

Comment Form:

South Carterton Structure Plan

Background:

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

A draft structure plans has been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based.

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

What (if anything) do you most like about the draft structure plan?

Please see attached Document

Are there things missing you would like to see?

Ditto

Are there features identified that you think are unnecessary or undesirable?

Ditto

What is it about the structure plan area or your community that makes it unique/special?

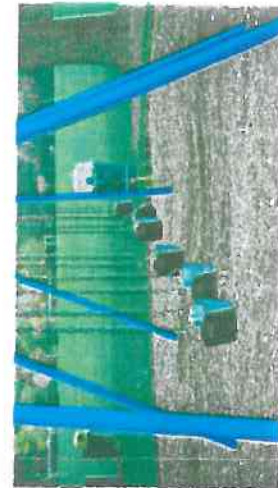
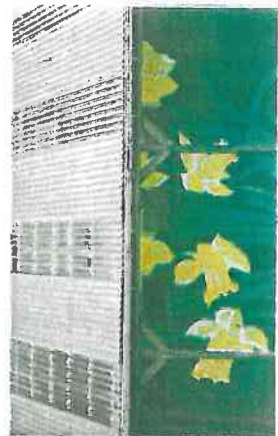
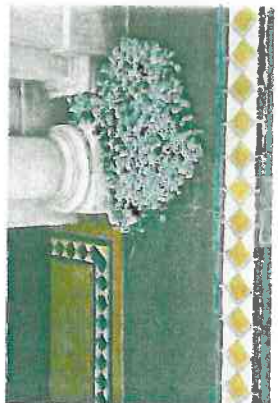
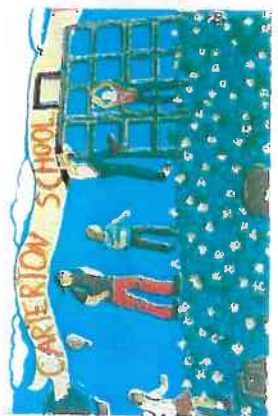
Ditto

If you would like to be kept informed on progress on this project please provide your name and address below:

Alan & Leonie Eastergaard
46 Frederick St

Carterton

Ph: 379 5119



South Carterton Structure Plan

A & L Eastergaard
P.O. Box 176
Carterton
New Zealand



Comment Form South Carterton Structure Plan

What(if anything) do you most like about the Draft structure plan

Well to start I like and applaud the fact that the Council is trying to get a structure plan in place. But I think that it is apparent that the process is jeopardised by restrictions inherent in the way in which the Council must consult. There were people attending the different meetings who have no idea of what there proposals may cost, whether they in fact were logical, who would pay for them, they did not even understand that when they insisted that the Council should pay, that the money in fact would have to be paid in part by themselves as the rate payers.

Are there things you would like to see.

Yes, for any future schemes of this sort or even before the final of this Structure plan is presented a paper go to all Ratepayers explaining some basic facts or at least be attached to the final plan. Ie Council funds are in fact the Ratepayer contributions and any cost that the Council incurred are funded by the rate payers out of their rates. Increase Councils costs causes and increase in Rates. A Bypass route for Heavy Traffic during the hours from 7am until 8pm would make a great difference to the safety and comfort of the central Town area and would enhance the shopping attendance by easing of problem vehicles. A suggested route would be Lincoln Ave from Dalefield Rd to Kent St.

Are there features identified that you think are unnecessary or undesirable?

Yes, the green areas (parks) are an ideological nightmare as presented and wanted by people who do not understand that the ones we have are hardly used. Added to this they were initially too big badly placed and places of risk for our children. If there are to be any (and there should be some) they must be small and placed on corners so they have two angles of viewing. Regrettably the behaviour of a small but dangerous element of society (the paedophiles and perverts) have made some areas their hunting ground and to minimise this needs open areas, and no places for them to lurk.

There was a shopping centre shown on the original layout in the area bounded by Brooklyn Rd, Lincoln Rd, Charles St and High St. I find it hard to believe that this could have been seriously considered as the dairies locally in High St are just managing to exist with their clientele, and a shopping centre there would be a financial disaster area. The financial aspects of these items, when suggested to the Council should be considered and discarded (with an explanation) prior to having the consultants involved, they were embarrassed when spoken to about it.

My name and address.

A & L Eastergaard
P.O. Box 176
Carterton

Other comments:

I believe that the Council have an uphill battle whilst trying to improve the district and implement a structure plan such as this on. A few of the people who are directly involved were very vocal about the need for consultation about the plan. They had no idea that this was the consultation process until it was explained to them (largely by myself and my wife at the meetings). They did not want any alterations of any sort that would affect them, but were promoting items that were not in the area of their residences. There was one person who wanted a community garden in an area of 2000 square metre sections, which shows how people have absolutely no understanding of the logic of such suggestions. If one has a 2000 sq m section, why would they want to tend a community garden, this person also wanted it to be on a 4 acre park which the council would have had to purchase. This person had no idea that this would have to be financed out of Rates, their rates included, they quickly left when presented with these facts. These sort of Community Parks only work in high density housing areas and then only if the local communities age and ability suit.

The Council need some of the area bounded by Brooklyn Rd, Lincoln Rd, Charles St and High St. sub-divided by the owners to enable the sewerage problems to be alleviated without cost to the Council or RATEPAYERS. This is a most acceptable solution to the sewerage problems for all parties, especially the rate payers. However, to achieve this it must be financially viable for those who hold this land to carry out this subdivision. The cost of the roading is prohibitive and these people can not regain the money involved the roading costs alone if they are restricted to 2000 sq m sections (low density). It is therefore necessary for the Council to change the section sizes in the area to an average size of 1000 sq m. I would suggest a mix from 750 sq m (minimum) to 1500 sq m to give the area character. This would also allow for some larger back sections allowing for less roading and more efficient usage of the available land.

Finally, I have to say that the Council have endeavoured to implement a plan (regardless of whether all aspects are right or wrong) for the Ratepayers and the future of the area with apparently some input by well intentioned residents. However, I do believe that the Council should look at the viability of some of these suggestions prior to producing a plan. In saying this I do sympathise with the Council in the fact that they must be seen to cater for these people despite the fact that their suggestions have not been thought through as to the there viability, need, or there inherent risks.

When the amended proposal is presented for final consultation, I suggest that it be done with a chair person for the meeting who has an active business background, including sub-divisions and is not a Council employee. This will give the procedure some independence and credence and will assist the Council staff or members by not exposing them to peer pressure. It will have added benefit of being able to inform people of the viability or otherwise of the proposals at the time. This would help those others in attendance to make informed decisions whether to support any particular suggestions on grounds of economics or Ratepayer contributions. This person would ideally not be anyone who has been or is retained by the Council for any other purpose, independence is vital to credibility.

Hank Optland, B.A., Grad. Dip. Ed., M. App. Sc. (Env. Sc.)
14 Kenwyn Drive
CARTERTON

Carterton District Council
Freepost 165185
P O Box 9
CARTERTON

FACSIMILE: 379 7832

19th June 2009

RE: Carterton South Structure Plan

Dear Carterton Council members,

Thank you for the opportunity to have input on the Carterton South Structure Plan. I will answer the questions you have put on the comment form as follows:

(1) What (if anything) do you most like about the draft structure plan?

I like the fact that Carterton District Council is going to put a structure in place for orderly development of South Carterton into the future.

(2) Are there things missing you would like to see?

