

# Appendix E: Structure Plan Consultation Outcomes

The following leaflet was delivered via post to some 4,000 residents of the northern suburbs in April 2006.

### Developing the Structure Plan

#### Overview

The structure plan will set the "bones" or key principles of development, while allowing for flexibility over time. The plan below illustrates how the area could be developed to fit these principles.

#### Environmental fit

An objective of the structure plan is to enhance, protect and link significant landscape, ecological and natural features of the area as a foundation for sustainable urban living.

The structure plan will therefore identify the significant features of the site and ensure that these are protected from inappropriate development. Where possible it will seek to link these and enhance their values.

#### Making the connections: streams and parks

The structure plan will create a network of tracks, along with the protection of significant native bush and streams. Together these create a "Green and Blue" network. The creation of this network provides opportunities for a wide range of recreational activities as well as helping to protect and enhance the ecological features of the site.

#### Connecting communities

Well-connected development and communities are successful. This is recognised in the structure plan which seeks to create and enhance road, cycle and pedestrian links within the site and between the surrounding communities.

The structure plan therefore includes key internal connector roads and shows how these could link with the surrounding communities.

#### Local employment

There are currently few opportunities in the northern suburbs for people to work near where they live. The structure plan provides the opportunity to create a place where people can work locally, thereby strengthening the local economy, reducing the need to travel and increasing quality of life.

#### Connecting the region

The location of any Grenada to Huri Valley link road has a significant influence on the form of the structure plan. Construction of the link road has been identified as a matter of regional importance as it would provide better east-west connections and relieve

traffic congestion on Ngauranga Gorge and SH2 south of Petone.

The road would need to be a relatively high-speed, four-lane road with few intersections. Due to the steep terrain of the potential route, construction of the road will be complex. While the strategic need for this road has been agreed, no route has yet been set and funding is not assured.


The structure plan will identify a potential route for this road through the site to ensure this is not compromised by development.

A final decision on whether to construct the road, including the route, timing and how this will be funded, will need to be made by Transit. This will form part of wider decisions on the Western Corridor Transmission Gully.

#### Land use and development

Broadly, there will be five different areas of land use within the structure plan:

- Green open spaces: these have ecological or landscape value or are very steep and therefore considered unsuitable for development. This would include parks, reserves and Rural zoned land.
- Business Park: this is split into two areas. The land would be developed in stages over a 15+ year period. The quality of development would be controlled through the use of rules, a design guide and landscaping controls. Types of activity may include distribution, warehousing, hi-tech industry and service provision - not big box retail.
- Neighbourhood centre: this area includes a park area, a small retail area to serve both local residents and people working in the employment area and medium-density housing. This would provide the hub of the development area. Quality would be controlled through rules and a design guide.
- Residential areas: the residential area would form the bulk of the developed area. This would provide space for around 800 new homes. These would be developed in stages over 10-15 years.
- Rural residential area: areas for rural-residential development are identified around the fringe of the residential area. This could include about 100 new homes.





*Plan of the possible development of the Lincolnshire Farm area to fit principles of the structure plan*

**1. Making the connections: streams and parks**

- A. Protection of the Belmont Stream from its headwaters to Seton Nossiter Park
- B. Track links along the Belmont Stream Cully, through the site towards Belmont Regional Park
- C. An internal network of tracks to connect recreational parks and reserves

**2. Connecting communities**

- A. Internal links: a network of internal connector roads linking to the surrounding communities - central to this will be a broad, tree-lined "Avenue"
- B. Mark Avenue, Grenada Village to Churton Park off ramp
- C. Woodridge Drive extension to the Avenue
- D. Jamaica Drive in Grenada North to Mark Avenue
- E. Horokwli Road to the development area

**3. Connecting the region**

Strategic link road from SH1 / Grenada to the Hutt Valley

**4. Land use and development**

- A. Green open spaces
- B. Business Park
- C. Neighbourhood centre
- D. Residential areas
- E. Rural residential areas
- F. Potential clean fill area

### *Where to from here?*

#### **What will happen to my comments?**

The structure plan is still at an early stage. Comments received will be used to guide the final document. The outcomes of the consultation and a draft structure plan will then be reported to the Council on 10 August.

#### **Implementing the Structure Plan**

The structure plan would be implemented by a statutory plan change to the Wellington City District Plan. Depending on the outcomes of this consultation, it is proposed to notify this plan change in September 2006.

Once notified, the plan change will be subject to the statutory consultation process of the Resource Management Act 1991. This provides the opportunity for the public and stakeholders to make formal submissions. Following submissions, a hearing may occur and the Council will then make a decision on the plan change.

#### **Further information**

Updates on the progress of the structure plan will be posted on the Council website [www.Wellington.govt.nz](http://www.Wellington.govt.nz).

If you would like further information on the structure plan, the Northern Growth Management Framework, or the current review of the Subdivision Design Guide, please contact the project manager, Dougal List (ph. 801 3105 or email [dougal.list@wcc.govt.nz](mailto:dougal.list@wcc.govt.nz)).



The neighbourhood centre would include small parks and medium-density housing.



The gullies and streams of the area would create a network for recreation and ecological protection.



The Avenue would be a broad tree-lined street fronted by shops and businesses.

# A Structure Plan for Lincolnshire Farm

## About you

Please return your comments by 19 May 2006.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Email: \_\_\_\_\_

Organisation/Business (if applicable) \_\_\_\_\_

Are you:

Under 18,  18-35,  36-50,  51-65,  over 65

Please add me to the mailing list for updates on this project (or)

Please leave me off the mailing list for updates on this project

Thank you for your valuable contribution.

## Give us your views!

What do you think of the draft structure plan? Please tick the boxes as appropriate and add any comments below. Alternatively, you can make your comments online at [www.Wellington.govt.nz](http://www.Wellington.govt.nz).

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	No opinion
1. Protection of the environment: the significant ecological and landscape features of the site are sufficiently retained and protected.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. Tracks and stream links: a strong network of ecological and recreational links has been identified.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Connecting communities: the structure plan provides good road connections to the surrounding communities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4. The following are important local connections:						
• Mark Avenue, Grenada Village to Churton Park off ramp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Woodridge Drive extension to the main "Avenue" and link road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Jamaica Drive in Grenada North to Mark Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Horokiwi Road to the development area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	No opinion
5. It is important to build a strategic link road between SH1/Grenada and SH2/Hutt Valley.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
6. Creating a strong, high-quality business park for local jobs and regional economic development is important and appropriate for the site.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
7. Additional housing, including a wider range of housing choice, is important and appropriate for the site.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
8. The land uses proposed for each area are generally about right						
• Areas of protection	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Employment areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Neighbourhood centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Residential areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Rural residential areas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
9. How could the structure plan be altered? (For example, to make new road links, change land uses – including the extent of these to protect or develop more land.)						

FreePost Authority Number 2199

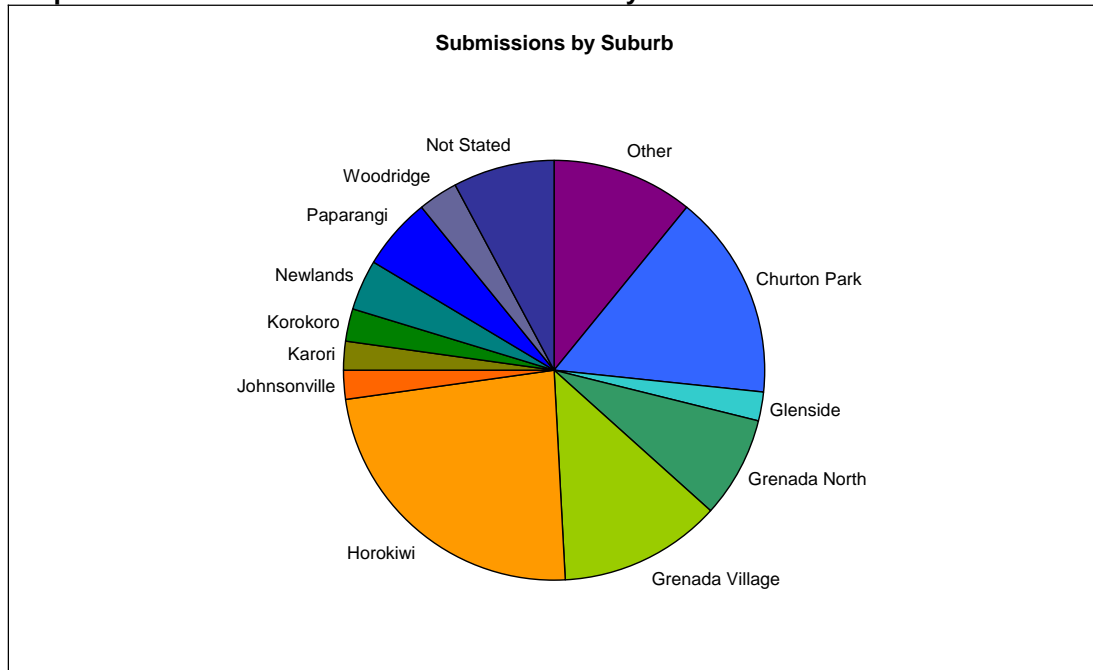


FREEPOST 2199  
 LINCOLNSHIRE FARM STRUCTURE PLAN CONSULTATION LEAFLET  
 WELLINGTON CITY COUNCIL  
 PO BOX 2199  
 WELLINGTON

