
REPORT 4
(1215/12/IM)

CHIEF FINANCIAL OFFICER REPORT BACK

1. Purpose of Report

This report provides the Board with information about matters of interest to the Tawa Community.

2. Recommendations

Officers recommend that the Community Board:

- 1. Receive the information.*
- 2. Agree in principle to lowering the speed limit in the Tawa shopping centre and agree that officers carry out consultation with the community in accordance with Part 6 (Speed Limits), of the Wellington City Consolidated Bylaw.*

3. Summary

The monthly report on general matters is attached as Appendix 1.

Contact Officer: *Neil Cherry, Chief Financial Officer*

Lower Speed Limit for Suburban Shopping Centres

For a number of years there have been requests from local communities, schools, businesses, New Zealand Police and residents associations, for a reduction in the speed limit through suburban shopping centres. In line with Council's Walking and Cycling Policies which were adopted in November 2008 and the current SaferRoads programme, officers have developed a proposal using New Zealand Transport Agency criteria, to lower the speed limits in a number of suburban shopping centres to 30km/h, with a four year implementation programme. The expected benefits will be enhanced safety for vulnerable road users, reduce severity of crashes, reduces pollution and a more pleasant shopping and business environment. An aerial of the area to have the speed reduced is attached to this report (attachment 1).

Approval in principle to the proposal is sought together with agreement to carry out public consultation and report back to the Strategy and Policy Committee. A copy of the report being considered by the Strategy and Policy Committee has been circulated to the Board under separate cover.

Draft District Plan for Telecommunication Facilities and Emerging Electric Vehicle Technology

The Strategy and Policy Committee at its meeting on 14 May 2009 considered a report on the Draft District Plan for Telecommunication Facilities and Emerging Electric Vehicle Technology. Part A of the report sought the approval of the Committee to consult with the public and telecommunications companies on a draft plan change to the Utilities chapter of the District Plan, focusing on telecommunications facilities. Part B of the report considers the effectiveness of District Plan provisions in managing the emerging technology for electric cars and under road technology for electric buses.

The review of the Utilities chapters responds to the introduction of the National Environmental Standard for Telecommunication Facilities (NES) in 2008 and community concerns about the siting of masts. The review highlights a number of possible changes to the rules, including:

- Clarifying those rules in the Plan that should override the NES provisions eg. ridgelines and hilltops area, heritage items and the land on the seaward side of the coastal marine area
- Making new masts a Discretionary Activity in the Residential Area and Open Space A area. Masts in other areas will still be permitted provided they meet certain conditions. Height threshold reduced to 15m for both zones.
- Removing the Controlled Activity rule for masts in all areas to gain better control over masts generally
- Increasing the setbacks for antennas from residential property boundaries.

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It is proposed to prepare a draft plan change (rather than a proposed plan change ready for notification) to ensure that there is adequate time available to consult the telecommunications industry, interest groups, landowners and residents. Consulting on a draft plan change should reduce the number and scope of appeals later in the process.

Minor changes are recommended to the policies of the Plan to acknowledge and enable electric car charging facilities and under road technology for electric buses.

A copy of the report considered by the Committee has been circulated to Board members under separate cover. Consultation closes at 5.00pm on Monday 13 July 2009.

Classify Land Vested in the Council Through Subdivision as Reserve Land

The Strategy and Policy Committee will be considering are report at its meeting on Thursday 11 June 2009 which will recommend to Council that it classifies the land identified as reserve land under the Reserves Act 1977.

There are areas in the Tawa area which have been identified and are as follows:

SECTOR ONE: Tawa West (attachment 2)

Site name	Land Area ha	Legal description	CT reference	Recommended Reserve Classification
Main Road- Porirua Stream	0.0158	Lot 3 DP 70329	WN9A/1353	Local Purpose Reserve (Esplanade)
Oxford Street Reserve	0.0059	Lot 3 DP 80931	WN47B/985	Local Purpose Reserve (Esplanade)
Porirua Stream/Oxford Street Reserve	0.0036	Lot 3 DP 87293	WN54D/736	Local Purpose Reserve (Esplanade)
	0.138	Lot 2 DP 66557	WN36C/292	Local Purpose Reserve (Esplanade)
	0.0036	Lot 3 DP 82825	WN49C/215	Local Purpose Reserve (Esplanade)
	0.082	Lot 5 DP 70008	WN41C/307	Local Purpose Reserve (Esplanade)
	0.0064	Lot 4 DP 82706	WN49A/949	Local Purpose Reserve (Esplanade)
	0.0035	Lot 3 DP88094	WN55C/886	Local Purpose Reserve (Esplanade)
	0.0028	Lot 3 DP 76763	WN43A/404	Local Purpose Reserve (Esplanade)