[A] I believe that the 2000 m² minimum allotment size is too large for this part of Carterton. The kind of community I would like to see develop here is one composed of families chasing the "Kiwi dream" of the house on a quarter acre block. Because a quarter acre is very close in size to 1000 m², I believe that the minimum allotment size should reflect this. Therefore, please amend the Structure Plan to 1000 m². This minimum lot size should not just be a "rough guideline" but a mandatory minimum in all but exceptional circumstances.

[B] I firmly maintain that Road 7 is an unnecessary part of the Structure Plan. There is only a short 140 metre stretch between the Gertrude Street/Frederick Street intersection and the Road 7/Frederick Street intersection. Even if you were to follow my suggestion above (a more dense 1000 m² minimum lot size), there would be just seven lots between the two parallel roads. If the 2000 m² minimum size were to be maintained, there would only be three lots between these two roads. *Road 7 should be deleted from the plan because the existing Gertrude Street already carries out the function of providing a reasonable thoroughfare between Frederick Street and Philip Street.*

[C] Gertrude Street should be extended to join Philip Street to Road 11 by joining this to Road 10. This will involve purchasing land from the owner in Philip Street directly south of Gertrude Street, providing he/she/they is/are willing to sell.

[D] *If extending Gertrude Street south is not possible, then Road 8 should be kept in the plan without Road 7.* I also think that consideration should be given to moving Road 8 approximately 120 metres to the east of the current plan and delete the other un-numbered road that joins Philip Street and Road 11.

2/2

[E] It is desirable to plan intersections with roundabouts at a very early stage, in particular where intersections are likely to carry a substantial volume of traffic. I would also like to see roundabouts included between the roads from the Carterton Low Density Area and State Highway 2 but I recognise that this will require consultation with central government agencies.

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[E] It is desirable to plan intersections with roundabouts at a very early stage, in particular where intersections are likely to carry a substantial volume of traffic. I would also like to see roundabouts included between the roads from the Carterton Low Density Area and State Highway 2 but I recognise that this will require consultation with central government agencies.

(3) Are there features identified that you think are unnecessary or undesirable?

I believe that Road 7 between Philip Street and Frederick Street is entirely superfluous. This road appears to serve no useful purpose because Gertrude Street is a parallel road just 140 metres away. Please refer to my comments in section (2) above.

(4) What is it about the structure plan or your community that makes it unique/special?

Carterton's rural character, its uncrowded milieu, relatively small town size and the views of the Tararua Ranges. Serious consideration should be given to the "Kiwi dream" of a house on a quarter acre section by making the minimum lot size 1000 m².

(5) If you would like to be kept informed on progress on this project please provide your name and address below:

Hank Optland
14 Kenwyn Drive
CARTERTON

(6) Other comments?

Any people affected, by the requirement of a road through their property via the Structure Plan, should be fairly and equitably dealt with so that this does not become a costly impost on them while other landowners effectively get a free ride.

Please continue to keep all stakeholders informed through, for instance, the Carterton Crier.

Yours sincerely,



Hank Optland

Should you wish to discuss any of the above, feel free to call me on 027 4 325 625.

Comments on the "South Carterton Structure Plan" version 5

What (if anything) do you most like about the draft structure plan?

The plan as presented at the meetings on 17th June finally represents something that is viable and represents the views of the residents. It's a shame that this consultation was not in place earlier.

This new version includes improvements -

- includes roads that have received resource consent, although not yet in place.
- removes roads that were not viable.
- properly reflects the way in which sections are likely to be subdivided in the future.
- maintains or creates sewerage links that are a major part of the planning requirements.

Are there things missing you would like to see ?

No. Included in improved version 17th June.

Are there features identified which you think are unnecessary ?

No. Removed in improved version 17th June.

What is it about your community which makes it unique/special ?

The space and the semi-rural environment.

Address for updates -

Andrew Priest,
57 Brooklyn Road,
Carterton

Detail Comments -

At the 'macro' level, I can see that it's a good idea to have a structure plan which should guide future subdivision activity to try to provide a sensible access network and support community amenities. Over time, the low density zone is bound to be infilled, so an overall plan is a good thing.

Consultation

Eventually this did happen. The meetings held on 5th and 17th June should have been held in 2008 before the first plan was issued. It would have saved a lot of unnecessary aggravation, stress, anger, and ultimately expenditure.

Detail consultation still needs to take place with the single remaining most impacted landowner – 324 High Street, and I understand this has been promised by OPUS.

Traffic and Parks.

If you want traffic calming, why not have the roads joining as staggered junctions, instead of curving them to make crossroads ? This will help prevent speeding and accidents, and this is better than the dreaded speed bumps !

Why are several existing parks being split to provide road links ?

Open Space and Commercial Area

The open space as currently planned is too large. The park that gets the most use at the moment by children is Southend Park, so this is an ideal model, but this park has a road going through the middle of it on the plan. Moving the road to one or other side would help.

The commercial area is probably not viable. There are currently 2 dairies on High Street to the south of the town centre and neither is doing very well. Even with massive growth in resident numbers in South Carterton it is hard to see how a number of commercial units (as proposed) can survive.

Buffer Zone

There is currently a road at the south end of the area linking Lincoln and High Street that runs directly adjacent to heavy commercial zoning. This road should be inset with a light commercial zone buffer before going into residential, to protect both businesses and residential interests.

Buyers and Growth

I can see the end target is to have a lot more houses, in 2000 sq m (or perhaps smaller 1000) sections in this area. Where are the people coming from ? Allowing for future growth is nice, but developers are focussed on profit, and they will be asking that question; Where are the buyers? I can't see much future growth is likely, even with the expanded Waingawa zone. Why would families move all the way out here for a 'standard' type home on a quarter or half acre, when there are long journey times to Wellington, and not many job prospects locally ? I moved here for the large section at a reasonable price, although the travel is very tiring, it's worth it. I wouldn't even consider a half acre plot. These questions should be considered in any future plan.

I remain of the opinion that the few remaining large sections are an asset in themselves, and not just a developer's dream. Sure, there are lots of such sections in the rural areas, but they don't have the convenience of being close to shops, rail and road links, town water and sewerage services, and refuse collection. The council make us pay dearly for this, surcharging all properties with over 1 hectare of land.

Although inevitable that the Low Density Zone will be infilled, I urge that practical measures to preserve the character are considered.

(END)

⑤ 4/1

PONATAHI CHRISTIAN SCHOOL TRUST

Proprietors of Ponatahi Christian School

Y1-13 Christian School of the Reformed Congregation of New Zealand.

School Office Tel: 06 3798840 2nd Line: 06 3798807	Principal: Mr P Bertram Cell Phone: 0274 634 2911 After hours: 06 3789405	E Mail & Fax: office@ponatahi.school.nz Fax: 06 379 8807	Postal Address: Ponatahi Christian School Howard Street, Carterton.
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19 June 2009
Carterton District Council
PO Box 9
Carterton

Dear Sir/Madam,

RE: Submission on Carterton South Structure Plan

On behalf of the Ponatahi Christian School Trust, we would like to ask you to clarify the following issue.

From information divulged at the public meeting on 20 May 2009, we are led to believe that once the 'structure plan' is finalised, any property owner must – at their own expense – pay for infrastructure (e.g. sewer lines, water mains, wiring for street lights, etc), and/or roading developments through their property.

We wish to submit our concern regarding the proposed Carterton South Structure Plan. Our concern is this: that subsequent to adoption of the final Carterton South structural plan we may be required to contribute to new infrastructure and/or roading in order to obtain consents for works to our existing properties when such works would not require such roading or infrastructure.

