

Submission to Carterton Council re South Carterton Structure Plan – Northern Area

Background

Carterton is a small town supporting a rural area, and in itself has a large area, which is semi-rural. You will find that the majority of people, who live in this semi-rural area, live here just because it is semi-rural.

You can cycle from one end of the town to the other in about 10 - 15 minutes and walking is easy too.

It is understood that Carterton will grow and must have plans in place, but surely we don't have to focus inwardly and use all the green area we have, as well as private land, for this growth. And the down side is, that plans are made, and unmade at will by many councils – especially with regard to zoning. Drawing these roads on paper could adversely affect the sale of many people's properties.

Comments

1. Proposed roads and pedestrian access from Lincoln Road to the railway line.
 - a. These proposed roads appear to have little relevance to improving the mobility of people around Carterton. There are already access streets from Lincoln Road to the main street and the new roads would not improve that to any degree. There seems to be little consideration in the proposal to the fact that they would mean an additional two roads, accepting that the existing Costley Street West is classed as a road now, between Brooklyn Road and Victoria Street, a distance of around 900 metres, with none of the total of three actually going anywhere.
 - b. Furthermore, the proposal is for each of the two southern most (including the existing Costley St West) to end short of the railway for most vehicular traffic, but to then continue as pedestrian/ cycleway access along and across the railway line. That means the addition of two more railway crossings bringing the total of such to 5 from the railway station up to and including the existing one at Brooklyn Road. All the existing crossings in Carterton are controlled by bells and lights only – a system proven to be far from effective in too many instances with the number of fatalities at level crossings throughout the country. As the proposed access is pedestrian only, barriers arms are unlikely to be installed causing further safety risks. Given the nature of the land contour in the area, underpasses would seem to be excluded due to the possibility of flooding (unless appropriate pumping facilities with all the attendant additional costs were installed) then it seems that actual crossings are what is proposed.
 - c. As landowners we must retain the right to decide where any access driveways are positioned.

2. Pedestrian crossings and railway cycle/walkway.

The users of the pedestrian crossings and railway cycle/walkway are most likely to be children. The overall result is one of serious risk involving people on the rail line as well as railway crossings, to such an extent that regardless of the effect of the

proposal on individual properties the proposal should be excluded on the simple issue of safety alone. It is suggested that there is no way that Kiwi Rail, or whatever the name of the organisation might be at the relevant time, or indeed any authority, including local or central government, could reasonably accept such a proposal as representing a responsible attitude to public safety.

3. Lincoln Road

If as was advised, by the Opus representative in the absence of any council staff attending, at the meeting of the 'northern group affected by the Southern Structure Plan', there is a need to plan for improvements to allow residents to move easily around their community, (mobility scooters and mothers with pushchairs were mentioned as examples) then the opportunity is already there for such a step to be taken. This could be achieved without impinging on the individual property rights of owners in the area through the creation of new, public as opposed to private rights of way, cul-de-sacs meaning that whatever traffic enters must also leave the same way with a resulting increase in traffic noise in an area where the majority of residents have located principally because of it's semi rural nature. And that is quite simply the provision of a footpath on the eastern side of Lincoln Road. From just south of Victoria Street, there is a berm some seven metres wide. This road is well used by walkers and cyclists currently and having it paved would make it much safer and enjoyable for people wanting to exercise in a rural atmosphere. Currently the residents right down to Brooklyn Road have no footpaths, no kerb and channel, and no storm water collection despite being required to pay for such through their rates. Instead there is an extremely wide berm, on one side of a narrow carriageway in a 70 kph speed zone, that is needed to be maintained by the Council through mowing, and which from time to time is considered by some members of the motoring fraternity to be a good place to do wheelies and indulge in some cross country driving. It is also a repository for rubbish dropped by people going to the tip with insecure loads, rubbish which seems to have a good chance of being run over by the Council employee on the mower (he seems not to carry any means of removing rubbish in his way) making an even greater mess, before it is eventually picked up by his colleague whose duties are just that. Having regard to the prevailing wind large amounts of this litter ends up on private properties in the area before the council worker makes his visits.

4. Sewage Plans

It is our understanding that some of the proposed "link" roads are there to serve as a way to get new sewage lines from Brooklyn Road area to Dalefield Road. Would it not be better to just put in the sewage lines and cover your tracks which would have far less impact on properties than putting in new and mostly unnecessary roads.

Signed jointly by

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