

Carterton South Structure Plan

Summary of Submissions From Charette and Landowner Consultation June 2009

Sub No.	Submitters Name	Contact Details	Submission
1	Alan & Leonie Eastergaard	46 Frederick Street, Carterton	<ul style="list-style-type: none"> ◆ Applaud Council putting a structure plan in place. ◆ Some of the community did not understand that if it was insisted council was to pay for the proposals, essentially they would still be paying for them in part through their rates. ◆ Before the final of this structure plan is presented a paper should go to all ratepayers explaining some basic facts or at least be attached to the final plan. This should explain that council funds are in fact the ratepayers. ◆ A bypass along Lincoln Road from Dalefield Road to Kent Street between the hours of 7am to 8pm would make a great difference to the safety and comfort of the central town area and would enhance shopping attendance by easing of problem vehicles. ◆ Green areas are an ideological nightmare as presented. Were initially too big and badly placed and places of risk for children. ◆ Agree there should be some but on corners with two angles of viewing. ◆ Commercial area financially unviable ◆ Some people did not realise that this was the consultation process until it was explained to them by my wife and myself. ◆ The sort of community parks suggested only work in high density housing areas. ◆ Council need some of the area bounded by Brooklyn Road, Lincoln Road, Charles Street and High Street to be subdivided so sewerage problems can be alleviated without cost to council or ratepayers. It is therefore necessary for council to change the section sizes to an average of 1000m². ◆ When the proposal is presented for final consultation, it should be done with a chairperson who has an active business background, including sub-divisions and is not a council employee. Independence is vital to credibility
2	Frank Optland	14 Kenwyn Drive, Carterton	<ul style="list-style-type: none"> ◆ Like the structure plan idea. ◆ 2000m² minimum lot sizes are too large for this part of Carterton.

			<ul style="list-style-type: none"> ◆ Minimum allotment size should reflect “Kiwi Dream” of house on a quarter acre block. ◆ Please amend structure plan to 1000m2 ◆ Minimum lot sizes should be mandatory not just a rough guideline except in exceptional circumstances. ◆ Road 7 is unnecessary - should be deleted because the existing Gertrude Street already carries out the function of providing a reasonable thoroughfare between Frederick and Philip Streets. ◆ Gertrude Street should be extended to join Philip Street to Road 11 by joining this to Road 10. ◆ If extending Gertrude Street is not possible, then Road 8 should be kept in the Plan without Road 7. Consideration should then be given to moving Road 8 120 metres to the east and delete the other un-numbered road that joins Philip Street and Road 11. ◆ Plan intersections with roundabouts. Would also like to see roundabout included between the roads from the Low Density Area and SH2. ◆ Road 7 is superfluous - appears to have no useful purpose. ◆ Cartertons rural character, uncrowded milieu, relatively small town size and views of the Tararua Ranges make it unique/special.
3	Margaret and Andrew Priest	57 Brooklyn Road, Carterton	<ul style="list-style-type: none"> ◆ The plan as presented 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: <ul style="list-style-type: none"> ○ Includes roads that have received resource consent ○ 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 ◆ I can see that it's a good idea to have a structure plan. ◆ The meetings held on the 5th and 17th of June should have been held in 2008, would have saved a lot of unnecessary aggravation, stress, anger and expenditure. ◆ Consultation still needs to take place with the single remaining most impacted

			<p>landowner. I understand this has been promised by Opus.</p> <ul style="list-style-type: none"> ◆ Traffic calming should be achieved by having the roads join as staggered junctions. Better than dreaded speed bumps. ◆ Why are several existing parks being split to provide road links? ◆ Open space currently planned is too large. Southend Park gets the most use at the moment but now has a road going through the middle of it. Move the road to one or other side. ◆ Commercial area not viable. Current dairies not doing well. Hard to see how it would survive even with massive growth. ◆ Road 11 should be inset with a light commercial zone buffer to set apart residential from heavy commercial. ◆ Where are all the people coming from that are going to buy these 2000m2 sections? Why would families move out here for a 'standard' type home when there are long journey times and not many job prospects locally? ◆ Although inevitably the Low Density Zone will be in filled, I urge the practical measures to preserve the character are considered.
4	Ponatahi Christian School Trust C/- P Betram	Ponatahi Christian School Trust, Howard Street, Carterton	<ul style="list-style-type: none"> ◆ Concerns about paying for infrastructure - after clarification
5	Roger Boulter	Ridgway Cottage, 281 High Street South, PO Box 89, Carterton, 5743	<ul style="list-style-type: none"> ◆ Support structure plan proposals insofar as the 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. The streetscape cross-sections are contrary to cycle design best practice and guidance and may also be dangerous. ◆ Central to the functioning of the area and its sense of place, the north-south road link will gave the commercial area some viability. ◆ It would be a great pity if the local centre failed to happen ◆ In finalising the roading configurations, and thus the specific location of the commercial area, flexibility should be employed, rather than 'whittling down' an already small centre to almost nothing. It does not need to be in the location as shown but could be 'somewhere in the middle' of the area.