### Outcomes

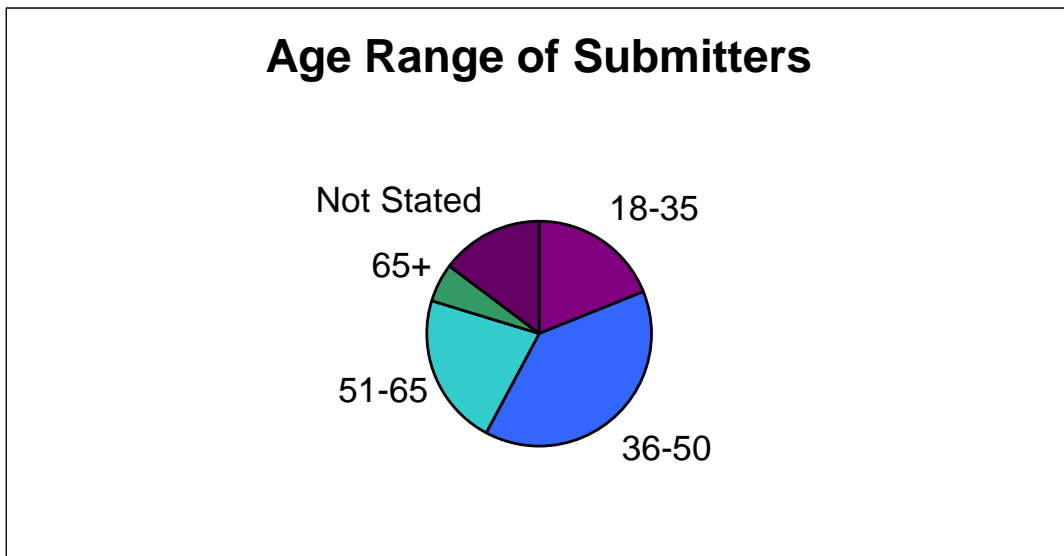
128 Submissions were received on the draft structure plan. Of these, approximately 110 responded to the questionnaire. The remainder provided comments only.

**Graph 1 and Table 1: Breakdown of Submitters by Suburb**



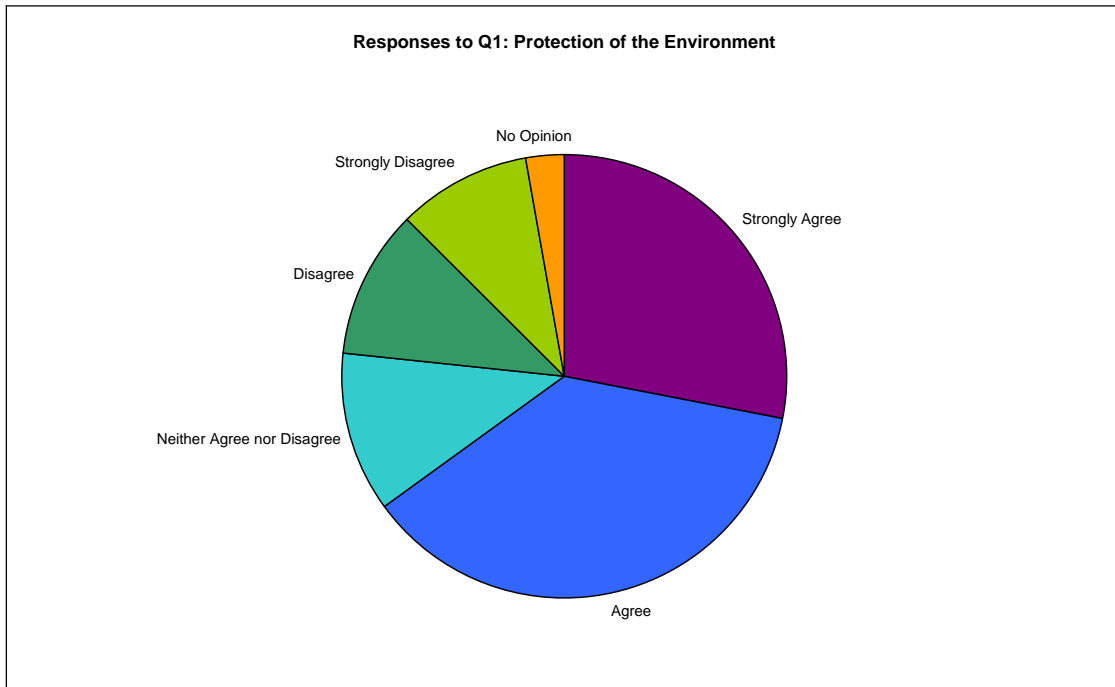
Suburb	Submissions
Churton Park	20
Glenside	3
Grenada North	10
Grenada Village	16
Horokiwi	30
Johnsonville	3
Karori	3
Korokoro	3
Newlands	5
Paparangi	7
Woodridge	4
Other	14
Not Stated	10
<b>Total</b>	<b>128</b>

**Graph 2 and Table 2: Breakdown of Submitters by Age Group**



<b>Age Group</b>	<b>Submitters</b>
18-35	24
36-50	50
51-65	28
65+	7
Not Stated	18
<b>Total</b>	<b>128</b>

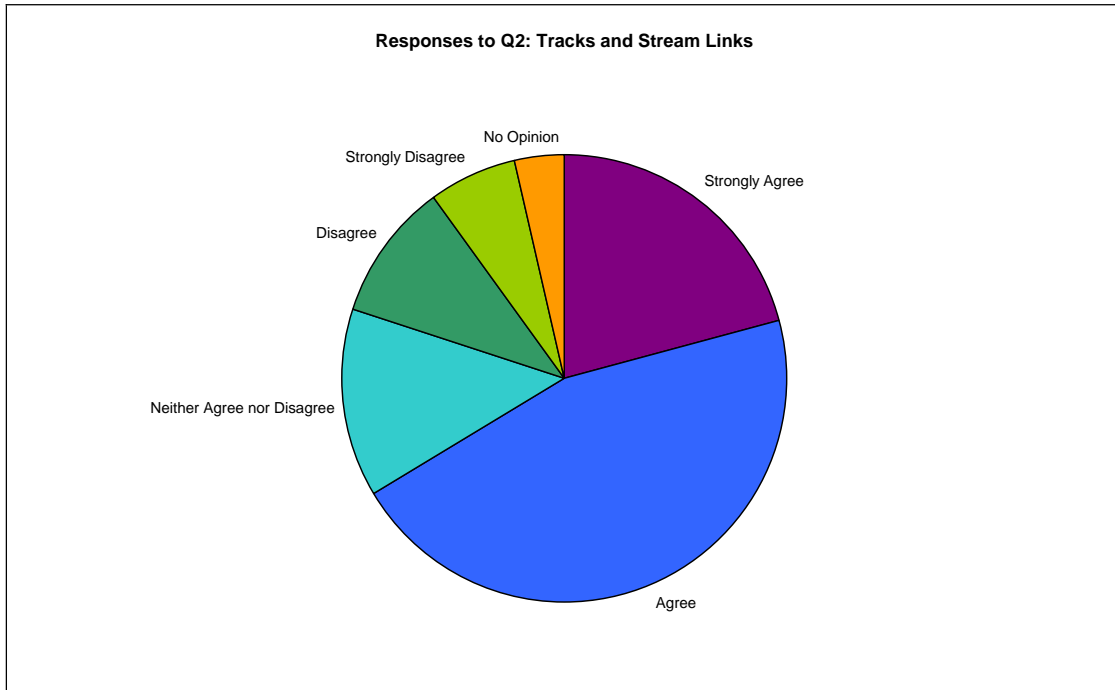
**Graph 3 and Table 3:**  
**Rate the statement “Protection of the environment: The significant ecological and landscape features of the site are sufficiently retained and protected.”**



<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	31
Agree	41
Neither Agree nor Disagree	13
Disagree	12
Strongly Disagree	11
No Opinion	3
<b>Total</b>	<b>111</b>

