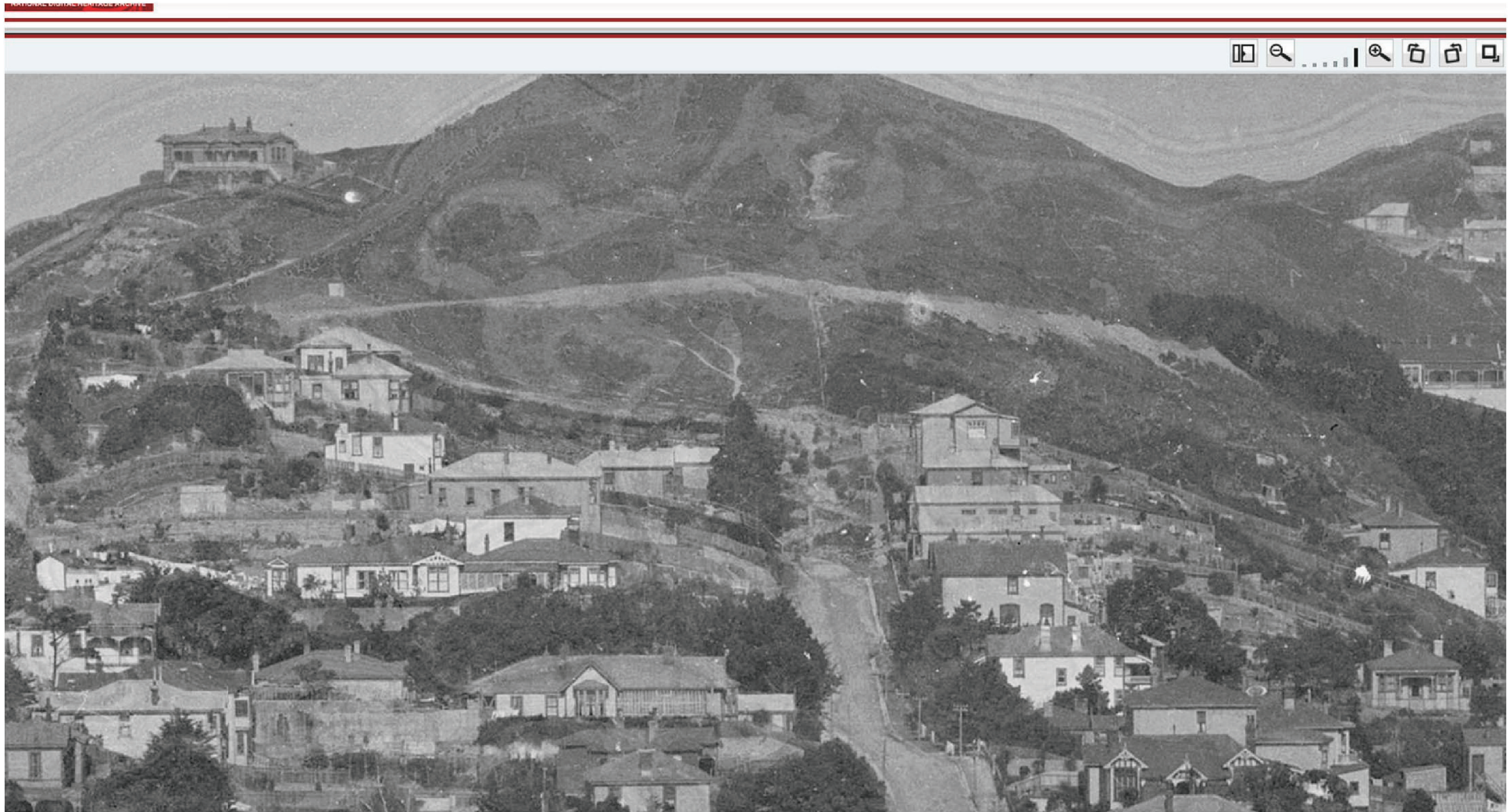


1909





Encroachment or utility?



Draft Plan Issues

8.7.6 A vehicle track, which provides access to the water reservoir off Owen Street, is also used by local residents for drive-on access to several nearby local properties.

As the Southern Walkway passes along part of this track, vehicle traffic is not only inappropriate but presents a potential safety hazard.

This track also attracts rubbish dumping because it is secluded and accessible by car.

A gate has been installed at Owen Street with private vehicle use being phased out over time. No new access is being permitted.

