

## 1. HUMPHREYS DRIVE - INITIATING ROAD STOPPING TO A PARCEL OF SURPLUS ROAD LAND

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transports and City Streets Manager
<b>Author:</b>	Weng Kei Chen, Asset Policy Engineer, DDI 941-8655

### PURPOSE OF REPORT

1. This report was referred to the Board for its consideration and recommendation to the Council. The purpose of this report is to request the Council's approval to commence road stopping procedures, for a parcel of surplus road, section 1 approx 65m<sup>2</sup>, as indicated on the attached plan, SM1463-03. The plan for the extension of roading work is also attached, "Humphreys Drive".

### EXECUTIVE SUMMARY

2. Resource consent has been granted to Sailview Development, with a condition for the access onto the site being to widen the carriageway to allow for dedicated turning lanes as shown on the plan.
3. This development creates an opportunity for the Council to extend its footpath network and at the same time address the issue of public access on private property. The position of the proposed footpath requires a minor alteration to the approved car parks layout.
4. The surplus road land is required for the relocation of three car parks and also makes up the shortfall of the landscaped area with the construction of a footpath.

### FINANCIAL AND LEGAL CONSIDERATIONS

5. Staff have indicated to the developer that the Council will contribute to the cost of construction of a 2 metre wide footpath and a safe pedestrian crossing from Tidal View. The additional road widening work further south is required to provide extra road width and is ahead of the work for the Humphreys Drive and Ferry Road intersection.
6. The estimated cost of the work is approximately \$25,000 and this will be met within the existing budget in the Transport and City Streets subdivision code.
7. The Surplus Road Land "Section 1" - plan SM1463-03 will need to be stopped and transferred to Sailview Development and the Council securing the public rights of access onto Sailview Development for its footpath network.

### BACKGROUND

8. Resource consent was granted to Sailview Development with a condition for access to the development requiring road widening and installation of traffic management as indicated on the plan.
9. This extensive roading work for access is required for the city arterial route.
10. The proposed roading work provides an opportunity for the Council to extend its footpath network in the area and at the same time carry out the changes needed prior to the planned work at the Humphreys and Ferry Roads intersection.
11. The physical constraint in the existing legal road will require a footpath to intrude onto adjoining properties.
12. The proposed footpath does create conflict with the approved landscaping and car parking layout. However, a satisfactory outcome can be achieved with minor alterations.
13. Three car parks were required to be relocated and an area identified for the relocation is the road land indicated as Section 1, SM1463-04. The balance area will be landscaped to make up the shortfall of the landscaped area being occupied by the proposed footpath.
14. This parcel of road land is slightly below the current roadway and the shape factor compromises its usefulness for transport functions and hence is redundant for roading purposes.

15. This parcel of redundant road land will be favourably considered for the relocation of three car parks and landscaping requirement for the minor variations to the resource consent.
16. Sailview Development has agreed that they will enter into negotiation on land ownership with the Council for the public footpath.
17. For this project to proceed, a favourable recommendation from the Board to the Council is required.

#### **OPTIONS**

18. The physical constraint and with an approved resource consent for the development options are limited. Two options were considered:
  1. Status quo.
  2. To enter into a joint project with the developer with the construction of the footpath and minor widening of carriageway.

#### **PREFERRED OPTIONS**

19. The preferred option is option two. This option will address and guarantee a public footpath along the development.

#### **BOARD RECOMMENDATION**

That approval be given for the commencement of the road stopping procedure to stop the parcel of Surplus Road Land Section 1, as indicated on plan SM 1463-04.