

7. MAJOR HORN BROOK ROAD REALIGNMENT

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The purpose of this report is to ask the Board to:

1. Support the realignment of Major Hornbrook Road on Council property commonly known as John Britten Reserve (*the Reserve*).
2. Recommend to the Council that it commence a road stopping procedure to stop the unformed section of Major Hornbrook Road fronting the Reserve.

The road realignment and position of the road to be stopped are indicated on Plan SM 1317-01.

This report will also be considered by both the Parks, Gardens and Waterways and Sustainable Transport and Utilities Committees. The Committees will consider supporting the road realignment on the Reserve land. The Sustainable Transport and Utilities Committee will be asked to recommend to the Annual Plan Subcommittee that unallocated budget for 2006/07 and 2007/08 in the Seal Extension Output be allocated to this project.

BACKGROUND

The proposed road alignment affecting the section of Major Hornbrook Road is in 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 ten years with residential hillside developments. In the mid 1990's 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 nine metre wide roadway was able to be constructed.

Preliminary work has commenced in The Ridge subdivision (see attached 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 the Mt Pleasant bus route and access to the Reserve from the new road. The construction of the link is approximately \$150,000 and can be accommodated in the 2006/07 and 2007/08 Seal Extension output.

DISCUSSION

The existing unformed legal road land (see attached Plan SM 1317-01) is in difficult terrain and the construction of the road on 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 had always been anticipated by staff when the Council acquired the land in 1996. The road alignment was also identified in the concept for the Reserve adopted by the Council in 1997. The alignment will divide a small portion of land from the main "reserve block". Planners from both Greenspace and City Transport Units support this alignment as it 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 the Reserve. It is difficult to get off the 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 provide 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. The Reserve is held under the Local Government Act so 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 a six metre wide strip for right of way serving these private properties. The balance of the land in Council ownership will have a similar status to the Reserve.

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 on private property rather than following the unformed road corridor. The roading issue will no doubt be addressed when the Council receives the development plan for the remaining residential land.

Staff

Recommendation: That the Board:

1. Support the proposed alignment of Major Hornbrook Road on the Council's property commonly known as John Britten Reserve.
2. Recommend to the Council that it commence a road stopping procedure to stop the unformed section of Major Hornbrook Road fronting the Reserve.

Chairperson's

Recommendation: Not seen by the Chairperson.