



1.0 Introduction

1.1 Why prepare a Structure Plan for Carterton South?

The need for a Structure Plan for southern Carterton is a direct result of submissions to the Proposed Wairarapa Combined District Plan (PWCDP).

This draft Structure Plan has been prepared following a directive from the Commissioners making decisions on submissions on the PWCDP.

The PWCDP sought to establish a single Residential Zone across Wairarapa's urban areas on the basis that whilst each community was distinctive in size, setting and character, the fundamental elements of the residential areas were similar enough to be managed under a single environmental zone.

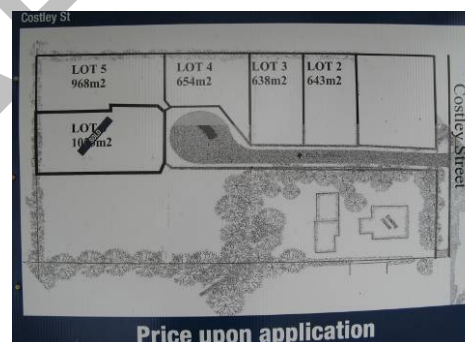
The effect of this for Carterton would have been that an existing area zoned 'Low Density Residential' in the existing Operative Carterton District Plan would have been rezoned 'Residential' in the PWCDP resulting in the minimum lot size for that area changing from 2000m² to 350m² for the serviced areas of Carterton.

A number of submissions on the PWCDP sought reinstatement of the Low Density Residential Zone for reasons such as:

- ☐ the proposed re-zoning would have an adverse effect on the amenity and character of Carterton,
- ☐ the existing zoning creates an appropriate 'buffer' zone between rural and urban activities, and

- ☐ there is sufficient land available for residential development, and
- ☐ concern regarding infrastructure capacity.

In early 2008, the decisions on submissions to the Proposed Wairarapa Combined District Plan were released. In the decisions, the Commissioners decision was to return the area subject to this structure plan study to provisions in line with the existing operative Carterton District Plan (described as the Carterton Low Density Character Area with a minimum lot size of 2000m²). They also identified the need for a structure plan to be developed for this area.



Subdivision development is already occurring on a frequent basis in the structure plan area. In many cases opportunities to secure connectivity within the urban area are being lost, such as in the recent development above.

It was apparent to the Commissioners that the lack of internal connections (north-south road links) needed to be considered along with the pressure of developments within the study area all seeking to access SH2 from the two



existing intersections addressed. The Commissioners considered that examining the study area at that level of detail would also enable consideration to be given to whether more intensive development might be appropriate at certain locations within the identified low density area. At the same time, in the Commissioners decided that land previously within the Low Density Character Area to the north of Brooklyn Road, should remain 'Urban Residential' but with revised minimum standards.

The following extract is from the Commissioners' Decision Report on Subdivision, Land Development and Urban Growth:

"As discussed in the decision report on Chapter 5 – Residential Zone, the Commissioners have determined the character and amenity of the residential area in Carterton is different from Masterton. Accordingly, the minimum lot size of 400m² and average minimum lot size of 500m² has been adopted (i.e. the same as the Operative Carterton District Plan). These lot size thresholds would allow for the existing larger properties to be subdivided for infill development, providing for smaller properties on a limited scale, while efficiently utilising the urban land resource and infrastructure. These standards would apply to the land zoned Residential.

The Plan seeks to promote further urban development in existing urban centres, in particular, areas close to central business districts and main public transport links. Accordingly, the zoning of the northern end of Carterton as Residential is appropriate.

The Commissioners have determined to retain the Low Density Policy Area at the southern end of Carterton with a 2,000m² minimum lot size (to be called

'Carterton Low Density Residential Character Area' to be consistent with the terminology applied in the Combined Plan). This area is not currently as intensively developed as the northern end of Carterton, with areas of existing low density residential use.

However, a matter identified during the hearing of submissions was the lack of internal connections (north-south road links) within this area and the consequent pressure on State Highway 2. To ensure a sustainable pattern of development is achieved for this area, the Commissioners consider that a Structure Plan would be an effective tool for managing the spatial arrangement of the key infrastructure (roads, reserves and development areas). The development of a Structure Plan would also provide an opportunity to determine whether specific locations within this area may be suitable for more intensive development, such as by having a smaller lot size. The Commissioners recommended Carterton District Council should progress the development of a Structure Plan for this area in the near future".

(Extract from page 85 – PWCDP Decision Report on Subdivision, Land Development & Urban Growth, 2008).



1.2 What is a structure plan, and why have one for Carterton South?

A Structure Plan can simply be seen as a framework to guide the development of an area.

Carterton's urban area is linear in form with development extending continuously some 3.9 km along State Highway 2. Underground mains for water and sewage extend from the northern to the southern boundary of the urban ward along High Street and Lincoln Road/ Taverner Street, and along most formed streets. The extent of water and sewage reticulation essentially establishes the boundary of the urban ward.

