, thereby disadvantaging those wishing to access the Temuka CBD from the eastern side of the proposed designated area other than motor vehicle. Key components of travel by foot, cycle or mobility scooter is distance, ease of access and directness. The proposed designation and expansion of the railway yard significantly increases travel distance and reduces both directness and ease of access. Specific details on proposed alternative provisions for transport disadvantaged and active transport mode use, a key objective of the NZ transport Strategy and Regional Land Transport Strategy should be developed and notified for public submission prior to the notice of requirement proceeding.

The notice of requirement is opposed because it fails to adequately address the long term adverse effects on existing infrastructure through increased heavy vehicle movements associated with the proposed site development should designation be granted. The notice of requirement references traffic effects relating to site access but fails to provide provision for the accelerated road pavement deterioration from increased heavy vehicle movements and associated increase in noise resulting from vehicles travelling on the increasing road pavement roughness. Although the notice of requirement proposes additional accesses that may be created to service the extended site, it fails to acknowledge Timaru District Council Bylaw, Chapter 10 – Traffic, that prohibits heavy vehicles in Hally Terrace between Wood Street and Domain Avenue.

The notice of requirement is further opposed because it fails to adequately address potential adverse environmental effects. It is also noted that the applications assessment of environmental effects fails to address adverse dust effects on surrounding properties. This issue presently exists and any expansion may increase the nuisance unless appropriate mitigation measures are applied such as sealing of the yard surface. Specific details on the measures to mitigate of these adverse effects should be confirmed prior to the notice of requirement is confirmed.

The notice of requirement is opposed because it fails to adequately detail the protection of existing and provide provision for a further stage of the stormwater management strategy to mitigate flooding in the Temuka CBD. Toward the southern end of the site is an area, south of Commerce Street and bounded by Hally Terrace, the rail embankment and Domain Avenue, that is low lying and historically subject to stormwater flooding during moderate to high intensity rain storm events. Following consultation this area was developed, in conjunction with land east of the railway and adjacent to Domain Avenue, as a stormwater detention mechanism to mitigate flooding of the Temuka CBD and sporting facilities in the Domain. The stormwater detention facility and associated pipe system to the CBD is stage one of a two stage stormwater management strategy for the area. Stage two of the stormwater management strategy consists of an open channel (swales in conjunction with soakage) along the eastern side of Hally Terrace

from the retention facility north to Richard Pearse Drive. This stormwater system has a two-fold purpose.

- a) To manage stormwater runoff volumes to mitigate and reduce the frequency of flooding, and
- b) To reduce degradation of the environment by providing treatment to remove contaminants prior to discharge.

Stormwater runoff discharge from the industrial zone (railway site) will be required to be controlled and treated to remove contaminants prior to discharge to this public stormwater system.

The Timaru District Council seeks the following recommendation or decision from the territorial authority:

- 1. That the notice of requirement be declined or, in the alternative,
- 2. that the notice of requirement be withdrawn and re-notified to include:
 - a. A full assessment on the effects on the closure of Denmark Street rail crossing on community severance and increased travel distances for all transport modes.
 - b. A full and detailed pedestrian and cycle strategy to mitigate the adverse effects on non motorised transport modes associated with the extended site designation and activity for community access from the eastern side of the railway to the Temuka central business district.
 - c. A full assessment of the potential adverse effects of the existing road pavement from increased heavy vehicles also acknowledging the heavy vehicle restrictions in Hally Terrace under the Timaru District Council traffic bylaw.
 - d. A full assessment and proposed mitigation measures associated with potential adverse dust effects on surrounding properties.
 - e. A full assessment and details on the protection of the existing public stormwater drainage system, the provision for future extension and the control and treatment of the designated site runoff prior to discharge into the public stormwater drainage system.

.....
.....

The Timaru District Council wish to be heard in support of this submission.

.....
Signature of submitter or person authorised to sign on behalf of submitter

.....
Date

(A signature is not required if you make your submission by electronic means).

Address for service of submitter:
Telephone:
Fax:
Email:
Contact person
[name and designation, if applicable]

Note to submitter:

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the territorial authority (unless the territorial authority itself gave the notice of requirement)

TEMUKA COMMUNITY BOARD
FOR THE MEETING OF 24 AUGUST 2009

Report for Agenda Item No 8

Prepared by - Andrew Dixon
Land Transport Manager

New Zealand Transport Agency Pedestrian Facility Changes – State Highway 1, King Street, Temuka (File R4/7/4)

Purpose of Report

This report is to seek Temuka Community Board comment on proposed changes to the layout of the pedestrian facility on State Highway 1 (King Street) north of Wilmhurst Street.

Background

In June some Board members and Council officers met NZ Transport Agency representatives on site in King Street to discuss concerns about the pedestrian crossing facilities.

The NZ Transport Agency has noted the concerns and provided a plan showing proposed changes. Their letter outlining the changes and a plan are attached.

Road safety and travel time must be balanced. The primary purpose of this road is transportation of vehicles being a national highway. This function cannot be compromised therefore the increased width of the pedestrian refuge is matched by additional parking restrictions.

Before implementing the proposed improvements the NZ Transport Agency is seeking Community Board comment and support.

Options

- 1 Support the proposed change which will ensure that changes are implemented.
- 2 Oppose or seek further amendments.

Identification of Relevant Legislation, Council Policy and Plans

Government Roading Powers Act 1989
Land Transport Management Act 2003
Regional Land Transport Strategy

Assessment of Significance

This matter is not deemed significant under the Council's Significance Policy.