The interpretation of regulations¹, that define the contributions that property owners may be required to make to such infrastructure and roading costs, has always been that such regulations applied only to situations where subdivisional work on the owner's property would require such infrastructure or roading to be created. Hence, we wish to ascertain that, should we in the future wish to apply for consents relating to developments on our property, we are not liable for costs for roading or infrastructure that are unnecessary in relation to our consent application.

Furthermore, we wish also to point out that should there be any intentions for any roading or infrastructure developments on our property, it would have to be in discussion with us and subject to our consent.

Yours sincerely,



P Bertram
On behalf of
Ponatahi Christian School Trust

¹ Such as the Proposed Wairarapa District Plan, part 23.

Carterton District Council

South Carterton Structure Plan (May 2009) – submission by Roger Boulter

Attachment to Comment Form

I made a submission on last year's consultation on the earlier iteration of the Structure Plan. I won't repeat what I said there – some of it no longer applies, and points which do can be 'taken as read'.

My main points in this submission are:

- I basically support the Structure Plan proposals, insofar as they include the beginnings of a north-south road and local centre
- More refinement is needed, through dialogue with individual landowners, and covering matters like the roading network beyond the Structure Plan boundaries
- Cyclists should be integrated with motorised traffic in low-speed, low-flow situations, such as proposed here. The segregation proposed in the Structure Plan typical streetscape cross-sections are contrary to cycle design best practice and guidance (some of which I co-authored), and may also be dangerous for reasons I outline.

North-south 'spine' road and local centre (support) and further development of proposals to start of District Plan Change work

This year's proposals are less ambitious than last year's, but I feel are an improvement in that the beginning of a north-south 'spine' road is emerging, which could be the unifying feature, in urban design terms, which the whole area needs. The Structure Plan area's local centre is positioned astride this 'spine', which will be advantageous and in fact probably vital for traffic reasons (see below).

For such centres to be viable, both commercially and socially, through-traffic volume needs to be sufficiently high as will get the centre known and used (the classic 'passing trade' argument), yet not so high as to adversely impact on amenity. It is now well-known (in urban design circles, anyway) that people are attracted to shop and socialise in areas where the experience of doing so is pleasant. This requires 'sense of place', and much more, including traffic level balance, and design of the configuration of activities, and streetscape, at a more localised level.

To 'get the traffic balance right' requires planning of the road network at the wider network scale – significantly wider than the Structure Plan area. When proposals are more advanced, some traffic modelling would be useful.

This year's 'charrette' (of which I attended about half) saw several landowners 'giving the consultants a hard time' over how the very specific level of detail would affect their own specific parcels of land. However, this type of response is to be expected at this stage, and I feel major progress is being made on the Structure Plan. What now needs to happen – and no doubt Council already has this in mind – is further dialogue at the detailed level, including with individual landowners one-to-one, with a view to arriving at a set of proposals which will enjoy general local landowner support, and thus could be taken through into the Combined District Plan via a Plan Change (within the minimum amount of litigation). This will need to be highly iterative – the sort of progressive development of proposals' specific form which (so Nick Aiken explained to me) it had been intended would take place at the 'charrette' itself.

Central to the functioning of the area and its 'sense of place' is the '*commercial area*' shown in red on the plan. Subject to my arguments above, the north-south road link has at least the potential to give it some viability.

The north-south road will never be a 'High Street Bypass' (and residents would no doubt be strongly opposed if it were), but the Structure Plan's proposed local centre is not large, so a relatively low volume of traffic would be needed. This can be influenced not only by the positioning of roads, but also by their detailed design and traffic management (including design of intersections to 'divert' traffic as/ where necessary) .

In my professional role, I led a team working on a similar situation (albeit larger-scale) in Papakura (Takanini Structure Plan implementation). My team, which included traffic modelling expertise, were commissioned to undertake an *Urban Form Study*, as a prelude to a Plan Change, and achieved an appropriate 'traffic balance' through detailed intersection design, inclusion of a public space to provide not only a 'sense of place' but also to 'divert' an appropriate volume of traffic through a proposed local 'high street' centre. I can give you further details of this work if it would be helpful.

It would be great pity if the local centre failed to happen. Some landowners were voicing opposition at the 'charrette', again because of specific individual aspirations. In finalising the roading configurations, and thus the specific location of the local centre, flexibility should be employed, rather than 'whittling down' an already small centre into almost nothing (e.g. a single dairy). The local centre does not need to be in the location shown, but should be 'somewhere in the middle' of the Structure Plan area.

Once the land use and roading configurations have been refined sufficiently to allow work on a District Plan Change, attention could be given to the form of the local centre, so as to give the Structure Plan area a 'heart' in more than functional commercial terms. Although a Plan Change needs to be sufficiently simple to allow for flexibility in implementation, some 'envisioning' would help show 'how the centre may look', both in its streetscape design and in the activities which should ideally occupy it.

Road network connectivity

I strongly support the aim in this exercise to improve localised roading connectivity. The issue and how it is being tackled have been well-aided in the Structure Plan documentation. To summarise, Carterton's roading network relies heavily on the High Street, which means that localised traffic (notably between town residential areas and the town centre) have few options other than the High Street. If other routes can be found for this localised traffic, traffic efficiency and safety would be improved on the High Street, to the benefit of the High Street's arterial road function.

If the streetscape design is right (and I have major concerns here, see below), then walking and cycling should be encouraged through the improved connectivity, which in turn should not only help the environment but also help deter crime (again, for reasons already well-aided in the Structure Plan's documentation). A higher level of walking and cycling would also help bolster the area's 'sense of place', in that people identify with an area where they meet a lot of their fellow community members face-to-face 'on the street'.

I do not suggest any changes to the proposals so far as connectivity is concerned, other than to say, again, that the proposals should again be refined through dialogue with individual landowners with a view to achieving a high level of support. The proposals already show a well-connected set of road proposals (although Road 5 could be connected to Lincoln Road).

Localised streetscape design – major flaw regarding cyclists.

I have strong concerns (not only as a cyclist, but from specialist professional expertise in this area) regarding the way cyclists are segregated from traffic flow in the Structure Plan's proposed roads. This is directly contrary to professional best practice. I was one of the authors of the NZ Transport Agency's *Cycle Network and Route Planning Guide*, and that guide includes a template diagram to guide decisions of type on provision for cyclists appropriate for different particular situations. Corresponding guideline documents in other jurisdictions (some of which I also contributed to) show other template diagrams for the same purpose.

These template diagrams all have the basic message that:

- Segregation of cyclists from motorised traffic is appropriate at higher traffic volumes and speeds, and
- Integration of cyclists with motorised traffic is appropriate at lower traffic volumes and speeds

In practical terms, this means that 'cycling facilities' belong on the busier roads, whereas on quieter roads different users would tend to share the same space (with various 'gradations' of cycling facility provision for intermediate situations).

At one end of the scale, a motorway would have cycle paths, bridges and/ or underpasses, to ensure that cyclists and motorised traffic never mix with each other at all. At the other end, is the classic Dutch 'woonerf' model, more recently articulated as 'home zones' or the 'naked street' approach, whereby there is no segregation between the different users, all use the same space, and minimalist traffic regulation and a largely undifferentiated streetscape design ensure that all users take sufficient care for this to happen in a positive way. I can provide practical illustrations if you wish, but in the first instance I would refer you to the NZ *Cycle Network and Route Planning Guide*, www.landtransport.govt.nz/road-user-safety/walking-and-cycling/cycle-network/index.html (the diagram I referred to is in chapter 6, section 6.3).