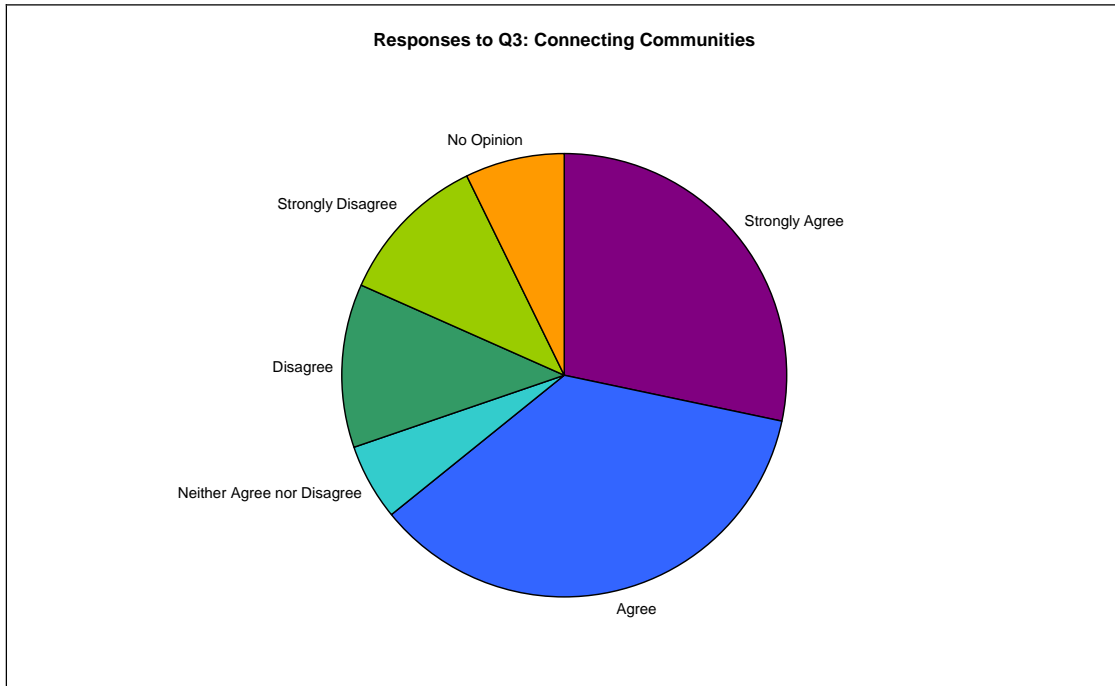


**Graph 4 and Table 4: Rate the statement: “Tracks and stream links: A strong network of ecological and recreational links has been identified.”**



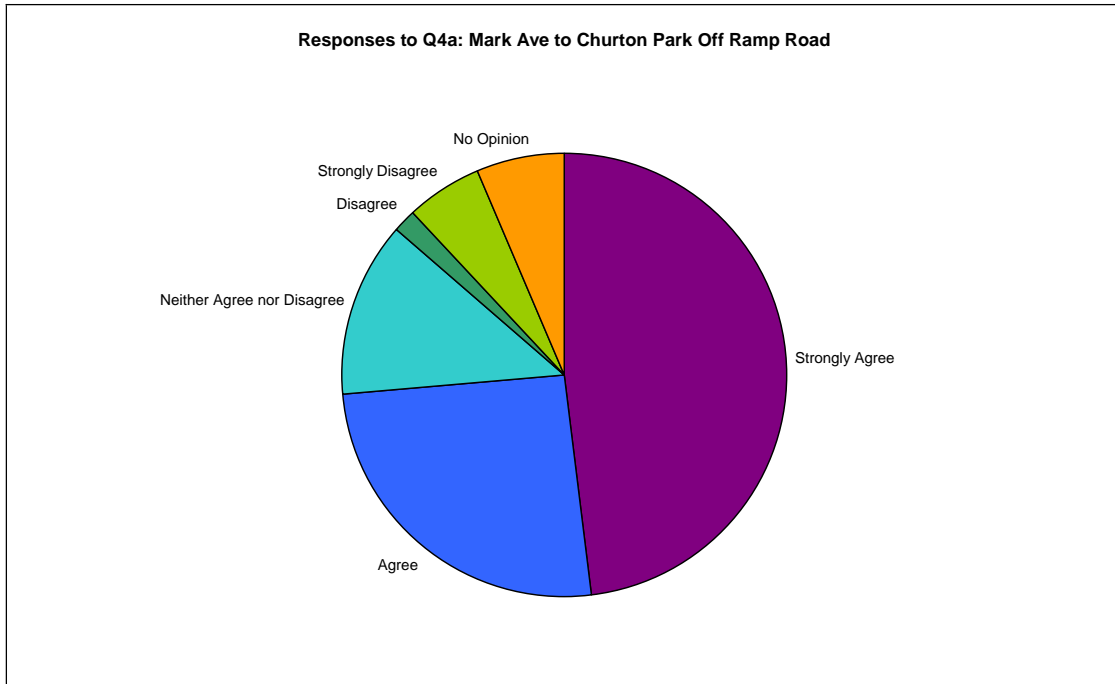
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	23
Agree	50
Neither Agree nor Disagree	15
Disagree	11
Strongly Disagree	7
No Opinion	4
<b>Total</b>	<b>110</b>

**Graph 5 and Table 5: Rate the statement: “Connecting communities: The structure plan provides good road connections to the surrounding communities.”**



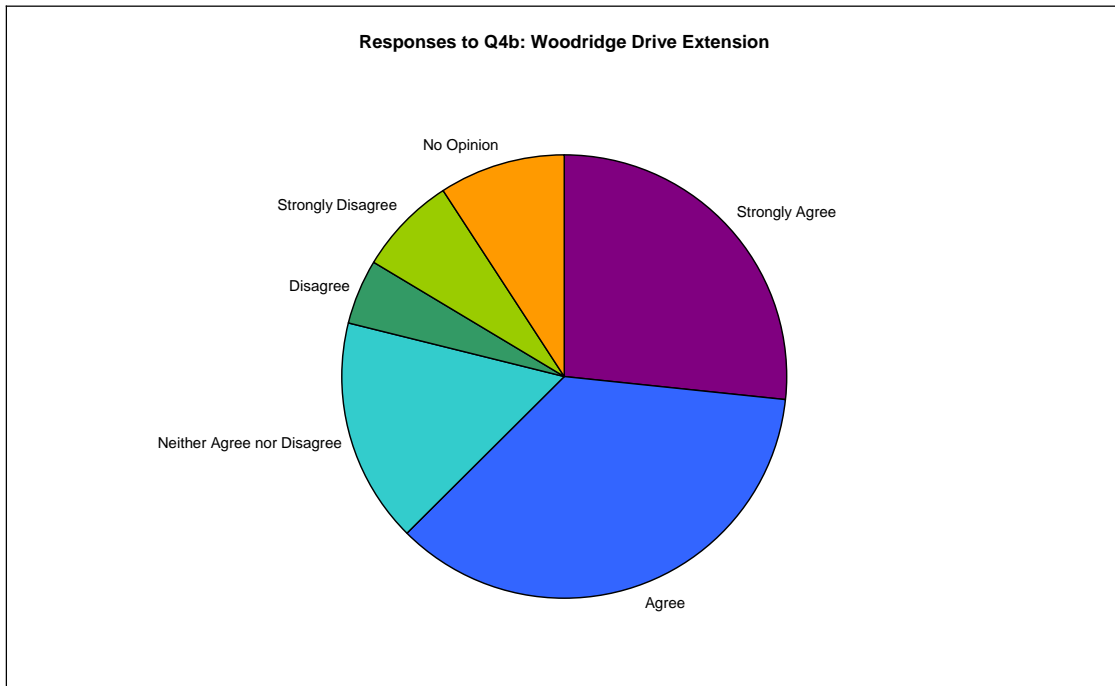
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	31
Agree	39
Neither Agree nor Disagree	6
Disagree	13
Strongly Disagree	12
No Opinion	8
<b>Total</b>	<b>109</b>

**Graph 6 and Table 6:**  
**Rate the Statement: “Mark Avenue, Grenada Village to the Churton Park Off Ramp is an important local connection.”**



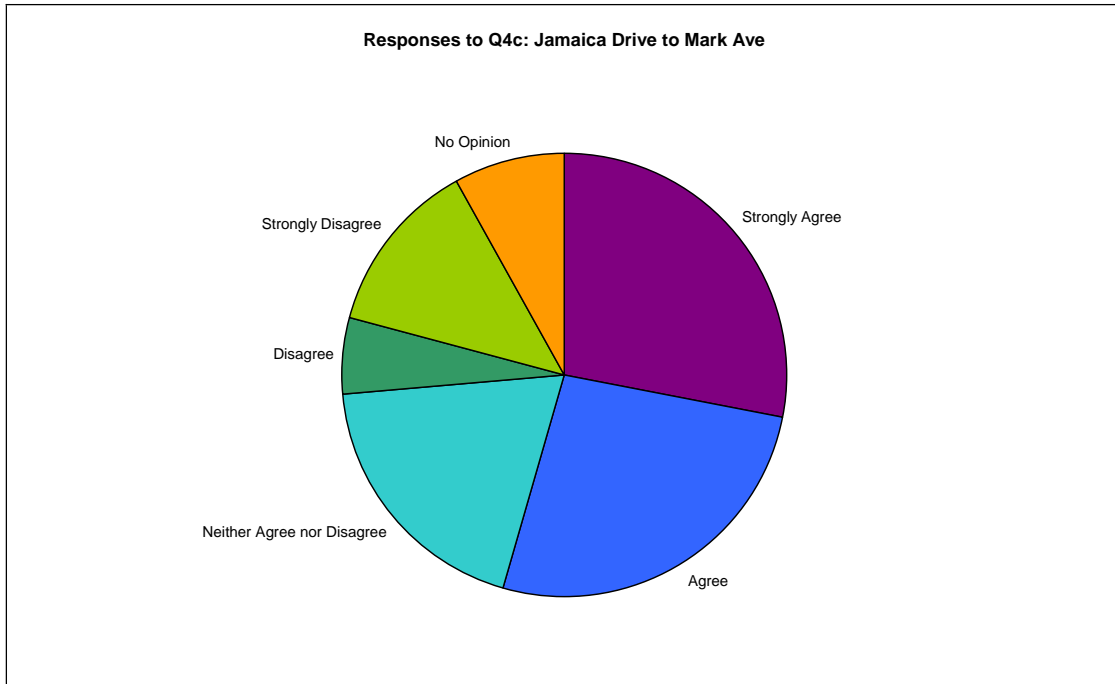
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	53
Agree	28
Neither Agree nor Disagree	14
Disagree	2
Strongly Disagree	6
No Opinion	7
<b>Total</b>	<b>110</b>

