

RIGHT-OF-WAY YORK STREET PROPERTIES

SUMMARY

Our submission is that the Proposed District Plan proposal to create a high density zone along our Council maintained right-of-way off York Street is inconsistent with the stated objectives of causing minimum impacts and would in fact create insurmountable problems to an already difficult restrictive road that provides access to residential properties.

The Objective in the Proposed District Plan, in particular 9.2.6 relating to a High Density zoning of the right-of-way, states:

“High density development will effectively utilise existing infrastructure and minimise impacts on infrastructure and road networks”

This would not be the case with any high density development on the right-of-way. The *existing infrastructure cannot be effectively utilised* and high density development would have a major impact on *existing ..road networks.*”

9.2.6.4 states:

“Ensure access and parking is located and designed to optimise connectivity, efficiency and safety.”

Access and parking are already compromised by the severe physical limitations of the right-of-way. This was acknowledged by Council in 2003 when it stipulated a developer at 3 York street was to, *“widen the existing right-of-way and form all parking manoeuvring areas to Council standards”*.

This could not be done.

We have been advised by Council that yellow no parking lines will be painted on both sides of the right-of-way to assist current traffic flow by residents already experiencing difficulty accessing their properties.

The York Street right-of-way was constructed by the Queenstown Borough Council in the early 1980s for a specific restricted use.

“... must only be used for traveling to and from your property and no vehicles or other obstructions should be left parked permanently in the right-of-way”.


Private ownership of the right-of-way was given by Council due to the loss of a street frontage caused by the realignment of York Street. No areas were set aside by the then Council for widening, or a through road – there is in fact no berm or footpath.

Such widening or extension would be on private property and at great expense with substantial retaining walls. Permission of the owners is highly unlikely. Any such construction would eat into their land and be close to their houses.

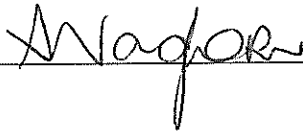
It seems an anomaly has occurred in the Proposed District Plan in that half the properties, namely 11, 9, 3 and 1 on the right-of-way have been designated High Density while properties 13, 15, 17 and 28 have been recognised as Low Density. Nearby properties at the same altitude have a low density zoning.

High Density would significantly exacerbate an existing traffic problem on the right-of-way and the pragmatic solution would be to zone Low Density all properties serviced by it.

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