The Structure Plan proposals have made the very basic mistake of segregating cyclists from the traffic flow as much as possible, even on the low-volume, low-flow roads proposed in the Structure Plan. This is only indirectly alluded to in the Summary Map's '*pedestrian/ cycleway*' notation, alongside roads, but finds its main expression in the supportive material's typical streetscape cross-sections. The latter typically show:

- Footpaths on both sides of a road, often segregated from the carriageway with a berm
- The footpath on one side shown as wider, and shared with cyclists.

There are several reasons why best practice avoids this approach:

- *Cyclists' needs.* Cyclists will need to reach the same destinations as will motorists, which in the Structure Plan's situation will mean properties on both sides of a road. A cycle path on only one side will not serve about half the desired destinations, except with inconvenient (and possibly unsafe, see below) crossing and re-crossing of the carriageway in an indirect pattern. Cyclists also need route continuity, and this would be hindered at intersections.
- *Variability between user types.* Pedestrians, which will include small children, should feel safe on footpaths, yet some cyclists will be fast, especially 'sporty' types and travellers over longer distances. These types of cyclists will tend to use the road anyway, which (in the Structure Plan proposals) has made no provision for them (e.g., in this case, account taken in road width dimension, rather than a cycle lane; cycle lanes in this situation would also be dangerous, because of parked cars reversing or opening doors).

- *Safety at driveways.* Where a footpath is crossed by driveways (as in the Structure Plan area), drivers have little chance to see even a 'slow' cyclist using the share pedestrian/cycleway, thus posing a safety threat (noting that technically in this situation, the cyclist has right-of-way).
- *Safety at intersections:* cyclists will be crossing the carriageway (to/ from the 'pedestrian/cycleways') on the edge of motorists' field of vision where they will not be noticed, and at just the time and place where (understandably) the motorist's attention will be on other motorised traffic. How cyclists should or will behave will be confusing for everyone.

I hope these comments are helpful. Please don't hesitate to contact me if I can help further.

Contact details:

Roger Boulter

Ridgway Cottage

281 High Street South

P O Box 89

Carterton 5743

Tel 06 379 8909

Mob 021 872 654

Email roger@boulter.co.nz

Business website www.boulter.co.nz

(6) 6/11

South Carterton Structure Plan

What (if anything) do you most like about the draft structure plan?

Do want road 21 and road 13

Are there things missing you would like to see?

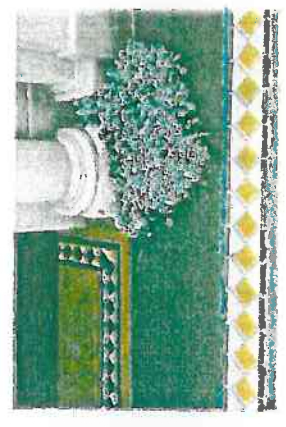
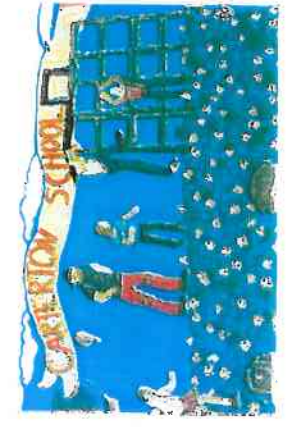
Are there features identified that you think are unnecessary or undesirable?

Don't want Road 12, blue walkway on end of road 21

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below:

L O Evans. & J L Taylor.
407 HIGH ST SOUTH.
CARTERTON.



Comments from:

South Carterton Structure Plan

Comments from:

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

A draft structure plans has been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based.

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

6/2

COMMENT FORM:

South Carterton Structure Plan

Other Comments?

will allow a park on our property
only with a trade off on road 21

Please return your Comment Form to Carterton District Council by
30 June 2009.

Thank you!

South Carterton Structure Plan

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South Carterton Structure Plan

RECEIVED

17 JUN 2009

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Are there things missing you would like to see?

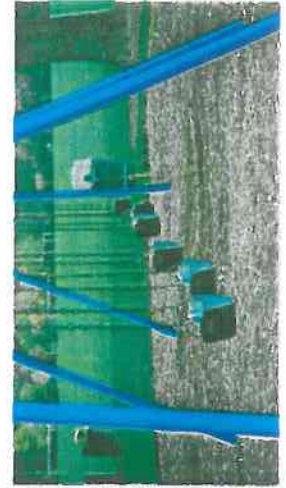
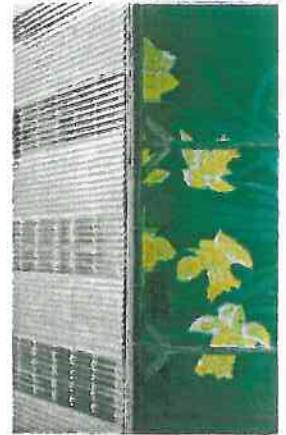
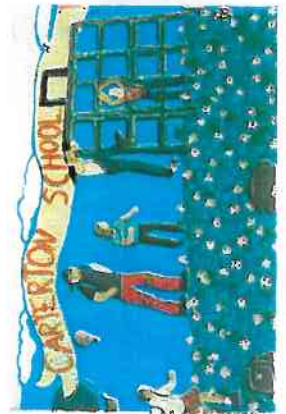
Are there features identified that you think are unnecessary or undesirable?

Pathway/Road which connects Browns Ave with St2.
-High St South. - not necessary & undesirable.
does not serve anything!!

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below:

Vanessa Dady 387 High St South.



South Carterton Structure Plan

Comments form:

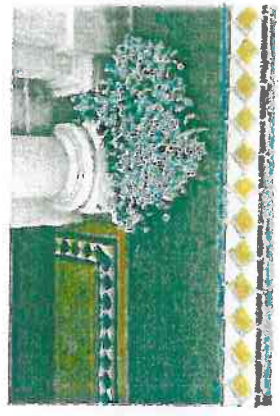
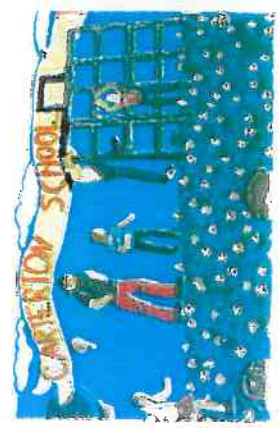
South Carterton Structure Plan

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

A draft structure plans has been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based.

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.



What (if anything) do you most like about the draft structure plan?

Agree to Road 13 and Road 21

Are there things missing you would like to see?

Are there features identified that you think are unnecessary or undesirable?

DON'T WANT ROAD 12

DON'T WANT THE PARK @ 393 HIGH STREET SOUTH
WANT SUITABLE SPACE

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below.

M J Benga 393 High Street South

8/2

Comments on the South Carterton Structure Plan
to be submitted to the Council
on or before 30 June 2009



Comment Form:

South Carterton Structure Plan

Other Comments?

*You need to give something
to get something.*

**Please return your Comment Form to Carterton District Council by
30 June 2009.**

Thank you!

Comment Form:

South Carterton Structure Plan

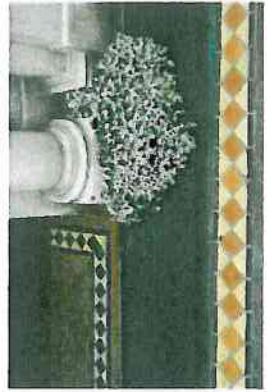
Background

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

Three different draft structure plans have been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based.

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.



Carterton South Structure Plan

What (if anything) do you most like about the draft structure plan?

It's excellent that it's happening at all.