**Graph 7 and Table 7:  
Rate the Statement: “The Woodridge Drive extension to the main ‘Avenue’ and Link Road is an important local connection.”**



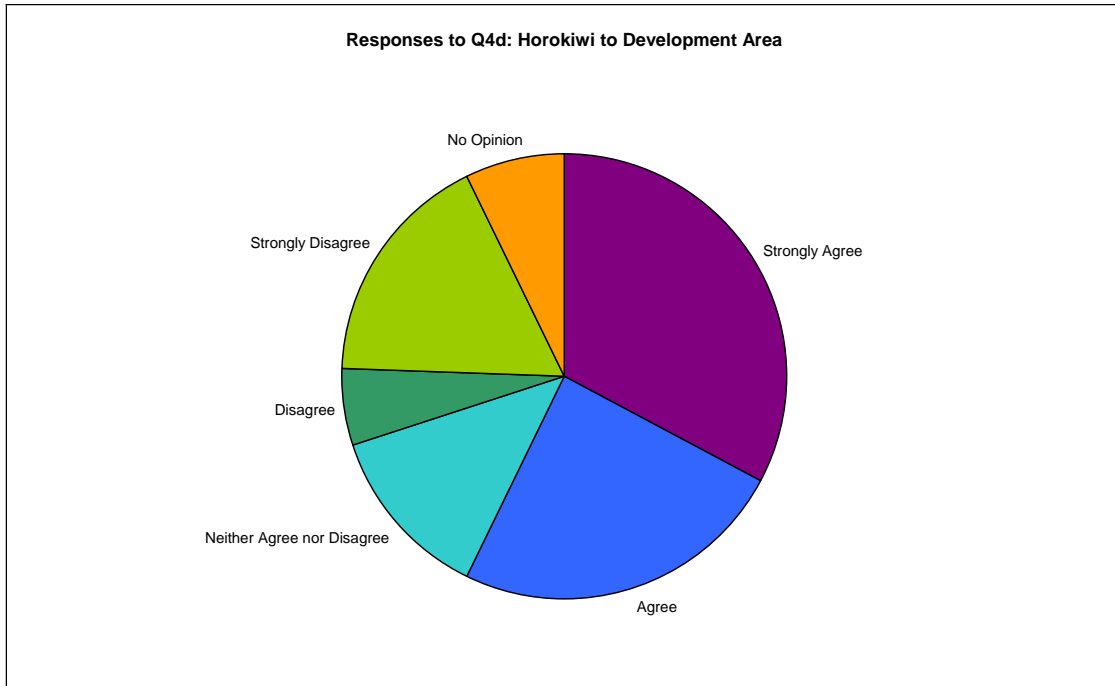
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	29
Agree	39
Neither Agree nor Disagree	18
Disagree	5
Strongly Disagree	8
No Opinion	10
<b>Total</b>	<b>109</b>

**Graph 8 and Table 8:**  
**Rate the Statement: “Jamaica Drive in Grenada North to Mark Avenue is an important local connection.”**



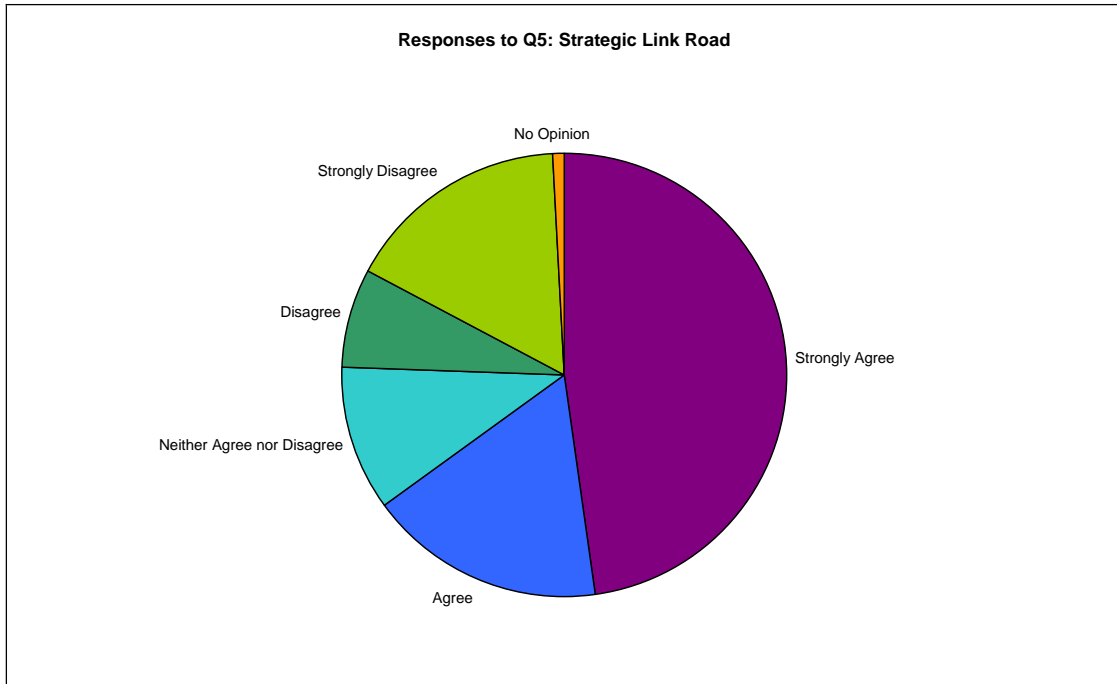
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	31
Agree	29
Neither Agree nor Disagree	21
Disagree	6
Strongly Disagree	14
No Opinion	9
<b>Total</b>	<b>110</b>

**Graph 9 and Table 9:  
Rate the Statement: “Horokiwi Road to the development area is an important local connection.”**



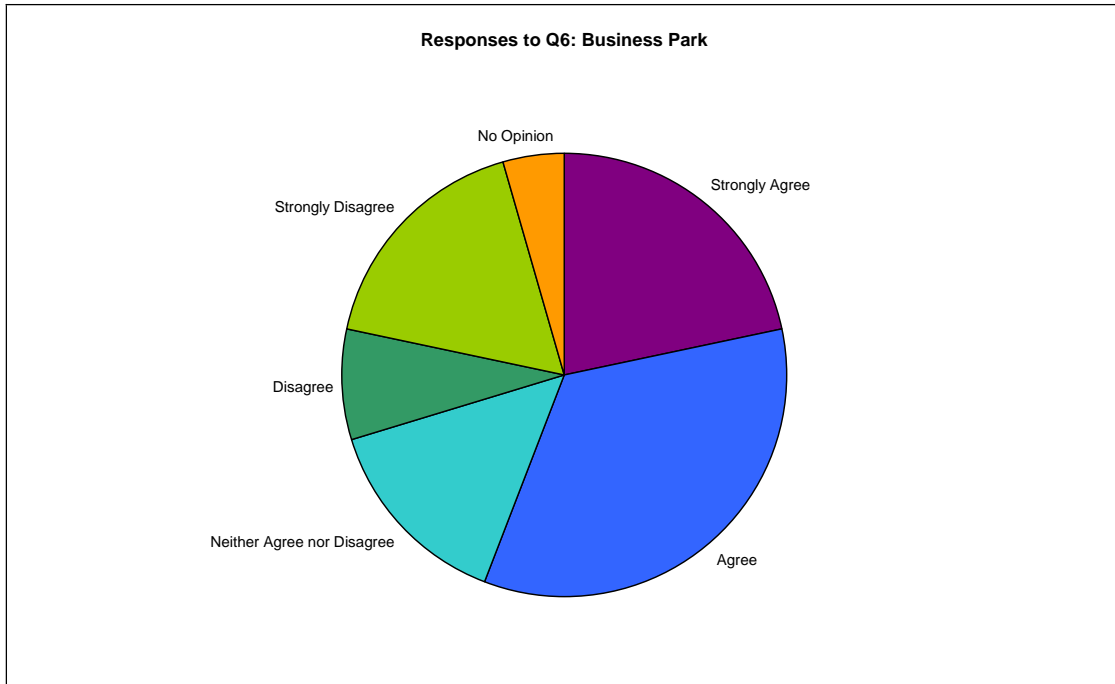
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	36
Agree	27
Neither Agree nor Disagree	14
Disagree	6
Strongly Disagree	19
No Opinion	8
<b>Total</b>	<b>110</b>

