



## 2.0 Strategy and Policy Context

### 2.1 Proposed Wairarapa Combined District Plan (PWCDP)

#### Background

- ☐ December 2004 - Draft Combined Plan released for public comment.
- ☐ March 2005 - Public comments on Draft Combined Plan close
- ☐ April 2005 - Committee Hearings for Draft Combined Plan comments
- ☐ August 2006 - Proposed Combined Plan released for submissions
- ☐ July 2007 - Commissioner Hearings for the Proposed Combined Plan
- ☐ March 2008 - Decisions released

Within the study area, the Operative Plan provided for a mix of residential development at densities which provide for a variety of residential lifestyle choices, with minimum lot sizes of 400m<sup>2</sup> (Urban Residential) and 2000m<sup>2</sup> (Low Density Residential Policy Area); in contrast to this, the PWCDP, when originally notified, sought to provide for a wide range of lifestyles while maintaining and enhancing residential area character and amenity, with minimum lot sizes of 350 and 400m<sup>2</sup> across most of the Wairarapa's residential areas. The proposed removal of the low density policy area by the Combined Plan within Carterton

however generated a range of submissions and raised several issues which are described below.

Although the Carterton District Plan retains "Operative" status, the Proposed Combined Plan now has weight in statutory decision making after being through the decision-making phase.

The final decisions of the Commissioners for the structure plan area reflected a 400m<sup>2</sup>/2000m<sup>2</sup> split in lot size, similar to the previously operative Carterton District Plan. The main exception was that the area north of Brooklyn Road changed to urban density residential development.

#### Issues raised through Submissions on the Proposed Combined Plan (PWCDP)

- ☐ Facilitation of infill housing in Carterton, which could result in adverse effects,
- ☐ Creation of reverse sensitivity effects, by removing the open space separation of urban and rural zones, which works in lieu of a "green belt",
- ☐ Infrastructure capacity, such as roading, will be unable to cope with the proposed density increase,
- ☐ Soil drainage is poor, so increased surface hardening will create stormwater run-off problems,



- ☐ Removal of residential lifestyle choice, amenity values and semi-rural character,
  - ☐ Changes to Carterton's demographics will require people to be located closer to existing amenities, such as shops and public transport, which is not supported by retaining low densities,
  - ☐ Low density areas support small rural businesses and reinforce rural/farming values,
  - ☐ New subdivisions will be unattractive and will result in noise sensitivity issues,
  - ☐ The density change will encourage urban sprawl.
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## 2.2 Carterton's Community Outcomes

Carterton District's community has identified a number of community outcomes under the Local Government Act 2002, and included in the LTCCP. Several of these are potentially relevant to the structure plan insofar as they indicate the desire/s of the community for future development. The structure plan should take these desires into account and where possible be consistent with them.

Relevant community outcomes include:

- ☐ A vibrant and prosperous economy,
  - ☐ A safe district,
  - ☐ A healthy district,
  - ☐ A district which enjoys creativity and recreation,
  - ☐ A district which values and protects its natural environment, and
  - ☐ A district which promotes sustainable infrastructure and services.
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## 2.3 Wellington Regional Strategies

Two Regional Strategies have been considered with respect to the draft structure plan. These are the Wellington Regional Transport Strategy, and the Wellington Regional Sustainable Growth Strategy.

### Regional Land Transport Strategy (WRLTS)

**Key regional issues and pressures identified include:**

- ☐ Access to goods and services, employment and amenities,
- ☐ Transport related greenhouse gas emissions,
- ☐ Public transport capacity and mode share,
- ☐ Reliability of the transport network,
- ☐ Severe traffic congestion, particularly at peak times, and
- ☐ East-west connections between key transport corridors and regional centres.



**RLTS objectives, outcomes and targets include:**

- ☐ Assist economic and regional development,
- ☐ Assist safety and personal security,
- ☐ Improve access, mobility and reliability,
- ☐ Protect and promote public health,
- ☐ Ensure environmental sustainability, and
- ☐ Ensure that the Regional Transport Programme is affordable for the regional community.

**Relevant key outcomes include:**

- ☐ Increased peak period passenger transport mode share,
- ☐ Increased mode share for pedestrians and cyclists,
- ☐ Reduced greenhouse emissions,
- ☐ Reduced severe road congestions,
- ☐ Improved regional road safety,
- ☐ Improved land use and transport integration, and
- ☐ Improved regional freight efficiency.

While none of the key regional issues and pressures within the objectives of the WRTS appear directly relevant to the structure plan, objectives, outcomes and targets in relation to transport issues, safety and security, public health, and access for the mobility impaired are certainly relevant. Regional Transport Strategy outcomes seeking to achieve increased mode share for pedestrians and cyclists are particularly obvious. An assessment of the existing movement framework in Carterton, and particularly in South Carterton quickly identifies that while vehicles are fairly well catered for, relatively little infrastructure is in place for pedestrians and cyclists.

**Wellington Regional Growth Strategy 2007**

The Wellington Regional Growth Strategy 2007 (WRGS) contains a number of goals that are quite relevant to the structure plan. Again there is a need to ensure consistency or compatibility with the provisions of the WRGS. Relevant provisions include:

- ☐ Quality Urban Design,
- ☐ Integrating Transport with Urban and Rural Needs,
- ☐ More Homes Close to City Centres and Transport Links,
- ☐ Affordable Housing,
- ☐ Rural Lifestyles, and



- ☐ Open Spaces.
  - ☐ Sustainable Urban Development Principles
    - Well structured and designed,
    - Delivers Good Access,
    - Respects Local Sense of Place and Identity,
    - Maintains and Protects natural Systems,
    - Mixes Natural Spaces and Built Urban Areas, and
    - Copes with Change.
  - ☐ Sustainable Transport System Principles
    - Creates and Integrated land Transport System,
    - Provide Equitable Access for All Members of the Community,
    - Assists Safety and Personal Security, and
    - Is Environmentally Sustainable.
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