Are there things missing you would like to see?

A village centre in South Carterton.

Are there features identified that you think are unnecessary or undesirable?

What is it about the structure plan area or your community that makes it unique/special?

The exciting thing about this area is that it appears to be becoming an Arts Centre for the Wairarapa.

If you would like to be kept informed on progress on this project please provide your name and address below:

Patricia Venn, 24A Lincoln Rd, Carterton

(9) 9/11

9/2

To: South Carterton Structure Plan
Carterton District Council
FREEPOST 165185
P O Box 9
CARTERTON

Comment Form: South Carterton Structure Plan

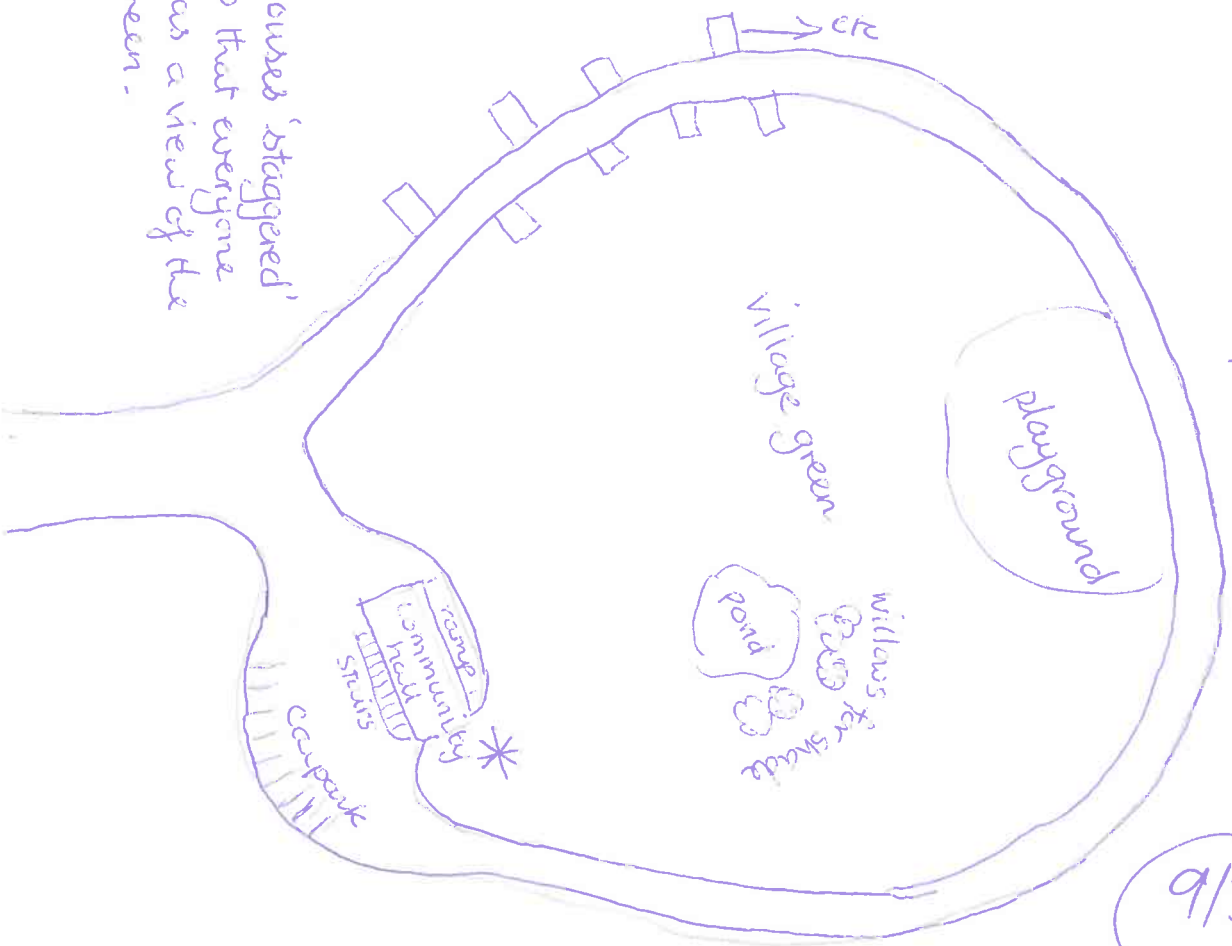
Other Comments?

- ① In the event of an emergency-eg-rising sea waters, an Exent Centre where we can all meet is VITAL.
- ② A small village centre with a village green would be most desirable in South Carterton.
- ③ A bypass on the eastern side of the main road is becoming urgent.
- ④ Every house in Carterton should ideally have a water tank & solar panels, at least 2 raised beds for growing veges & a fruit or a nut tree.
- ⑤ An Arts Centre, where artists can work, hold meetings & display their work. This is becoming more & more important for Carterton. Its becoming who we are. The exhibition centre that is presently used is an excellent venue, & should be kept as such.

**Please return your Comment Form to Carterton District Council by
19 June 2009.**

Thank you!

Every house to have its own water tank + solar panels.



houses 'straggled' so that everyone has a view of the green.

9/3

EXPLANATION

* This simple building worked so well on a small island off the Brisbane coast, that I thought it might do well in a mini village of South Cautean.

On the ground level was a library of donated books, run by volunteers for 2 hours every weekday. It cost nothing for the books or to run.

Half of the ground floor could be shared by a small dairy which could not only sell the essentials, but could be an exchange place for surplus fruit & veges grown by the residents.

On the first floor, which was accessed by a wheel chair ramp on one side & covered stairs on the other, was a multi-purpose community room. It had a fabulous floor which was used for dancing & there was a simple kitchen at the end for cups of tea etc. There were windows all round for lovely views, & it was in constant use for all sorts of activities. It would serve the people of South Cautean very well.

NB. Solar panels on the roof for heating & lighting.

Patricia Venn

1.6.09

Petition from the New Zealand Public calling for HEALTHY SCHOOL FOOD



We request that the House of Representatives:

Act to ensure that all schools provide an environment that encourages healthy eating and have a policy that ensures the food and drink they sell is healthy and nutritious, and promotes the health and well being of children in their care by:

- **reinstating nutritional guidelines for all schools**
- **supporting schools wanting to develop gardens and cooking facilities that give children the opportunity to plant, harvest, cook and eat the food they grow.**

If you would like more information about school food issues or you would like to get involved, please ✓ the box below and include your email address if you have one.

(We will cut this section off before submission to the House of Representatives)

[illegible]

Please send completed forms to: Green MP Sue Kedgley, Parliament Buildings, Wellington (no stamp required) by 30 July 2009.

More information and form downloads at www.greens.org.nz/safefood , or call 04 817-6717 or email: angela.mcleod@parliament.govt.nz

email: angela.mcleod@parliament.govt.nz
(Parliament does not accept faxed or emailed forms and signatures must be on the same sheet as the petition wording.)



Comment Form:

South Carterton Structure Plan

Background:

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

A draft structure plans has been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Waitarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

What (if anything) do you most like about the draft structure plan?

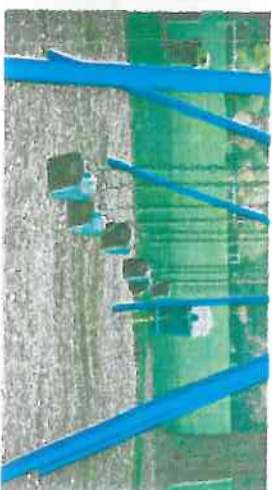
Are there things missing you would like to see?