Consultation

This report is to respond to the NZ Transport Agency consultation process.

Other Considerations

The issue of steep pedestrian ramp crossings at Wilmhurst Road intersection has not been addressed. These were installed by the NZ Transport Agency and this issue will be followed up by Council officers.

Funding Implications

There are no funding implications for the Council.

Conclusion

There have been a number of calls to improve the pedestrian facilities to assist with crossing King Street, particularly given the number of elderly pedestrians who cross in this vicinity. The proposed changes will improve safety but require the extension of no stopping lines.

Recommendation

That the Temuka Community Board supports the proposed New Zealand Transport Agency proposed pedestrian facility changes on King Street (SH1) north of Wilmhurst Street.



NZ TRANSPORT AGENCY
WAKA KOTAHI

05 August 2009

The Land Transport Manager
Timaru District Council
P O Box 522
Timaru 7940

Attention Andrew Dixon

Dear Andrew

Pedestrian Facility, SH1 King Street, Temuka

Following our site visit in June, please find attached a plan showing the proposed changes to the layout of the pedestrian facility north of Wilmhurst Road, SH1 Temuka.

The changes include extending the width of the flush median to 2.5 metres, making the pedestrian refuge wider so that it can accommodate a mobility scooter, and reshaping the kerb crossings so they can be traversed more easily and installing tactile markers as necessary. In order to accommodate these changes it will be necessary to extend the length of no-stopping on the east side of the carriageway by approximately 60m, as shown on the plan.

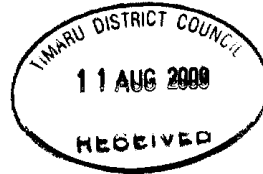
I would be grateful if you could pass this plan on to Councillor Mulvey for his consideration and perhaps that of the community board as well if that is required. These changes can be implemented immediately once we have agreement.

Yours sincerely

Colin Hey
Area Manager South Canterbury

103170

Level 7, Pacific Brands House
123 Victoria Street
PO Box 1479
Christchurch Mail Centre
Christchurch 8140
New Zealand
T 64 3 366 4455
F 64 3 365 6576
www.nzta.govt.nz



File Ref SH/11/1/8/60

TEMUKA COMMUNITY BOARD
FOR THE MEETING OF 24 AUGUST 2009

Report for Agenda Item No 9

Prepared by - Peter Thompson
Regulatory Services Manager

Possible Renaming of Muff Road, Orari (File R4/6/353)

Purpose of Report

To acquaint the committee of a request to rename Muff Road, Orari and to consider if, in the Community Board's view, the request should be progressed.

Background

Mr Roger J Payne, by letter dated 9 June 2009 and covering a number of issues, has requested that Muff Road, Orari be renamed to Ohapi Road which, he advises, was the original road name.

A copy of a portion of Mr Payne's letter, covering the road naming issue, is attached.

There has been considerable publicity associated with this matter and in order that the Resource Planning and Regulation Committee can make a decision in respect of this matter the Community Board's recommendation is sought.

Options

- To endorse Mr Payne's proposal.
- To recommend that no change be made.
- To recommend some other name.

Identification of Relevant Legislation, Council Policy and Plans

- Local Government Act 1994
- Council's Road Naming Policy

Assessment of Significance

This matter is not deemed significant within Council's Significance Policy.

Consultation

No consultation has taken place. The process of referring the matter to the Community Board is a first step in consultation.

It is Council's prerogative to name roads with or without consultation.

It has however been usual to seek comment from the appropriate Community Board before progressing a proposed road name change. Should a change then be intended

the policy provides for consultation with residents on the road and for, generally, 85% support for a name change by those residents.

Other Considerations

It is not considered that there are any other relevant issues.

Funding Implications

The only funding which may be associated with this proposal is the cost of replacement road signs.

Conclusion

This issue is one of opinion. It is considered best decided initially in consultation with the Community Board and then, if considered appropriate, to be addressed by residents on the road concerned.

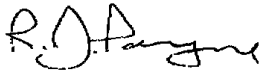
Recommendation

That the Community Board make a recommendation with respect to the proposal to rename Muff Road.

Application to Change Muff Road back to Ohapi Road

7. Muff Road, Orari is frequently without a road sign because soon after each attempt to re-sign the road, the sign is stolen as a souvenir because of the meaning some people give to the name. Replacement of the sign has become a futile exercise. The sign is currently missing from both ends of the road.
8. I noticed that the old survey maps ~~that emerged in issue 1 above,~~ have Muff Road named "Ohapi Road" - Ohapi is a local geographic place name - a significant local creek near the road and an old R.S.A. land settlement about the middle of the road. While the Muff Family were early farmers they were not the first in the district.
9. I do not know why Ohapi Road was changed to Muff Road but because of the on-going problem with signage, I would like to see the original geographic name restored so the road could have safe signage.

Yours sincerely,



Roger J. Payne
Willowbank Farm
73 Muff Road, Orari
R.D. 26, Temuka 7986.

Telephone: (03) 693 8046

TEMUKA COMMUNITY BOARD
FOR THE MEETING OF 24 AUGUST 2009

Report for Agenda Item No 13

Prepared by **Joanne Brownie**
 Committee Secretary

Exclusion of the Public

Recommendation

That the Board resolves to exclude the public on the grounds contained in Section 48(1) of the Local Government Official Information and Meetings Act:

Confirmation of Minutes
Property Matter – Temuka
Section 7(2)(h)

The withholding of the information is necessary to enable the Council to carry out, without prejudice or disadvantage, commercial activities.