**Graph 10 and Table 10:**  
**Rate the Statement: “It is important to build a strategic link road between SH1/Grenada and SH2/Hutt Valley.”**



Rating	Amount of Responses
Strongly Agree	53
Agree	19
Neither Agree nor Disagree	12
Disagree	8
Strongly Disagree	18
No Opinion	1
<b>Total</b>	<b>111</b>

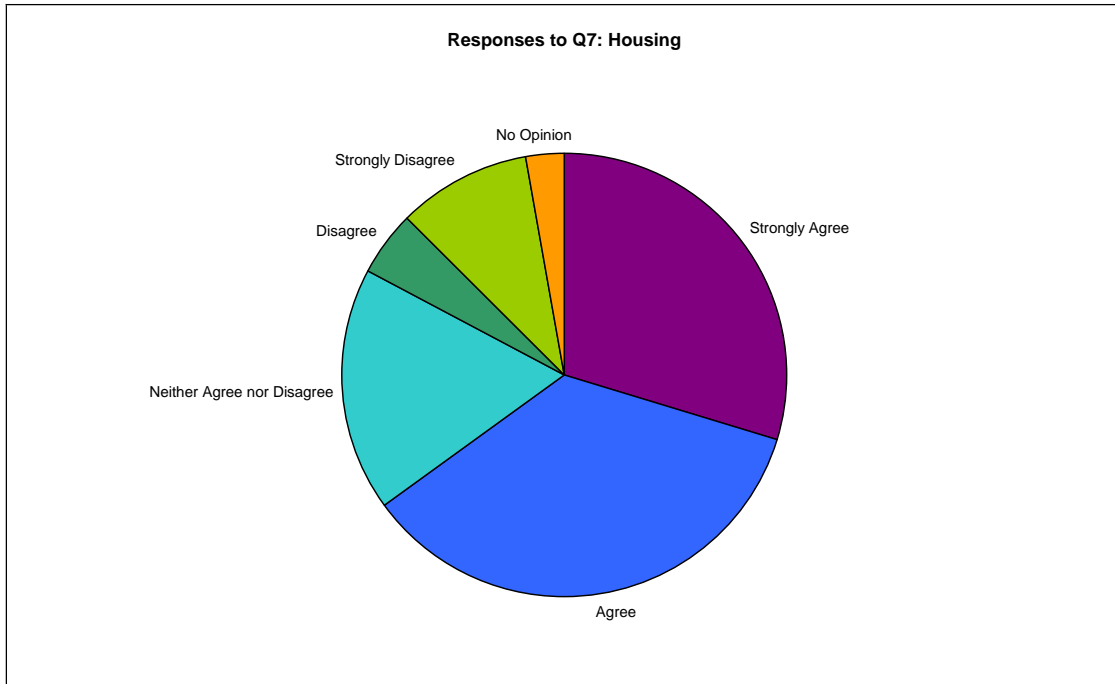
**Graph 11 and Table 11:**  
**Rate the Statement: “Creating a strong, high-quality business park for local jobs and regional economic development is important and appropriate for the site.”**



Rating	Amount of Responses
Strongly Agree	24
Agree	38
Neither Agree nor Disagree	16
Disagree	9
Strongly Disagree	19
No Opinion	5
<b>Total</b>	<b>111</b>

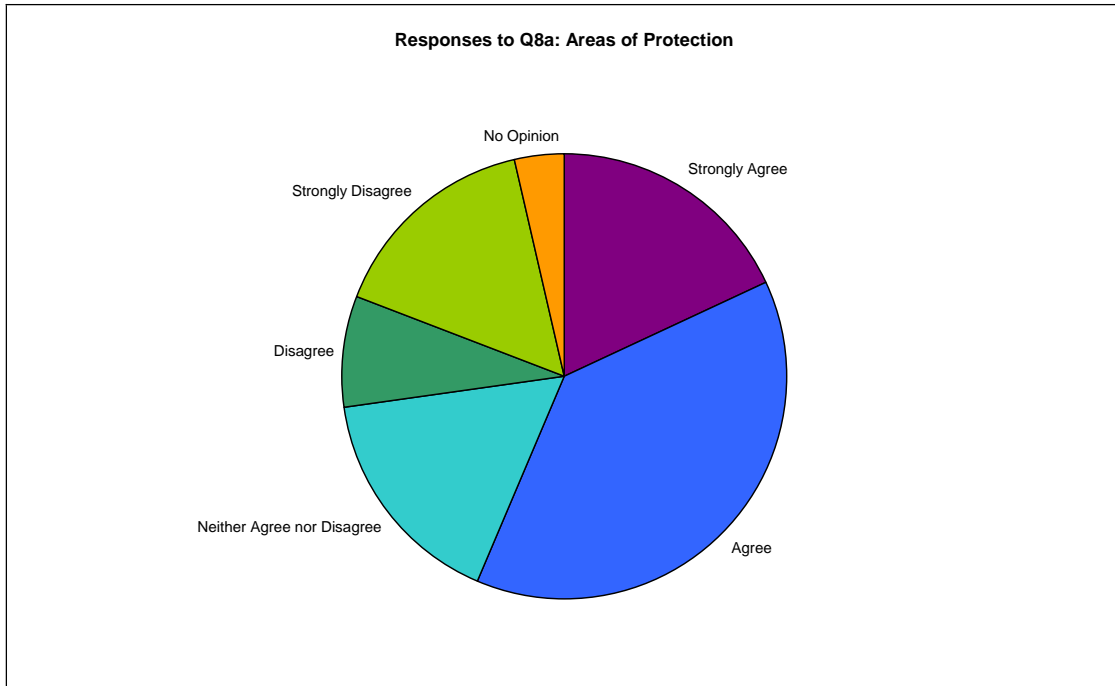


**Graph 12 and Table 12:**  
**Rate the Statement: “Additional housing, including a wider range of housing choice, is important and appropriate for the site.”**



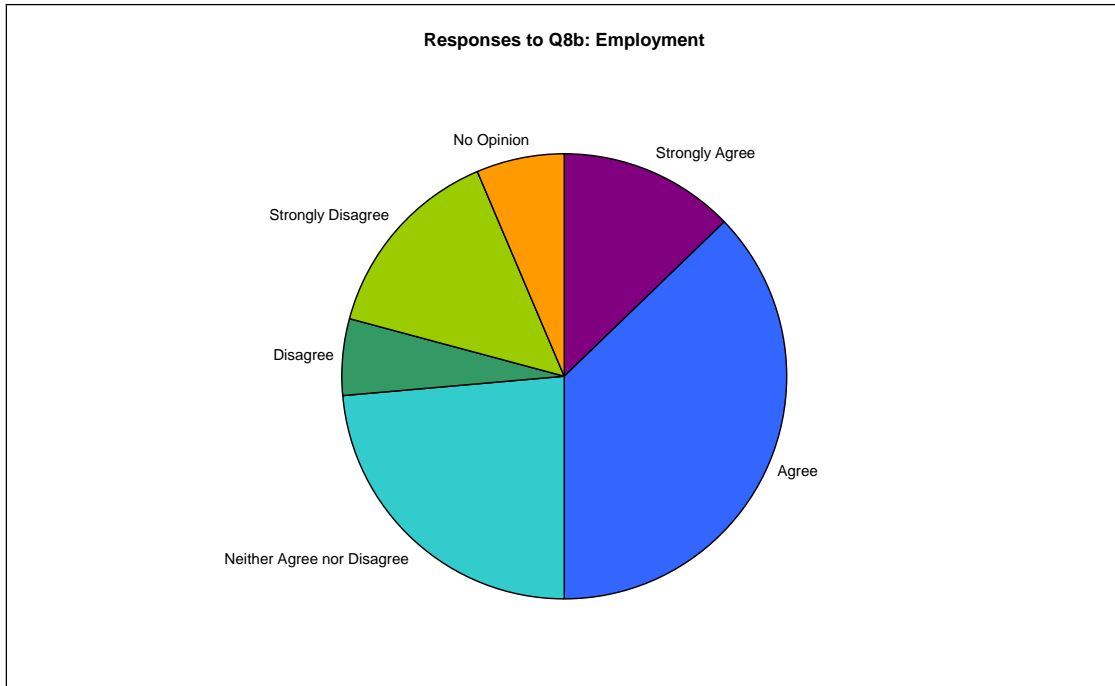
Rating	Amount of Responses
Strongly Agree	33
Agree	39
Neither Agree nor Disagree	20
Disagree	5
Strongly Disagree	11
No Opinion	3
<b>Total</b>	<b>111</b>