Are there features identified that you think are unnecessary or undesirable?

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below: Yes.

Can you please let me know where new roads and subdivisions are going in the area of Philip St / Lincoln Road.
Kay Halligan, 43 Philip Street, Carterton.



South Carterton Structure Plan

What (if anything) do you most like about the draft structure plan?

South Carterton Structure Plan

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

A draft structure plan has been prepared to generate comments from residents, stakeholders and interested parties, on which further development of the draft Structure Plan can be based.

The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

The enlarged plan seems to cover from Brooklyn Rd - Charles St & not the area mentioned as Southern Area i.e. Charles St - Delefield Rd. Commercial area totally unnecessary. Are there things missing you would like to see?

Good street lighting & footpaths

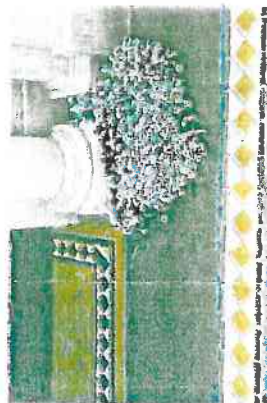
Are there features identified that you think are unnecessary or undesirable?

more roads & possible commercial area & through roads creating a traffic hazard at Ballodill Grove & Endeavour Way intersections with Charles St

What is it about the structure plan area or your community that makes it unique/special?

7

If you would like to be kept informed on progress on this project please provide your name and address below.



South Carterton Structure Plan

Other Comments?

12
At present much of the traffic in Charles St travels at high speed from Lincoln Rd - High St South. Frequently it would be doing 70-80k. Do you have a solution to this? Visibility is poor when turning out of Charles St into Lincoln Rd.

It is important to retain the semi-rural aspect as that is why we purchased a house in this area. Also, all houses should be single level in order to prevent views being blocked.

It is important not to change the character of the area - Change is not always progress.

Please return your comment form to Carterton District Council by 30 June 2009.

Thank you!

Comment Form:

South Carterton Structure Plan

Other Comments?

12/1

To assist Council in the primary design and layout of the South Carterton Structure Plan, I would like to take this opportunity to bring to your attention that Lot 5 DP73956 also known as 456 High St has been subdivided into 9 residential lots awaiting CT title allocation. Therefore it is unavailable for any proposed roadings.

Regards

Nedine Snook

2

Please return your Comment Form to Carterton District Council by 30 June 2009.

Thank you!

RECEIVED
JUN 2009
Carterton District Council
FREEPOST 165185
P.O. Box 9
CARTERTON

South Carterton Structure Plan

What (if anything) do you most like about the draft structure plan?

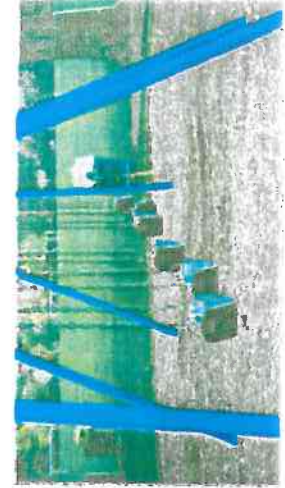
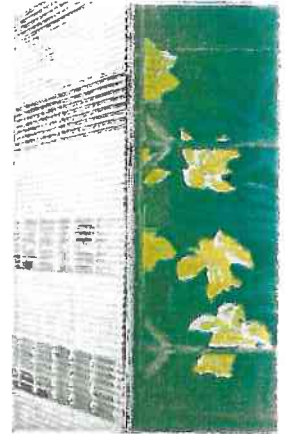
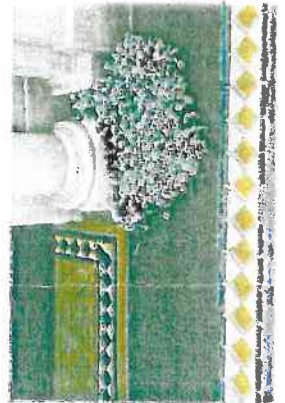
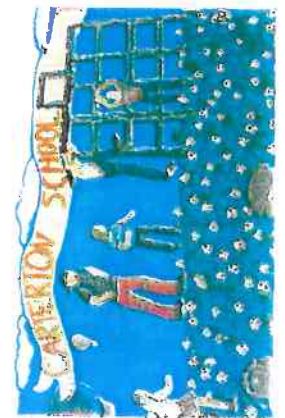
Are there things missing you would like to see?

Are there features identified that you think are unnecessary or undesirable?

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below:

ALEX MACDONALD
465 d HIGH STREET SOUTH, CARTERTON



South Carterton Structure Plan

A Structure Plan is for the purpose of providing a framework to guide the development of an area.

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The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan, who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

13/1

(13)

Comment Form:

South Carterton Structure Plan

Other Comments?

SOUTH CARTERTON SHOULD RETAIN RURAL LIFESTYLE BLOCKS
PEOPLE COME TO CARTERTON, NOT TO LIVE IN RESIDENTIAL AREAS,
BUT TO HAVE LIFESTYLE LIVING OPPORTUNITIES.
SOUTH CARTERTON HAS AN ADVANTAGE OF A CLOSE PROXIMITY
TO GREYTOWN, AND ALSO A LACK OF LIFESTYLE BLOCKS
BEING AVAILABLE IN AND AROUND GREYTOWN, HENCE PEOPLE
LOOK AT SOUTH CARTERTON.

PLEASE NOTE!!

FROM MY OBSERVATION ON THE REAL ESTATE MARKET, THE
PROPERTIES THAT ARE BEING SOLD, AND IN DEMAND ARE LIFESTYLE
ONES

Please return your Comment Form to Carterton District Council by
30 June 2009.

Thank you!

South Carterton Structure Plan

13/1

14/1

14/1

What (if anything) do you most like about the draft structure plan?

Are there things missing you would like to see?

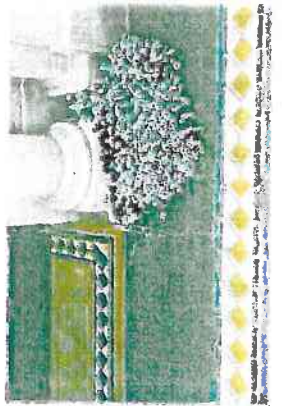
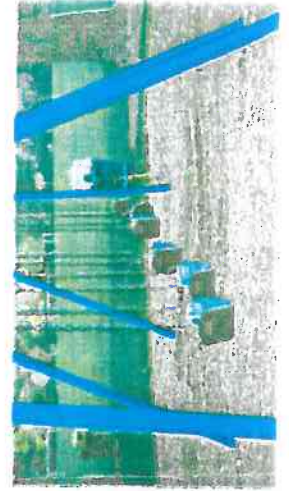
Are there features identified that you think are unnecessary or undesirable?

move proposed road No. 23 50m further south

What is it about the structure plan area or your community that makes it unique/special?

If you would like to be kept informed on progress on this project please provide your name and address below:

J & A WARD
669 HIGH ST SW



South Carterton Structure Plan

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Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.

South Carterton Structure Plan

Other Comments?

Road no 23 that is proposed to go on our property between road 14 and intersects roads 22-24 would be better situated on the south side of the row of large gum trees because the branches extend out over $\frac{1}{3}$ the width of our property and the trees are estimated to be 120 years old and are a historical feature of this area also the remaining strip of land after the road width that we will be left with would be worthless.

signed / Hubert
469 High St. South Carterton

Please return your Comment Form to Carterton District Council by
30 JUNE 2009.

Thank you!