			<ul style="list-style-type: none"> ◆ Some envisioning may show how the town centre will look but in its streetscape design and activities which should ideally occupy it ◆ Strongly support the aim of this exercise to improve localised roading connectivity. ◆ Major concerns with the streetscape designs ◆ Proposals should be refined through dialogue with individual land owners with a view to achieving a high level of support. ◆ The proposals show a well connected set of road proposals, although Road 5 could be connected to Lincoln Road. ◆ Strong concerns regarding the way cyclists are segregated from traffic flow. This is directly contrary to professional best practice. They should be integrated on low-flow roads. ◆ Cyclists will need to reach the same destination as motorists, therefore a cycle path on only one side of the road will not serve about half the desired destinations except with the inconvenient and possibly unsafe crossing of the carriageway. ◆ Cyclists also need route continuity, this would be hindered at intersections. ◆ Conflict between cyclists and pedestrians on footpaths is an issue. ◆ Some 'sporty' type cyclists will use the road anyway. No provision has been given to them on the roads, especially with narrow streets and parking. ◆ Where a footpath is crossed by driveways, drivers have little chance to see even a slow cyclist. ◆ Cyclists will be crossing the carriageway on the edge of motorists field of vision where they will not be noticed. ◆ How cyclists should or will behave will be confusing for everyone.
6	LD Evans and JL Taylor	407 High Street South, Carterton	<ul style="list-style-type: none"> ◆ Want Road 21 and 13 ◆ Don't want Road 12 or walkway on the end of Road 21 ◆ Will allow a park on our property only with a trade off on Road 21
7	Vanessa Dacly	387 High Street South, Carterton	<ul style="list-style-type: none"> ◆ Pathway/Road connecting Brown Avenue with SH2 is not necessary and undesirable. It does not service anything
8	MJ Benge	393 High Street South, Carterton	<ul style="list-style-type: none"> ◆ Agree with Roads 13 and 21 ◆ Don't want Road 12 ◆ Don't want the park at 393 High Street South, not a suitable space ◆ You need to give something to get something
9	Patricia Venn	24A Lincoln Road, Carterton	<ul style="list-style-type: none"> ◆ It is excellent that this is happening ◆ A village centre in South Carterton would be good

			<ul style="list-style-type: none"> ♦ The exciting thing about this area is that it appears to be becoming an Arts Centre for the Wairarapa. ♦ In the event of an emergency, e.g. rising sea levels, an event centre where we can <u>all</u> meet is vital. ♦ A small village centre with a village green would be most desirable ♦ A bypass on the eastern side of the main road is becoming urgent ♦ Every house in Carterton should ideally have a water tank and solar panels, at least 2 raised beds for growing vegetables and a fruit or a nut tree ♦ An Arts Centre, where artists can work, hold meetings and display their work. This is becoming more and more important. It is becoming who we are. The exhibition centre that is presently used is an excellent venue and should be kept as such. ♦ See diagram
10	Kay Halligan	43 Philip Street, Carterton	<ul style="list-style-type: none"> ♦ Request for further information about subdivisions and new roads in the Philip Street/Lincoln Road area.
11	Not given	Not given	<ul style="list-style-type: none"> ♦ Commercial area totally unnecessary ♦ Through roads create a traffic hazard at Daffodil Grove and Endelave Way intersections with Charles Street ♦ Would like to see more lighting and footpaths ♦ The plan seems to cover from Brooklyn Road to Charles Street and not the area mentioned as Southern Area. ♦ At present much of the traffic in Charles Street travels at high speed from Lincoln Road-High Street South. Do you have a solution to this? ♦ It is important to retain the semi-rural character. ♦ All houses should be single level in order to prevent views being blocked ♦ It is important to not change the character of the area-change is not always progress
12	Nadine Smock		<ul style="list-style-type: none"> ♦ To assist council in the design and layout of the structure plan, I would like to take this opportunity to bring to your attention that Lot 5 DP 73956 also known as 456 High Street has been subdivided into 9 residential lots awaiting CT Title allocation, therefore is unavailable for any proposed roading.
13	Alex Macdonald	465d High Street South, Carterton	<ul style="list-style-type: none"> ♦ Retain rural lifestyle blocks, people came to live in Carterton, not a residential area. ♦ South Carterton has an advantage of being close to Greytown and a lack of lifestyle blocks available in and around Greytown.