**Graph 13 and Table 13:**  
**Rate the Statement: “The areas of protection proposed for the development are about right.”**



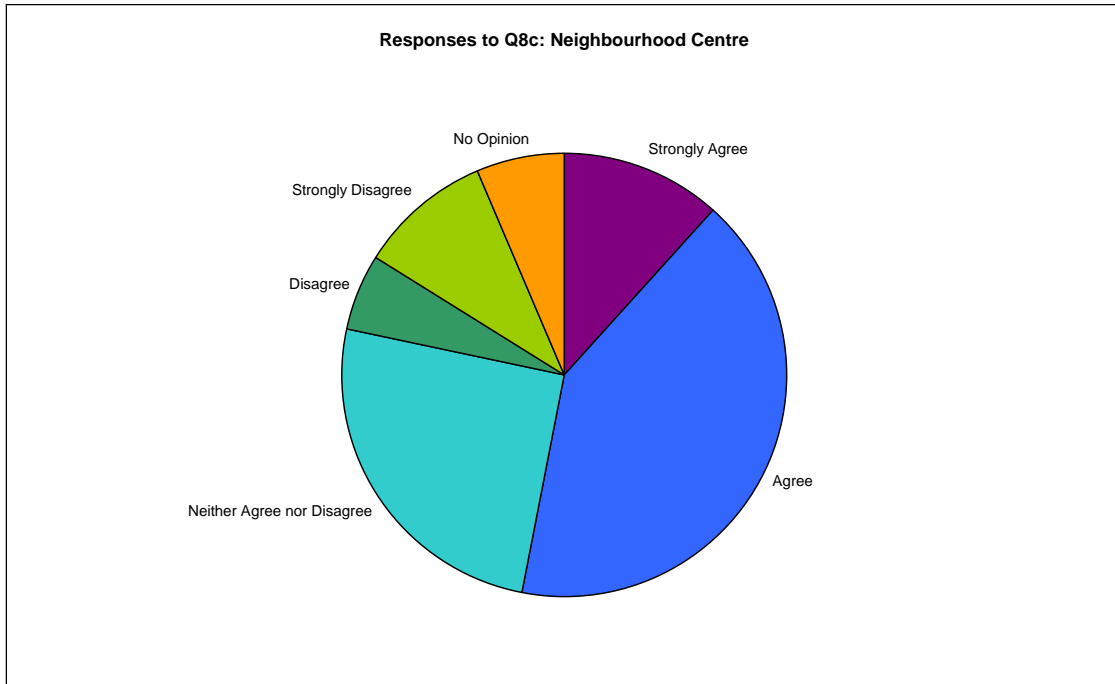
Rating	Amount of Responses
Strongly Agree	20
Agree	42
Neither Agree nor Disagree	18
Disagree	9
Strongly Disagree	17
No Opinion	4
<b>Total</b>	<b>110</b>

**Graph 14 and Table 14:**  
**Rate the Statement: “The employment areas proposed for the development are about right.”**



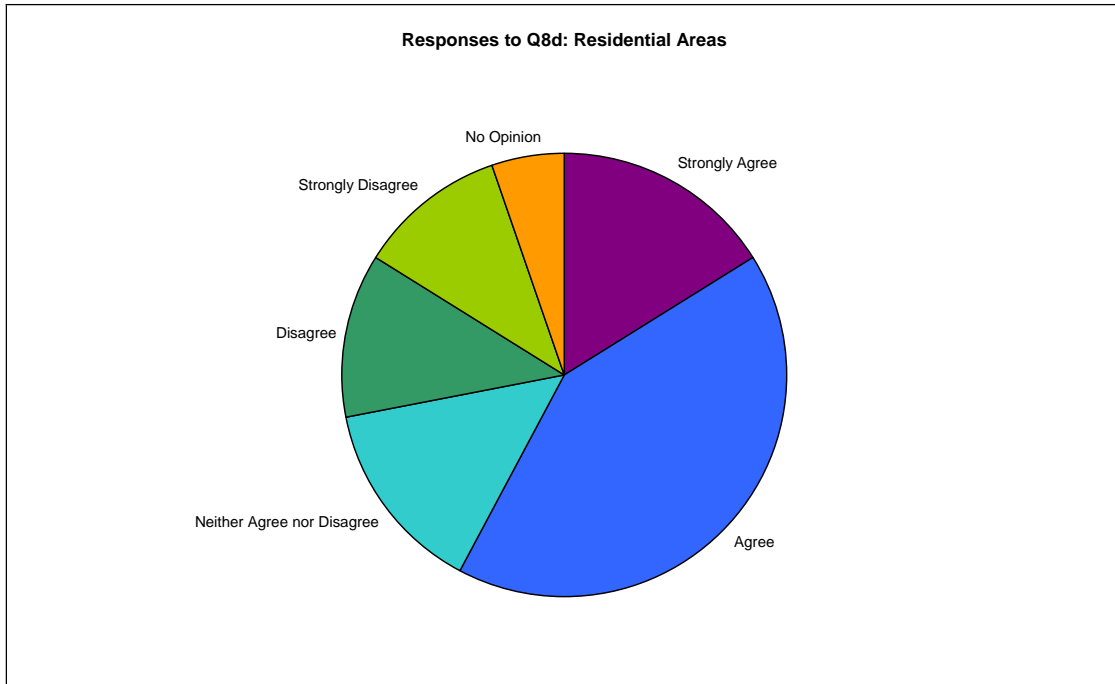
Rating	Amount of Responses
Strongly Agree	14
Agree	41
Neither Agree nor Disagree	26
Disagree	6
Strongly Disagree	16
No Opinion	7
<b>Total</b>	<b>110</b>

**Graph 15 and Table 15:**  
**Rate the Statement: “The neighbourhood centre area proposed for the development is about right.”**



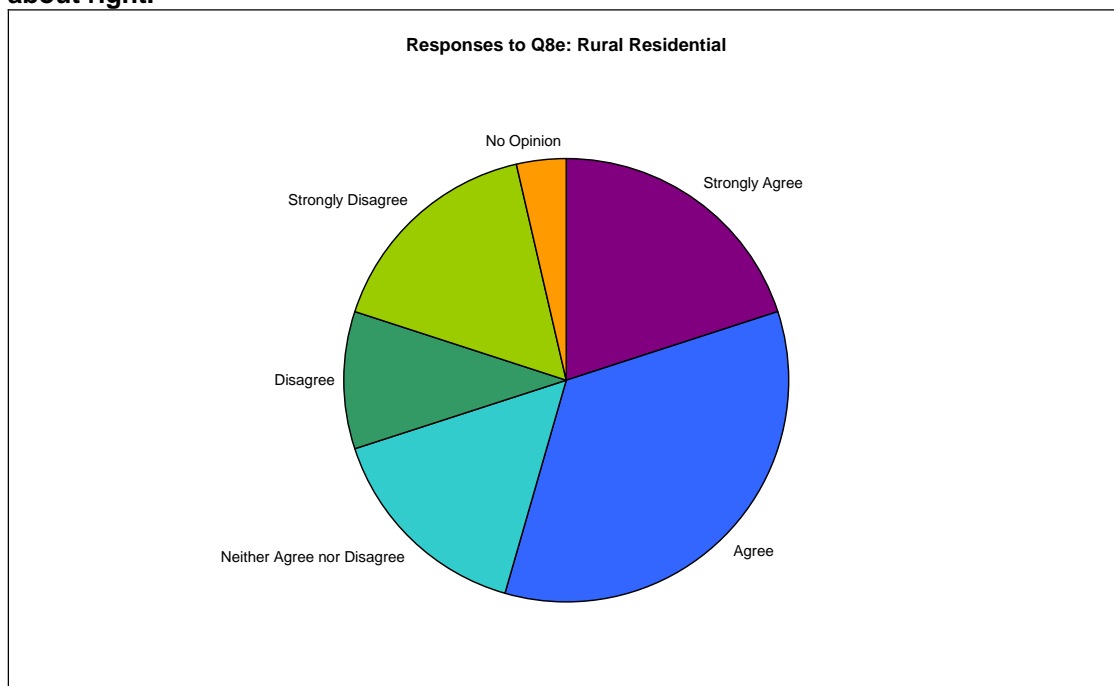
<b>Rating</b>	<b>Amount of Responses</b>
Strongly Agree	13
Agree	46
Neither Agree nor Disagree	28
Disagree	6
Strongly Disagree	11
No Opinion	7
<b>Total</b>	<b>111</b>

**Graph 16 and Table 16:**  
**Rate the Statement: “The residential areas proposed for the development are about right.”**



Rating	Amount of Responses
Strongly Agree	18
Agree	46
Neither Agree nor Disagree	16
Disagree	13
Strongly Disagree	12
No Opinion	6
<b>Total</b>	<b>111</b>