14/2

South Carterton Structure Plan

15/11

What (if anything) do you most like about the draft structure plan?

Park for the area south of Brooklyn Rd
+ some shops

Are there things missing you would like to see?

Are there features identified that you think are unnecessary or undesirable?

No need for a number of the proposed roads - particularly those east of High St - would cause too much disruption to existing homeowners.
What is it about the structure plan area or your community that makes it unique/special?

It is important to retain the semi-rural character of the south end - but to support the growing number of families in the newer subdivisions

If you would like to be kept informed on progress on this project please provide your name and address below.

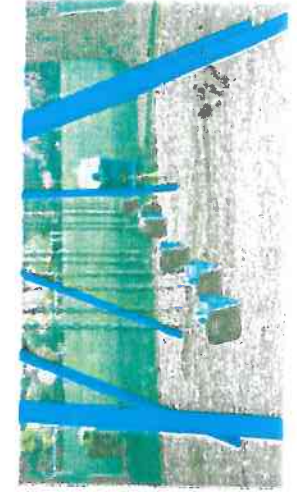
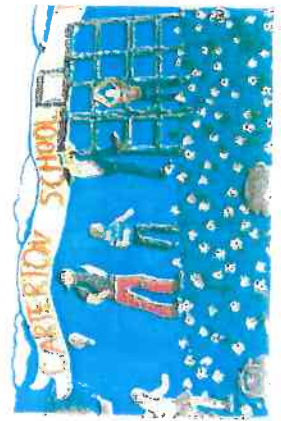
South Carterton Structure Plan

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The need for a Structure Plan was identified in response to submissions from members of the community on the Proposed Wairarapa Combined District Plan who sought retention of the low density character area and better long term planning for the area.

Your comments on the draft Structure Plans will be taken into account as the final draft Plan is refined, and as the supporting report (rationale) is being developed. Your written comments will be considered, summarised and included in the report.



South Carterton Structure Plan

Other Comments?

I think many of the proposed new roads would be a needless waste of money & connecting some of the roads that are already there makes sense - e.g. those off Brooklyn Rd & support more pedestrian accessways. However those that would require large scale acquisition of private property would be very expensive & disruptive.

Please return your Comment Form to Carterton District Council by
30 June 2009.

Thank you!

15/2

16
16/1

46 Charles Street
Carterton

Sunday, 24 May 2009

Carterton District Council

By email: edita@cdc.govt.nz

Copy to: nick.aiken@opus.co.nz

Dear Sir / Madam

Thank you for the opportunity to attend the Charette and closing discussion session regarding the updated draft Carterton South Structure Plan on Wednesday 20th May, 2009.

In my previous letter dated 15 June 2008, I raised the point about the re-aligning of Gertrude Street with Daffodil Grove. I note that since the previous consultation, the plan to re-align Gertrude Street with Daffodil Grove has progressed to a suggestion to make the road not only an upgraded street, but also to make the surrounding land into a park.

Half of the land that has been earmarked for this (41-43 Charles Street – Corner of Gertrude and Charles Streets) currently belongs to myself. Just over two years ago when I moved to Carterton for a quieter life style, I purchased the land as both an investment property and also as somewhere to build my dream home. This property is the first piece of real estate I have ever purchased.

When I purchased this piece of land it was an overgrown "jungle" that hadn't been looked after for a large number of years. Over the last two years, I have cleared the section, selectively felled a number of trees on the edges of the property (a number of these were extremely close to the power lines and power pole on the corner of Gertrude and Charles Streets) and pruned the many fruit trees. There is still a large amount of work to be done - felling the rest of the pine trees and clearing the last of the overgrown bits of the section. I have been told by a number of neighbours and others that the section is now looking wonderful.

For the last year, since the draft structure plan has been out in the public arena for discussion, I have had to put any development plans for the section on hold.

If the current structure plan is adopted by Council, then I expect **Council to immediately and fully compensate me by purchasing 41 – 43 Charles Street to enable me to move on with my life.**

I also note that the draft plan wishes to create a thoroughfare from Philip Street along Gertrude Street and then Daffodil Grove through to Carterton township. By doing this, the traffic volume would significantly increase and as I currently live at 46 Charles Street with my parents while saving to build what was going to be my dream home, I do not want to live on a main thoroughfare to Carterton township.

16/2

I am against any sort of roading development as currently most vehicles already exceed the 50km per hour speed limit along Charles and Frederick Streets. Due to the fact that the western half of both Charles and Frederick Streets are classed as being semi-rural, the local children play on the road and ride their bicycles up and down the road. Charles and Frederick Streets also have a significant number of elderly residents that use mobility scooters to get to and from the shops and have to use the road as there are no foot paths in the semi-rural parts of both streets. It is only a matter of time before either a child or elderly resident is injured or seriously hurt by a speeding vehicle.

I would like to continue to be kept informed on the progress of the Carterton South Structure Plan project and I am happy to receive any updates either by email (michael@emailanywhere.co.nz) or by mail to my address at the top of this letter.

I look forward to hearing further from you.

Kind Regards

Michael Dittmer

17 17/1

46 Charles Street
CARTERTON 5713

24 May 2009

Carterton District Council
By email: edita@cdc.govt.nz
Copy to: nick.aiken@opus.co.nz

CARTERTON SOUTH STRUCTURE PLAN

Thank you for the opportunity to attend the Charette and closing session regarding the updated current draft Carterton South Structure Plan on Wednesday 20 May 2009.

We refer to our letter dated 18 June 2008 regarding the proposed Carterton South Structure Plan and would like to raise the following **additional** points:

1. The updated current draft Structure Plan proposes a road from Phillip Street, through Gertrude Street, Daffodil Grove and onto Brooklyn Road. Part of this development includes realigning Gertrude Street between Frederick and Charles Streets into Daffodil Grove. We note on the plan that a park is proposed on either side of the realigned Gertrude Street between Frederick and Charles Streets. Our son, Michael Dittmer, owns 41-43 Charles Street, (corner of Gertrude and Charles Streets), where the realigned Gertrude Street and park is proposed. Michael is 29 years old, is just starting out in life and like many young property / homeowners has a large mortgage on the property.

When Michael bought his property 2 years ago it was an overgrown "jungle" that hadn't been touched for many years. Over the past 2 years Michael has diligently worked at clearing the section, pruning and spraying the many specimen hardwood and fruit trees and selectively felling other trees. There is still some work to be done, however the section is now looking great!

Michael planned to subdivide his 2000m² section into 2 x 1000m² sections. He planned to sell one of the 1000m² sections to fund building his dream home on the other section. He's dreamt and talked about it for the last 2 years. Now with the Council proposing to realign Gertrude Street and develop a park, his plans and dream home are no longer possible. With the current draft structure plan out in the public arena, so to speak, he cannot even sell the land. In fact, once the current draft Structure Plan is adopted by Council there is only one option for Michael and that is for **Council to immediately fully compensate Michael by purchasing 41-43 Charles Street from him to enable him to move on in life.**

2. As mentioned in our letter of 18 June 2008 we bought in south Carterton because we wanted to live in a quiet country location. We had come from an infill subdivision in

17/2

Upper Hutt where our section was 418m²! We enjoy both the open spaces and the quiet country location. We refer you to our letter of 18 June 2008 where we have embraced the principles of sustainability and are enjoying the opportunity to do so.