In this case, the study area for the structure plan encompasses the area identified as 'Carterton Low Density Residential Character Area' in the PWCDP, as well as an area of land to the north of Brooklyn Road that is low density in character but zoned 'Urban Residential'. In essence this is an area of southern Carterton that generally remains developed to only very low density residential activity, or is in pastoral use. However it also features isolated pockets of urban residential development. As such, there is an opportunity to put in place a 'framework' for development that ensures:

- ☐ progressive development of appropriate and necessary infrastructure connections (pedestrian/cycling, vehicle, and services such as wastewater and water) is coordinated;
- ☐ infrastructure needs are identified and planned for in advance, increasing certainty for developers, the community, and Council;



- ☐ physical constraints are addressed;
- ☐ needs for community facilities and recreation/open spaces are identified and planned in appropriate locations; and
- ☐ an 'urban form' is able to be ensured which accords with the aspirations of the community and reinforces community character and identity.

Density, character and land use were key issues raised in submissions to the Proposed Combined Wairarapa District Plan. A critical reason for going through a structure plan process is to enable the community and landowners to consider all of the aspects of change involved in urban growth and development, whether it be fast or slow growth.

As there has already been a process of hearing submissions on the Plan, there is an existing high level of interest in taking the baseline provisions of the Plan a step further to develop a physical picture of what the future undeveloped areas of Carterton might look like. This kind of process enables physical character and land use to be examined specifically within a local context.

The Structure Plan shows graphically a framework for future development within the study area.

Implementation of a structure plan is commonly through a 'Change' or 'Variation' to the District Plan (in this case the PWCDP). Structure plans can be pursued on a non-statutory basis, however, most Councils find that, with a framework having been identified and consulted on, placing it in a regulatory context is the best way

to ensure the objectives of the structure plan are realised (an existing example of a structure plan in the PWCDP is the Jellicoe Residential Character Area).

The Plan variation would not be the only means of implementation though. The Council would also need to look to its LTCCP/Annual Plan to 'fix in' future expenditure on such aspects as infrastructure and reserves, as well as considering other Council documentation that might need to be reviewed, such as reserve management plans.

Any District Plan Variation or other means of implementation of the Structure Plan is not part of this current project.

1.3 Area to be covered by the Carterton South Structure Plan

The structure plan study area covers much of the south end of Carterton, its location and extent of the Study Area are shown in the figures below.

The total size of the study area is 225 hectares. The study area at its closest point is approximately 850 metres from the town centre, and at its furthest point is some 3.5 kilometres away.

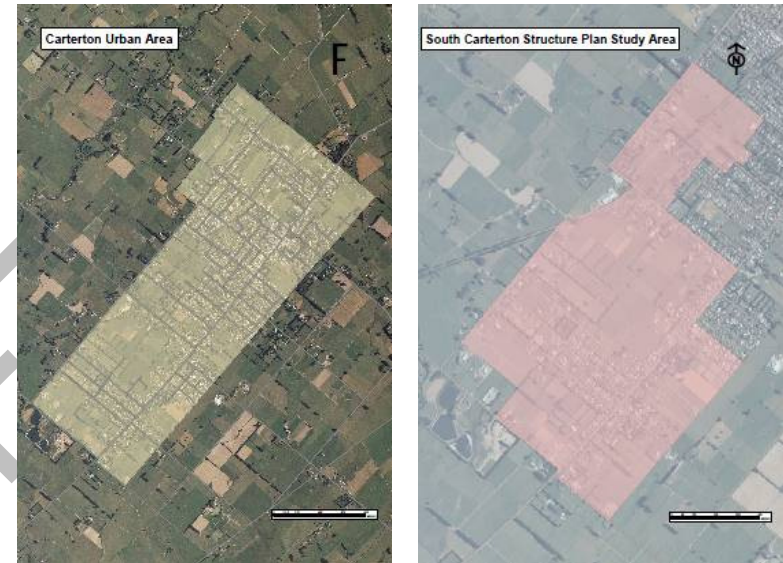
Guiding Principles

The key principles that have guided the process of developing this structure plan are that it:

- ☐ Is not to provide for significant population growth,



- ☐ Will provide for sustainable vehicle, cycle and pedestrian connections,
- ☐ Will provide for connections to employment destinations,
- ☐ Will provide for low impact development including the provision of open space,
- ☐ Will seek to provide and enhance view corridors to the Tararua Ranges,
- ☐ Will provide for choice in terms of housing density to ensure a sustainable and vibrant community, and
- ☐ Will seek opportunities to leverage off development to leave a legacy for future generations.



The Carterton urban area (left) and location and extent of the structure plan (right, in pink).