**Graph 17 and Table 17:**  
**Rate the Statement: “The rural residential areas proposed for the development are about right.”**



Rating	Amount of Responses
Strongly Agree	22
Agree	38
Neither Agree nor Disagree	17
Disagree	11
Strongly Disagree	18
No Opinion	4
<b>Total</b>	<b>110</b>

**Submissions were received from the following organisations:**

- McKee Fehl Construction Ltd
- The Woolf Family Trust
- Green Room Architects Ltd
- Korokoro Environmental Group
- Horokiwi Holdings
- Land Transport New Zealand
- Wellington Ecovillage Network
- Ministry of Education
- Glenside Progressive Association
- The Architectural Centre
- Greater Wellington Regional Council
- Department of Conservation
- Grenada Village Community Association Inc
- Horokiwi Quarry
- Tawa Community Board
- Truebridge Callender Beach (on behalf of Woodridge Estates Ltd)

**While written submissions were not received from the following groups, several key issues were raised when Council Officers met with them:**

**Horokiwi Community**

- Connectivity – logistics of new connections to the Horokiwi road area. Including additional traffic management, private road status, and existing rural road use impacts.
- The link road - location, connection to SH2. Access to Wellington and the Hutt if our access at SH2 is closed.
- Plans for public transport connections.
- Where does Horokiwi begin and end? The western boundary question.
- Horokiwi Buffer - nature and extent, blue/green corridor connections, recreation tracks.
- Retention of Horokiwi's rural community identity. Any advantages of the development?
- Community health - local amenity and services including health care and education. Rural community health also defined as the well-being and integrity of a rural community whose values are different from those of suburban and urban communities
- Crime and anti-social behaviour: Design can minimise this.
- Quality of housing in new development
- Rural residential development - lot size and environmental fit.
- District plan rules and rural design guide which apply to Horokiwi compared to any adjacent developments.
- Hilltops and Ridgelines: building on significant topographical features
- Consideration of the geology of the site – many notable environmental features (landforms as well as flora and fauna), are known to residents.
- Staging of development, including connections to Horokiwi roading as well as water/septic infrastructure
- Ownership/partnership status of development, residential and industrial
- Lighting up the dark skies
- Cottles tip and the need to avoid this.
- Avoiding conflicts with the SOLAS navigational system, and the air ambulance corridor.
- Horokiwi Community would like to work with WCC and the developer to towards finding solutions, before the resource consents process begins.
- The Horokiwi Rural Community Plan is one of the best indications of community identity.

**Combined Northern Residents' Associations**

- Want to be consulted on the naming of the development
- Concern about the quality of development
- Monitoring and enforcement of consent conditions on earthworks and noise from employment area
- Ensure public transport provision
- The level of detail of the structure plan in order to provide certainty about quality
- Need for cable TV and broadband infrastructure
- Horokiwi - buffering and consideration of the Horokiwi Rural plan

### Council Response to Issues Raised

All submitters were sent a letter thanking them for their response, and advising them of further processes.

Issue	Council Response
<p><b>Roads</b></p> <p><b>Mark Avenue</b></p> <ul style="list-style-type: none"> <li>• It will be very convenient to access Mark Ave from the North. The planned link road is taking an extremely long time.</li> <li>• When will the Mark Avenue extension be completed? We were told it would be completed by March 2006.</li> <li>• Where is the Mark Avenue extension?</li> <li>• There should be a road linking the bottom of Kentwood to Mark Avenue/ Guaderloupe.</li> <li>• Mark Ave and Grenada Village need to merge with the link road.</li> <li>• The correct name for Marks Ave is Mark Ave</li> <li>• The Jamaica Drive to Mark Ave road should take preference, if the SH link road is too far away. Ie, small roads should be built, even if the big ones can't be.</li> <li>• A link between Mark Ave and Jamaica Drive would be a disaster for the residential suburbs in the south, particularly Grenada Village. It would cause increased crime, vandalism, and industrial traffic associated with Grenada North.</li> </ul> <p><b>Horokiwi</b></p> <ul style="list-style-type: none"> <li>• The road off Hillcroft and Woodridge will dissect Horokiwi and limit access to the reserve between Grenada North and Horokiwi. It should be deleted or not linked up.</li> <li>• WOOLF FAMILY TRUST: The proposed link road will cut through the property owned by the Woolf Family Trust. It would destroy the Trust's land and our lifestyle. A minor adjustment to the road position could achieve a reasonable compromise allowing the road to follow approximately the same route. There may be a need for noise protection for the family home, and other adjustments as necessary.</li> <li>• The Woolaston Way connection to the development is essential.</li> <li>• A connection between Horokiwi Road and the Strategic Link Road is essential.</li> <li>• Any increase in traffic to SH1 should result in the closure of access to Horokiwi from the south lane of SH2 at Horokiwi.</li> <li>• Ensure Horokiwi Road does NOT link up as proposed. There are enough accidents on SH2 at this turnoff without more pressure.</li> <li>• Private roads should be kept private.</li> <li>• Do not connect Horokiwi Road to the development area.</li> <li>• Van der Velden Way should remained privately owned.</li> <li>• The Horokiwi Road option would result in a dangerous intersection onto the Hutt Road. It would be more logical for</li> </ul>	<p>Mark Avenue extension to link to the Grenada interchange is considered a key priority that will need to occur as part of the initial phases of work in the structure plan area.</p> <p>Connection of Mark Ave to Grenada North is considered a key connection between two geographically close suburbs and part of an essential system of connector roads.</p> <p>Connections to Horokiwi Road have been reviewed (see Movement Plan – Map 6) and specific measures included in the staging requirements (Appendix 1 of the structure plan) to ensure that through traffic cannot occur until either the Link road is built or Horokiwi Road is upgraded.</p>



the link road to cross Horokiwi Road at the top of the hill (just South of Lincolnshire Road) and then cross over towards Korokoro, exiting at Cornish Street. This could include an interchange at Cornish/SH2/Petone Esplanade. Some intersections need to be better thought out (see map attached to submission).

- There should be no road links into Horokiwi as Horokiwi Road currently has more than enough traffic.
- No exit from the end of Horokiwi Road (dead end)
- Please improve Horokiwi Road; it needs an extra metre and a half on either side. Speed bumps would be helpful also, to slow traffic.
- The proposed link route has negatively affected property prices in Horokiwi.
- The link road should be kept clear of residential properties in Horokiwi. A 'least harm' route should be selected. A direct route could avoid existing residential properties, and minimise travel distances.
- Horokiwi road should join the link road to SH2 and close the Horokiwi Road connection to SH2.
- Improved connectivity to Horokiwi will increase currently low traffic densities.
- Horokiwi does not need to be connected to the development.
- Connecting roads to other suburbs would cause Horokiwi to lose its identity.
- There should be no links to Horokiwi Road or the Hutt Valley. This is an inappropriate traffic passage which will cause massive problems.
- Crime has been minimal as Horokiwi has no through traffic. Changing the road could change this.
- If the minimum lot size was reduced, and subdivision stated to occur, more people and cars would use Horokiwi's limited roading infrastructure which would not be able to cope.
- Opening up Horokiwi to through traffic would impose unnecessary danger to both vehicle traffic and livestock.
- Judder bars or traffic islands should be installed on Horokiwi Road to discourage through traffic.
- A connection should not be made with the upper part of Horokiwi Road. The road is unsuitable for higher traffic levels than present, particularly in the narrow areas. It would need to be widened, and trees would need to be removed.
- Horokiwi Road is small, and is used for livestock movement. It will become dangerous if traffic volume increases as a result of the new development.
- There are two private roads in Horokiwi – Vandervelden Way and Woolaston Way. It should not be assumed that the owners want to be connected with the new development. Also, this will increase traffic volume on Horokiwi Road.
- The road connection to SH1 is sufficient, there's no need for a road through Horokiwi.
- Roads into and through Horokiwi should be minimised. Woollaston way should not become a through road. Increased traffic density would make livestock movement dangerous.

#### **Grenada North**

- Grenada North is excluded as all roads will bypass it or create more traffic.
- The Jamaica Dr to Mark Ave road will cause more traffic for Grenada North.
- The motorway link to Grenada North makes economic sense, and was the intention when the Tawa interchange was built.