			<ul style="list-style-type: none"> ♦ The properties that are being sold and are in demand are lifestyle blocks.
14	J and A Ward	469 High Street South, Carterton	<ul style="list-style-type: none"> ♦ Move proposed Road 23 50 metres further south because the branches of a large row of gum trees extend out over 1/3 the width of our property. The trees are estimated to be 120 years old and are a historical feature of this area. ♦ The remaining strip of land would also be worthless.
15	Not given	Not given	<ul style="list-style-type: none"> ♦ Would like a park for the areas South of Brooklyn Road and some shops ♦ No need for a number of the proposed roads, particularly those east of High Street South. Would cause too much disruption to existing home owners ♦ It is important to retain the semi-rural character of the south end, while also supporting the growing number of families in the newer subdivisions. ♦ Many of the proposed roads would be a needless waste of money, however connecting some of the existing roads makes sense. ♦ I support more pedestrian accessways, however those requiring large scale acquisition of land would be expensive and disruptive.
16	Michael Dittmer	46 Charles Street, Carterton	<ul style="list-style-type: none"> ♦ For the past year since the draft structure plan has been out in the public arena, 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 my by purchasing 41-43 Charles Street to enable me to move on with my life. ♦ The thoroughfare from Philip Street along Gertrude Street and then Daffodil Grove will increase the traffic volume to levels which are unacceptable to me as a resident adjacent to this access. ♦ Against any sort of roading development as currently most vehicles already exceed the speed limit along Charles and Frederick Streets. Due to the fact that the western half of both streets is classified as being semi-rural, the local children play on the streets. These streets also have a number of elderly residents who use the roads because there are no footpaths.
17	Barry and Elizabeth Dittmer	46 Charles Street, Carterton	<ul style="list-style-type: none"> ♦ The thoroughfare from Philip Street along Gertrude Street and then Daffodil Grove will increase the traffic volume to levels which are unacceptable. ♦ It would be better to see all the shops in Carterton full and trading successfully before council builds a further commercial area. ♦ The updated draft structure plan makes no mention of the zoning of the semi-rural areas of south Carterton. Refer to previous letter of 18th June 2008.
18	DS and HS	147 The Ridgeway,	<ul style="list-style-type: none"> ♦ Developing Road 13 will create a bypass which ends up in a residential area

	Capper	Mornington, Wellington	<ul style="list-style-type: none"> ◆ It will create a sub-divisible land area adjacent to Diamond Street etc. We would prefer to see this land used as a buffer between the factory and the housing nearby. The land could be a park area with an avenue of trees. ◆ A suitable bypass would be the upgrading of Rutland Road behind the factory and away from housing. ◆ We would like to see existing planting on the factory western edge extended for the length of the factory.
19	Scott Ihaka	Greater Wellington Regional Council, PO Box 41, 34 Chapel Street, Masterton	<ul style="list-style-type: none"> ◆ 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. ◆ GW supports the initiatives incorporated into the structure plan that contribute to quality urban design. ◆ The structure plan layout should include good connectivity and permeability ◆ GW supports pedestrian over-bridges that would cross the rail corridor and State Highway 2. ◆ Locations of existing pedestrian crossings on State Highway 2 should be identified on the structure plan and the need for additional crossings/re-location of crossings or pedestrian overbridge/underpass facilities be considered, particularly in relation to walking routes to schools. ◆ Strongly supports a commercial zone within the area to provide local shops/facilities and a proposed new school. Including these would support a reduced need to travel by car and support a more sustainable transport system.
20	John Baker Vicki Waller Gaye Maude Cheryl Geill Kath Wilkie	101 Lincoln Road 99 Lincoln Road 83 Lincoln Road 81 Lincoln Road 67 Lincoln Road	<ul style="list-style-type: none"> ◆ It is understood that Carterton will grow and must have plans put 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? ◆ Drawing these roads on paper could adversely affect the sale of many people's properties. ◆ You can cycle from one end of town to the other in 1-15 minutes and walking is easy too. ◆ You will find the majority of people who live here, live here because it is semi-rural ◆ The proposed roads and pedestrian links from Lincoln Road to the railway line seem to have little relevance to improving the mobility of people around Carterton. There are already access streets and new roads would not improve that to any

			<p>degree.</p> <ul style="list-style-type: none"> ◆ The addition of 2 more pedestrian rail crossings controlled by lights and bells, which has proven to be far from effective around the country, is not a good idea. Given the topography of the area underpasses would seem to be excluded due to the possibility of flooding. ◆ Landowners must retain the right to decide where any access driveways are positioned. ◆ The users of the rail crossings are most likely to be children so the proposal should be excluded on the simple issue of safety alone. ◆ The need for the improvement in mobility in the northern area should be able to be achieved without impinging on individual property rights through the creation of cul-de-sacs, meaning that traffic entering the area must also leave the same way resulting in increased traffic noise. ◆ Having the southern end of Lincoln Road paved would make it much safer for the many walkers and cyclists who use it. ◆ Instead of a footpath is a berm which council has to maintain by mowing. Residents are paying rates for thing such as stormwater collection and footpaths which do not exist. ◆ People are dropping rubbish in this area and doing wheelies. The rubbish is not immediately picked up so blows onto private property. ◆ Can provide sewer lines without creating new roads, just replace topsoil.
21	Ryan Smock		<ul style="list-style-type: none"> ◆ The development plan provided will enhance and compliment Carterton's intrinsic identity and character as well as provide robust quality assets for the CDC. We believe the end result will be a an affordable, highly desirable, community neighbourhood. ◆ We request that Opus and the CDC incorporate this development plan into the final draft of the structure plan. ◆ We are eagerly awaiting the District Plan Variation defining character zone as a minimum of 1000m2 to enable us to proceed with this development.