

**SUPPLEMENTARY REPORT BY THE
ENVIRONMENTAL SERVICES MANAGER**

PART B - REPORTS FOR INFORMATION

1. CHANGE OF ROAD NAME – MAJOR HORN BROOK ROAD

The purpose of this report is to provide comment on the objection received to the proposed name change of part Major Hornbrook Road to Signal Hill Road

EAST/96/880 CHRYSTALL HOLDINGS LIMITED MT PLEASANT ROAD FERRYMEAD WARD

An objection has been received from a Mt Pleasant resident, June Harney, to the proposed change of name of part of Major Hornbrook Road to Signal Hill Road. While June Harney does not live on Major Hornbrook Road, she does run along the Major Hornbrook Track, and has an interest in the heritage of Mt Pleasant.

A new cul-de-sac creating 11 new allotments has been constructed off Major Hornbrook Road. The cul-de-sac was named Signal Hill Road in November 1996. Major Hornbrook Road is unformed at this point. In order to gain access from Mt Pleasant Road, a 250m length of the unformed road is being constructed to link Signal Hill Road and Mt Pleasant Road. This would result in two formed sections of Major Hornbrook Road, separated by approximately 730 metres of unformed road. Concern was expressed that this could lead to problems and delays for emergency services identifying the correct location of an emergency, and a suggestion was made to continue the name Signal Hill Road out along the alignment of Major Hornbrook Road to Mt Pleasant Road.

June Harney, in her objection, suggests that the Fire Service, with the use of modern technology, would have no problems identifying the correct location, however, the Fire Service were requested to provide comment on the proposed change in September 2000. The Fire Service response given in a memorandum of 30 October 2000 states: "The use of the name Signal Hill Road is probably the better option available to you. Although this clashes with Signal Hill Road in Dunedin, the confusion for operational staff would be lesser than having two sections of Major Hornbrook Road"

The other concern voiced in the objection is the loss of the historic name association with part of the track created by Major Hornbrook. By overlaying the legal boundaries on the aerial photograph, it would appear that parts of the track referred to do not lie within the legal boundaries of Major Hornbrook Road. The name Major Hornbrook Road will remain for the existing two kilometres of road commencing at Marama Crescent and continuing past Madeley Road. The name Signal Hill Road creates a further historical connection with Major Hornbrook, who had his homestead where Mt Pleasant Road joins the Summit Road. He acted as a voluntary signalman, noting the arrival of vessels off Lyttelton Harbour, and then going over to the rim and signalling the authorities below in Lyttelton of the type of vessel. In his book *The Port Hills of Christchurch*, Gordon Ogilvie states: "Major Hornbrook was eccentric but public spirited. He voluntarily signalled all ships visible from the top of Mt Pleasant, for which service a subscription was raised for him in 1853 to supply a telescope, flagstaff and a suitable set of flags – white for a cutter, blue for a brig, white and red for a barque and so forth." The flagstaff from which Major Hornbrook signalled, and which is referred to above, is apparently still in existence on the south-east boundary of this subdivision.

There are two large blocks of land separating the existing formed road and the part of road under discussion. At some point in the future, it is possible that this land may be subdivided and the link completed between the two parts. No indication has been given as to when that will occur, although the alignment of the link would be unlikely to exactly follow the underlying legal road because of physical constraints. One of the blocks has been evaluated for subdivision by interested parties, but there are apparently some problems with the provision of services. If in the future these problems are overcome and the link does occur, then consideration should be given to changing the name back to Major Hornbrook Road at that time. The scenario presented by the objector, of 14 sections being developed adjacent to the west boundary of this subdivision, is unlikely to occur. Apparently there is a steep gully adjacent to the west boundary of the subdivision that would severely restrict development.

22. 3. 2001

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In conclusion, the two main points raised in the objection are, firstly, the Fire Service's ability to locate the site quickly, where the objection states that this would not be a problem for the Fire Service, but the Fire Service states that the use of Signal Hill Road would create less confusion. The second issue raised is the historic nature of the existing name, but the existing name is remaining for the greater part of the road, and will be enhanced by a further name recognising Major Hornbrook's public spiritedness.

Recommendation: That the information be received.

CONSIDERED THIS 22ND DAY OF MARCH 2001

MAYOR