9.6.0 Encroachments ... 35 vehicle accesses from parking places through to larger access routes, such as Carmichael Reservoir

Residents' Issues

- Access pre-dates construction of houses
- Utility road will remain in place
- Lawrence and Coromandel St are paper roads only, with poorly maintained walking tracks
- Parking shortage spills over to surrounding streets – and will get worse with intensification
- Community contributes to maintenance of both Town Belt and paper roads
- **Gate has resolved Plan's issues: status quo allows Council to manage access.**

Proposals

- Move “private vehicle access” to *managed* activities (9.6.8)
- Confirm that gate access to utility road solves Council concerns
- Council to confirm gate access available to new tenants and residents

Drafting changes

- 9.6.9.1 Encroachments are a ~~prohibited~~ *managed* activity.
- 9.6.9.2 The Council will resolve the existing encroachments with a view ~~to regaining lost land.~~ *increasing the usable area of the Town Belt.*
- 9.6.9.3 The Council will protect the Town Belt from new encroachments.

Drafting changes

9.6.9.9 If the encroachment is associated with private vehicle or private pedestrian access and ~~immediate removal~~ is complicated by long-term historic use, then a longer term ~~removal~~ agreement such as a fixed-term licence may be negotiated. This will allow agreement of reasonable terms while also ensuring that the access encroachment is ~~removed~~ *resolved* as per policy 9.6.9.1, 9.6.9.2 and 9.6.9.3.

Drafting changes

~~The maximum period of time for this type of agreement will be until there is a change of ownership or occupation in the property associated with the encroachment.~~

The Council may limit access to manage the removal process by, for example, installing gates, specifying access hours and days, limiting numbers of people and/or vehicles.

Summary

Build on the current situation:

- Manage vehicle access
- Gate controls access to utility road
- Resolve issues by continuing to work with residents to improve the Town Belt

Discussion

Thank you

Personal Submission

Flexibility in land swaps

- Permit transactions that result in net increase

“Vehicle access prohibited”

- “Vehicles” include bicycles and skateboards

Cycle commuting

- Create cycle routes through Town Belt

James Harris

18 May 2014

Draft Wellington Town Belt Bill
by e-mail: townbelt@wcc.govt.nz

Chris Gray 139 Coromandel Street

I have submitted separately on the aspect of access to our home in the joint submission, this submission is about my views on other aspects of the draft bill.

I support the overall concepts of updating the legislative framework into a modern and living document, but would encourage the council to retain flexibility through the 10 yearly management plans to cater for the changing expectations of the citizens of wellington over time rather than forcing the need to go back through a legislative process.

The draft bill also has many undefined terms and clauses that may provide ambiguity that can only be addressed by future legislative or legal process. This would seem unnecessarily burdensome if the will of the citizens was to seek change.

I am interested and supportive of the sporting codes that are located within the town belt. I support the principle that they share space and resources to ensure effective use of the space, but per above I would encourage leaving flexibility within the 10 year plans to deal changes over time rather than a legislative process, this is a key concept of local government empowerment.

I agree that the issue of removal of land needs to be tightly managed, but I disagree with the approach taken for removal of land from the town belt, (under the Public Works Act). I believe better outcomes would be achieved through collaborative mechanisms, especially when we fully expect land to be required for widening state highway 1. The expected Ruahine Street removal will impact an unusable grass berm and will no doubt severely impact the badminton club. An outcome that protects both may be more achievable if we the bill was more flexible in this area and probably the preference for the majority of citizens of wellington. Other circumstances may arise where land could be swapped to improve the overall Town Belt, this becomes difficult if we need a further act of parliament.

The capitals roads are too narrow for all the commuting options and the town belt could provide some great and safe commuting and recreational cycling and walking options from all around wellington. I do not see this as contrary to the original town belt deed or its update in the bill, but the wording of the bill and plan should ensure that these options can be explored and implemented.

I have submitted separately on the access issues surrounding Carmichael reservoir but was surprised to see that some residents in Volga street that appear to have been parking on road reserve my now lose this ability if this land passes into town belt coverage, this would be a significant change for the owners of these properties and those near them.

I would also support a review of the outer green belt, so we could get a whole of Wellington framework on the developed and non-developed wellington open spaces and that in the future the full area could be reviewed and managed as one with principles guiding how the different areas can be used and managed.

Finally I do not support the council's ability to make changes to the town belt management plans that are consequential on the commencement of the finally adopted Act. We do not know the final shape of this and as the Town Belt is very important to all citizens, we should always be allowed to comment and be heard on proposed changes. It takes a little longer but that is what makes good local government.

I would like to be heard on this personal submission.

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