

Attachment B



PUBLIC ACCESS

BACKGROUND

Being able to access the coast and waterways is very important to many of us. Generally there are four ways district plan provisions can ensure more public access. Two are focussed on the coast, lakes and rivers, and two can also provide for inland urban and rural access provisions.

- Esplanade reserves, which transfers ownership of 20 metres of land adjacent to a water body to a council, are usually created as part of a subdivision.
- Esplanade strips are similar to esplanade reserves but the ownership remains with the landowner and an easement over land located beside a waterway is created and the public has a right to access them.
- Councils may negotiate with a landowner to provide a public access strip where there is a significant benefit for the community and these are usually inland strips rather than adjacent to water.
- Landlocked land is land to which there is not reasonable physical access by road, esplanade reserve, esplanade strip, access strip or marginal strip. District plan provisions can promote access to these landholdings where there is an opportunity, generally through subdivision provisions.

District Plan provisions can be used to support the

creation of public access through new walkways and cycleways (particularly in residential subdivisions) which are well connected to the existing network.

Paper roads (unformed legal roads) and marginal strips provide other types of public access but these cannot be created through district planning provisions.

KEY ISSUES

Priority Esplanade Areas

- The Operative District Plan maps do not indicate where Council would like to create new esplanade reserves and strips. This is incurring missed opportunities both at the time of developments/subdivision and when other opportunities present themselves to enhance public access to our coast and waterways.
- The Operative District Plan does not include incentives to encourage property owners to set aside esplanade reserves or strips in situations where subdivision will not occur due to the property not being eligible for additional subdivision development.

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KEY ISSUES continued

Identification of additional walkways and cycleways

- There are no provisions in the Operative District Plan showing the desired location of future walking, cycling and bridleway networks, with connections to existing transportation networks. This planning is particularly important in the residential and business zones to ensure people can easily walk and cycle in neighbourhoods and commercial areas and which will support the transition to alternative transport options.

PROPOSED CHANGES

- Identify priority areas for future esplanade reserves and strips and include these on the new District Plan maps.
- Review the Operative District Plan subdivision provisions related to creation of esplanade reserves and strips.
- Identify the key existing walking and cycling networks on the new District Plan maps.
- Identify future walking and cycling transportation linkages in the various zones on the new District Plan maps. This will ensure these linkages are created if subdivision occurs.
- Identify landlocked titles where public access is desirable.

Kaipara District Plan Review Discussion Document Summary PUBLIC ACCESS