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	0.116	Lot 4 DP 66557	WN36C/293	Local Purpose Reserve (Esplanade)
	0.1015	Lot 2 DP 70008	WN41C/304	Local Purpose Reserve (Esplanade)
	0.0167	Lots 5-6 DP 68979	WN32C/836	Local Purpose Reserve (Esplanade)
Willowbank Reserve	0.0078	Lot 87 DP 34328	WN10B/1186	Recreation Reserve
	1.3506	Lot 80 DP 33022	WN6C/1335	Recreation Reserve
	0.4325	Lot 81 DP 33022	WN6C/1335	Utility Reserve

SECTOR 2: Takapu Valley, eastern Tawa, Grenada North (attachment 3)

Site name	Land Area ha	Legal description	CT reference	Recommended Reserve Classification
Caribbean Avenue Reserve	79.123	Pt Sec 168 Porirua District and Pt Sec 41 Horokiwi Road District	WN34C/629	Recreation Reserve
Grenada North Reserve	7.1345	Lot 5 DP 54434	WN23C/210	Recreation Reserve
	6.66	Lot 2 DP 64240	WN34C/627	Recreation Reserve
Kilkelly	0.0008	Lot 107 DP 384648	338420	Local Purpose Reserve (Isolation Strip)
Kilkelly	0.0006	Lot 108 DP 384648	338421	Local Purpose Reserve (Isolation Strip)
Kilkelly Close Reserve	0.255	Lot 1 DP 87309	WN52C/990	Recreation Reserve
Pikitanga Close	0.654	Lot 12 DP 90311	WN57D/361	Recreation Reserve
Pikitanga Recreation Reserve	1.494	Lot 105 DP 397890	390940	Recreation Reserve
	0.7275	Lot 1 DP 81513	48A/690	Recreation Reserve
Wilf Mexted Scenic Res	2.342	Lot 10 DP 88281	WN55B/538	Scenic Reserve
Wilf Mexted Recreation Res	0.1067	Lot 54 DP 371702	342412	Recreation Reserve

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Woodburn Reserve ROW	0.0731	Lot 53 DP 371702	342411	Recreation Reserve
Woodman Drive Extension	2.1425	Lot 1 DP 80235	WN47A/14	Recreation Reserve
Woodman Drive Lookout	0.7458	Lot 1 DP 82612	WN49A/659	Recreation Reserve

While seeking the Minister of Conservation's approval of the Northern Reserves Management Plan (NRMP), it has been identified that land vested in the Council on subdivision as a reserve had not been classified as reserve in accordance with the Reserves Act 1977. Classification is mandatory under the Reserves Act 1977, and the Minister of Conservation will not approve the Northern Reserves Management Plan until the land is classified.

In addition to the classification of the land, all other land acquired as a reserve by the Council in the same manner will be checked and where necessary classified in accordance with the Reserves Act 1977. Officers have implemented new processes to ensure that in future land vesting as a reserve on subdivision follows the correct classification procedure.

In order to gain the Minister's approval of the NRMP the Council must resolve that the parcels of land are classified according to their primary purpose in accordance with the requirements of the Reserves Act. A copy of the report being considered by the Strategy and Policy Committee has been circulated to the Board under separate cover.

Centre Planning Forward Programme

The Strategy and Policy Committee will be considering are report at its meeting on Thursday 11 June 2009 which outlines the Council's centre planning programme for the next five years.

Centre plans are an important strategic planning tool for examining the future growth and development of key centres in a detailed, integrated and consultative way. A key aim is to identify a long-term development vision, in conjunction with the local community, business owners and key stakeholders, to help stimulate and guide investment, redevelopment and revitalisation.

To date, centre plans have been completed for two of the 'growth spine' centres identified in the Urban Development Strategy and plans for several other areas (Newlands, Kilbirnie and the central city) are currently under development.

The paper sets out a proposed forward programme for the next five year period (Tawa is included in Year 5 2012/2013) that is consistent with the strategic direction set out in the Urban Development Strategy and the Wellington Regional Strategy, and the framework established by the Centres Policy. The programme also seeks to coordinate and integrate with other significant Council activities and programmes, including Council's Asset Management Planning programme, the suburban centres upgrade programme, and the implementation of the Community Facilities Review.

APPENDIX 1

A copy of the report being considered by the Strategy and Policy Committee has been circulated to the Board under separate cover.

Pedestrian Crossing – Main Road Tawa (Take Note/Post Shop)

The Board has been approached by the Tawa Senior Citizens Club regarding the pedestrian crossing on Main Road Tawa outside Take Note/Post Shop. The request has been made to remove a car park on the north eastern side of the crossing.

At this point in time officers have advised that they can leave the crossing in its current position and no removal of parking. The other option is that if there are safety concerns over pedestrians crossing at this location then a physical island would have to be built in the existing car parking space outside post shop. This project would be put onto our minor safety programme for the 2009/10 year and would be ranked against all other requests. Currently it would sit as a low priority due to no crash history and objections from local businesses regarding loss of parking.

Officers are more than happy to meet on site with affected parties to go over issues in the near future.