

14. MAJOR HORN BROOK ROAD REALIGNMENT

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The purpose of this report is to seek the Committee's recommendation to the Annual Plan Subcommittee that unallocated budget in 2006/07 and 2007/08 in the seal extension output be allocated to this project.

This report will also be considered by the Parks, Gardens and Waterways Committee for its approval of the realignment of Major Hornbrook Road.

BACKGROUND

The proposed road alignment affecting the section of Major Hornbrook Road is between Mt Pleasant Road (at the top end) and Madely Road (at the bottom end). Sections of the road have been progressively constructed in the last 10 years with residential hillside developments. In the mid 1990s there was a significant length of this road from Madely Road constructed outside the original unformed legal road corridor. This was necessary in order to achieve a more desirable road standard for the developments. From the Mt Pleasant end the road followed the original unformed legal road corridor and with a more favourable topography a 9.0 m wide roadway was able to be constructed.

Preliminary work has commenced in 'The Ridge' subdivision (Plan A) and it is anticipated that the link between the new subdivision and upper Major Hornbrook Road will be required in approximately four years time for possible extension of Mt Pleasant bus route and access to John Britten Reserve from the new road. The construction cost of this link is approximately \$150,000 and can be accommodated in 2006/07 and 2007/08 City Transport Unit line item budget for seal extensions.

The existing unformed legal road land (Plan SM 1317-01) is in difficult terrain and the construction of the road in this alignment will incur substantial earthworks, slope retention structures and mitigating traffic measures for the acute bends. It is unlikely the existing legal width of the road is wide enough to accommodate all of these construction features. A more desirable option is to form the linkage on the 'Reserve' as indicated on the plan. This alignment has always been anticipated by staff when the Council acquired the land in 1996. The road alignment was also identified in the concept for John Britten Reserve adopted by the Council in 1997. The alignment will divide a small portion of land from the main 'reserve block'. Both planners of the Greenspace and City Transport Units supported this alignment as this will create a safer roading environment for the transport network as well as access to the reserve.

There are limited options for vehicles to access John Britten Reserve. It is difficult to access Summit Road and Mt Pleasant Road safely due to the presence of a high bank adjoining the Reserve. The existing Major Hornbrook Road and the proposed extension that links with 'The Ridge' subdivision, provides an ideal road frontage to the reserve with parking on street, water mains for fire fighting and easy public access for the residential properties below. John Britten Reserve is held under the Local Government Act so that this roading issue can be more easily resolved. Once the road alignment is finalised it is anticipated that the reserve can then be classified and protected under the Reserves Act 1977.

It is also an opportune time to address the status of the two remaining legs of the unformed legal road. These parcels of road land will not be required for transport network purposes and are only needed to serve a limited number of private properties. It is therefore timely to initiate road stopping procedures and dispose of these parcels of road land by way of offering 6.0 m wide strip for ROW serving these private properties. The balance of land in the Council's ownership will have a status to 'John Britten Reserve'. The road stopping procedures have already been initiated by the Hagley/Ferrymead Community Board who support the proposed alignment.

Between 'The Ridge' subdivision and the formal end of the lower portion of Major Hornbrook Road, the road linkage will most likely deviate from the existing unformed legal road. The steep terrain and difficult accesses to building platforms will require the road to be in private property rather than following the unformed road corridor. The roading issue will no doubt be addressed when the Council receives the development plan of the remaining residential land.

Staff

Recommendation: That the Committee recommends to the Annual Plan Subcommittee that \$150,000 of unallocated budget in 2006/07 and 2007/08 in the Seal Extension output be allocated to this project.

Chairman's

Recommendation: That the above recommendation be adopted.