By developing a road from Phillip Street, through Gertrude Street, Daffodil Grove and onto Brooklyn Road would make our location, 46 Charles Street, which is on the corner of Charles Street and Daffodil Grove a main thoroughfare through to town. Traffic volumes, including boy racers, would significantly increase and **we do not want to live on a main thoroughfare to town**. We are **against** any sort of roading development that would cause our location to become a main thoroughfare to town. As it is already many vehicles exceed the 50km per hour speed limit along Charles Street particularly between Gertrude Street and Lincoln Road. Being a country location the kids ride their bikes up and down the road and it is only a matter of time before a child is injured by a speeding vehicle.

3. The updated current draft Structure Plan proposes a commercial and/or industrial zone at the intersection of Daffodil Grove and proposed road 3. As mentioned in our letter of 18 June 2008 there are currently empty shops in the Carterton township, and a year on there are still empty shops in the Carterton township! It would be better to see **all the** shops in the Carterton township full and trading successfully before Council builds a further commercial or industrial area.

Many of Carterton's High Street retailers have suffered a significant downturn in their incomes due to the major roadworks that have been undertaken in High Street over recent months and also the economic downturn. It will take time for our retailers to recoup their losses and we need to support the current retailers in Carterton **not** build a further commercial or industrial zone.

4. The updated current Draft Structure Plan makes no mention of the zoning of the semi-rural areas of south Carterton. We refer you to our comments regarding this issue in our letter of 18 June 2008.

We would like to continue to be kept informed on progress on the South Carterton Structure Plan project and are happy to receive updates by email to: dittmer@inspire.net.nz or by mail to our address at the top of this letter.

We look forward to hearing further from you.

Kind regards

Barry and Elizabeth Dittmer

18/1

Submission Form

Proposed 2009-19 Long Term Council Community Plan

Submissions Close on Wednesday 13 May 2009

Submitter Details

(Please print clearly use a dark coloured pen to ensure that your submission is easy to read)

Name: DS. HS. Capper

Organisation Representing:

House Owners

Postal Address: 147 The

Ridgeway Mairington

Wellington

Email Address: h.capper@extra.co.nz

Telephone Number: 04 389 4561

Presentation of Submission

Please tick one of the circles. If one of the circles is not ticked, it will be assumed that you do not wish to be heard.



Yes, I want to speak in support of my submission at the meeting to be held on Wednesday 20 May 2009 commencing at 9.30 am.



No, I do not wish to speak in support of my submission and ask that the following written submission be considered by Council.

Returning your Submission

Deliver to: Council Office, Holloway Street, Carterton, or

Post to: Carterton District Council, P O Box 9, Carterton 5743,

Fax to: 06 379 7832, or

Email: julie@cdc.govt.nz

Details to be Included in Your Submission

1. Items in the Proposed 2009-19 LTCCP you wish to make comment on.
2. The decision you would like the Council to make.
3. The reasons for your request.

Submission Details

Submitter HS DS. Capper

Comments on the development of Road 13.

1. Developing this road will create a by-pass that will end up going through a residential area.

2. It will create a subdivisible land area adjacent to Diamond St. etc.

We would prefer to see this land used as a buffer between the factory (PTO)

Edita Babes

~~edita@cdc.govt.nz~~

18/2

and the housing nearby eg. Diamond St.
The land could become a park area with
an avenue of trees and upgrade the
locality. This would also create a
proper division between housing and
commercial activity.

3. A suitable road for a by-pass would
be to upgrade Rutland Rd behind
the factory and away from housing.

would
4. We like to see existing planting
on the factory western edge extended
for the length of the factory to
help create a division between
the factory and housing;

File No WP/02/02/02
26 May 2009

Edita Babos
Carterton District Council
PO Box 9
Carterton 5743

PO Box 41
34 Chapel Street
Masterton
New Zealand
T 06 378 2484
F 06 378 2146
www.gw.govt.nz

Dear Edita

Draft Carterton South Structure Plan

Thankyou for the opportunity to participate further in the Carterton South Structure Plan process, and in particular the invitation to attend the charette held on the 20 May 2009. It was interesting to hear the issues and concerns that various members of the community expressed during the charette.

Greater Wellington has expressed our particular areas of interest in previous correspondence, and this relates to the opportunities to incorporate urban design principles into the plan and the opportunities for the maintenance and enhancement of natural features and improving the environmental quality of the urban area. Greater Wellington also has a responsibility for transport, both in maintaining the accessibility of main transport corridors and encouraging connections for different transport modes and public transport. Further to our previous comments, Greater Wellington would like to elaborate further on the following areas:

Waikakariki Stream

The Waikakariki Stream is located in the north-western corner of the structure plan area. This stream is the only water body located within the area defined by the structure plan. A lowland rural water body encroaches into the Carterton urban fringe before flowing in a south-westerly direction into the Mangaterere Stream.

Greater Wellington's State of Environment monitoring shows that lowland rural streams and urban streams often have the poorest water quality and aquatic health of all streams in the region. The worst affected urban streams are in the main cities, but streams in smaller towns are also degraded. The main reasons for poor water quality and poor aquatic health are stormwater runoff from roads and roofs, which carry large amounts of contaminants to water bodies, and the removal of riparian vegetation, which exposes the stream to increased sunlight and increases water temperatures. Stream habitat is often further degraded through channelization and piping. Streams that also run through agricultural land use face additional problems and commonly have elevated nutrient and faecal bacteria concentrations that can cause nuisance algal or plant growths, and make the water unfit for some uses (e.g., stock drinking water).

WGN_DOCS-#646041-V1



The Freshwater chapter of the operative Regional Policy Statement has policies to maintain and protect the quality of freshwater so that it is available for a range of uses and values. They ensure that, in respect to all waterbodies not covered by Fresh Water policy 10 [Waterbodies of regional significance], any adverse effects on amenity values or the intrinsic values of ecosystems which may result from any use and development, and on any natural or near natural areas, are avoided remedied or mitigated. The proposed Regional Policy Statement also has policies to protect the aquatic ecological function of waterbodies and to support environmental enhancement initiatives.

The Wairarapa Combined District Plan has policies in the freshwater chapter that are designed to address the issue of land use and development near waterbodies. Development can adversely affect the quality of freshwater environment, particularly in the absence of reasonable buffer strips along water body margins. One policy encourages the development or maintenance of planted water body margins.

The development of a structure plan for South Carterton provides an opportunity to plan for the enhancement of the Waikakariki Stream through appropriate riparian planting, whilst also allowing for pedestrian and cycle access adjacent to the stream. This would not only enhance the aquatic environment within the stream by filtering runoff from the surrounding area and providing shade for the stream, but it would also enhance the general amenity of the area and provide for additional recreational activities.

Urban design principles

Greater Wellington supports the initiatives incorporated into the structure plan that contribute to quality urban design. Greater Wellington's Transport department has reviewed the plans that have been circulated to date and have provided the following comments:

- The structure plan layout should include good connectivity and permeability to make walking and cycling trips as direct as possible, both within the development area and to link with surrounding areas and destinations such as likely routes to the town centre, local shops, railway station, bus stops and schools.
- Greater Wellington supports pedestrian over-bridges that would cross over the rail corridor and State Highway 2 as this would enhance connectivity both within the defined development area and to the wider community.
- It is also suggested that the locations of existing pedestrian crossings on State Highway 2 be identified and the need for any additional crossing/re-location of crossings, or pedestrian overbridge/underpass facilities be considered, particularly in relation to walking routes to existing schools (St Mary's and South End) to the east of the development area.
- Greater Wellington strongly supports a commercial zone within the area to provide local shops/facilities and a proposed new school to serve the local area. Including these land uses as

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part of the development would support a reduced need to travel by car and support a more sustainable transport system.

Regards



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