Connection of Mark Ave to Grenada North is considered a key connection between two geographically close suburbs and part of an essential system

<p><b>Strategic Link Road</b></p> <ul style="list-style-type: none"> <li>• The link to SH2 is very important to reduce traffic on the Gorge.</li> <li>• An off ramp from the Grenada/Hutt Valley link closer to Grenada Village should be made – currently you would have to exit at the Horokiwi (south) end and travel north via the Avenue, or follow the highway straight to Tawa then come south to use the Churton Park off ramp. Current flow creates extra traffic with no purpose through the Avenue or the short motorway distance between Tawa and Churton Park.</li> <li>• Do not create the Petone/Grenada link</li> <li>• It is essential that the Westchester/Mark Avenue/Jamaica Drive intersection has direct access to the SH1 to SH2 link. Otherwise 20% of link road users will be channelled through a maze of residential area.</li> <li>• KOROKORO ENVIRONMENTAL GROUP: There is no sound evidence of need for the Grenada – Hutt link road in this location. It is irresponsible to show the road without a route to join SH2 indicated. It is unlikely to be practical or viable.</li> <li>• The recent report which covered the Grenada Petone link road showed that this is a flawed concept. It should be removed from the plan.</li> <li>• Following consultation on the Western Corridor, it has been determined that the HE6 plan variants for the link road are not suitable. Several reviews have rejected any connecting route that goes through Korokoro. The structure plan doesn't give a detailed enough description of where this connection will go.</li> <li>• The Grenada-Gracefield link is not the best regional solution. The terrain is steep, and the road would be better further north, intersecting with the Transmission Gully close to the Linden Interchange.</li> <li>• If the link road traverses the landfill would require widening the existing fill access road, and disturbing the landfill, creating stability issues.</li> <li>• The proposed route of the Grenada-Gracefield link across the landfill will require significant earthworks between the Goh Development and the motorway. This area is designated openspace under the NGMF. This area is part of a flood protection scheme and earthworks could jeopardise this protection.</li> <li>• The structure plan has no meaning until the link road route is confirmed.</li> <li>• The link road may not be strategically important, and Transmission Gully could make it redundant. Transit is unlikely to fund it. The project cannot fund it either, therefore, it's economically unsound. The section from Lincolnshire Farm to Petone is an economic, financial and technical nightmare.</li> <li>• As a result of the link road, some new residents will seek employment around the Western Corridor area, and some residents of the Western Corridor will seek employment in the business parks.</li> <li>• Where does the link road go, and who agrees it is necessary?</li> <li>• It is not important to build a Grenada/Hutt Valley link.</li> <li>• LTNZ is concerned that the plan appears to rely on construction of the SH link to mitigate the negative transport effects of development in the plan area. There is a need to determine how the transport effects of the Plan could be mitigated if the link is not completed at all, or in a timeframe that supports the planned rate of development.</li> </ul>	<p>of connector roads.</p> <p>The construction of the Link road has been identified as being of regional significance as part of the Western Corridor Plan.</p> <p>Design, consent process and construction of the Link Road will need to be undertaken by Transit as part of implementation of the Western Corridor Plan. This will need to consider the cost, funding, connection points to the state highways, alignment and mitigation measures.</p> <p>It has been determined that the structure plan can be developed with or without the completion of the Link road. This includes the economic viability of the Employment land. If the Link road does not get constructed, the capacity of access to SH1 at Grenada Interchange will need to be reviewed.</p>
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- The Grenada-Hutt link road should be scrapped, or at the least not go through Horokiwi.
  - If the link road route is finalised, then the surrounding land must be purchased for open space or reserve, and the road must be realigned into designated open space to the west.
  - If the link road is completed, Horokiwi Road should remain open, with less connector roads, in case of emergencies, or closure of the main road due to fog.
  - The Link Road should not be required if the modified Transmission Gully is built.
  - Motorists coming into the area from the North on SH1 bound for the Hutt/SH2 will turn up SH58 at the head of the Porirua Harbour. This will become the new link road by default, and the proposed link will be unnecessary.
- THE ARCHITECTURAL CENTRE: The Petone-Grenada Link will be critical to the viability of the development but must be funded by the tax-payer. The cost of this should be made public, as it is an important issue in relation to the impact of the scheme on the wider community, and in relation to other roading such as Transmission Gully.
- The Petone-Grenada Link will change travel patterns, encouraging communities to disperse, through increased private transport opportunities. People will be encouraged to work further from their homes. The road may relieve congestion, but this will reduce the incentive to use public transport, and exacerbate the over reliance on cars.
- There must be consideration of Horokiwi residents having access to the main link road.
  - The link road may be dangerous due to regular low cloud and mist.

**Other**

- Strongly disagree with the road through the Belmont Reserve. This area is used for recreation by thousands of people and should not be taken to put a road through.
- Roads must not ruin a popular area of the Belmont Regional Park.
- Access to all areas of the site from all directions must be easy and efficient. All roads should be wide enough to suit business, housing and rural needs. Traffic pressure must be balanced. Housing values on existing roads must be preserved.
- Roading should only be considered within the development catchment of Wellington City, and not impinge upon Lower Hutt.
- Consideration should be given to the fact that Kerry Prendergast has been out of line with public opinion and other councillors in the Western Corridor debate.
- The correct name for the Churton Park Offramp is the Grenada Interchange
- The landfill road is referred to as Westchester Drive East. This is incorrect; the road has no official name. It is WCC policy that roads that traverse several suburbs should not have the same name. Naming this road should be a high priority. Mark Ave should be continued right down to the Grenada Interchange, or else the strip of road could be given an entirely different name such as Pukehuia.

All comments noted.

Link Road through the site will not affect the Belmont Regional Park.

Public Transport plan has been included – the structure plan will provide the opportunity for significantly enhanced PT through the area and to surrounding suburbs which are poorly serviced at present.

- For trucks servicing Lincolnshire Farm, a link with Grenada North and Tawa Interchange, and a link via the Landfill Road to Grenada Interchange is necessary.
- An alignment higher up the gully to the east of the Grenada Business Park would avoid the need for two bridges, while minimising culverting and cut and fill.
- Ensure link roads connecting the development area are a first priority. At present all traffic must go down Horokiwi Rd, Newlands Rd, and Mark Ave. These roads aren't designed for this traffic volume.
  
- LAND TRANSPORT NZ: All land transport planning in NZ is required to “contribute to the aim of achieving an integrated, safe, responsive and sustainable land transport system.”
- LTNZ supports the aspects of the plan that reinforce the alignment between land use policies and transport decisions.
- There is not discussion in the Plan of the need for integrating planning for public transport services.
- The plan does not adequately address the following NGMF principles:
  - o Growth planning for public transport and roads
  - o Bus services
  - o Enhanced choices in transport
  - o Ensuring transport infrastructure and connections meet the area's needs
    - We support the minimal amount of cul de sacs in the roading layout.
- All transport options in the plan must be assessed and tested against LTMA requirements for transport planning. This should include:
  - o Identification of operational and capital costs per mode.
  - o Identification of potential funding sources.
  - o Cost estimations
  - o Identification of risks
  
- GLENSIDE PROGRESSIVE ASSOCIATION: The link road to the Churton Park off ramp should not be called “Westchester Drive East”. It needs an entirely new name for postal, mapping, and emergency service reasons, to indicate it is not in Churton Park.
- Traffic direction is a concern; traffic heading towards Wellington will have to go through Newlands or Grenada. These roads and infrastructure need upgrading.
- The former landfill road is currently unnamed, and should not be referred to as Westchester Drive. It is currently difficult to explain this road to emergency services. The emergency services advice to the Council was that they avoid having the same names for streets in different suburbs. The Council has a responsibility for community safety, and should name this road immediately.
- The SH1-2 Link road will have an impact on Horokiwi. A planted buffer zone along the Horokiwi boundary would mitigate the effects of this. Horokiwi would be destroyed by a four lane highway cutting through its heart.
- The development may add to Wellington's traffic problems.

<ul style="list-style-type: none"> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: The road from the motorway interchange to the old landfill must be renamed. Westchester Drive East is a misleading name.</li> <li>• TAWA COMMUNITY BOARD: Roading and transport should be in place to support access to the Hutt, Tawa, Grenada Village, and Churton Park.</li> <li>• Prevent large transport Trucks from using the lower end of Mark Ave by Guadeloupe Rd – they break up the road.</li> <li>• Belts of trees along the link roads could reduce traffic noise issues.</li> <li>• Off street parking must be provided for.</li> </ul>	
<p><b>Business Zone</b></p> <ul style="list-style-type: none"> <li>• There should be noise and air/ground pollution restrictions on business area activities.</li> <li>• The proportion of area put aside for business is too large.</li> <li>• Another industrial area like Grenada North must be avoided, as no one wants to live there.</li> <li>• The industrial area should be strong, but not necessarily big.</li> <li>• Grenada North already provides a business park, it should be further developed, otherwise trucks will enter nearby residential areas, and put increased pressure on roading.</li> <li>• Is a business park relevant in the middle of a rural residential area?</li> <li>• The Business Park is better situated than previous indications.</li> <li>• The communication considerations of the business park such as cellular sites and radio telephone systems could interfere with the NZ coast guard radio repeater in Horokiwi.</li> <li>• The business park facet should be reduced, and moved out towards Tawa, near related activities.</li> <li>• THE ARCHITECTURAL CENTRE: The business park is an outdated 1980's model, and will not appropriately provide the envisaged employment opportunities. A much more integrated model should be designed, with better connections to the residential and town centre areas.</li> <li>• Research needs to establish the occupational groups in surrounding areas, and employment opportunities should be provided for the existing population.</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: The business park must be high quality, low impact. It must be designed for long term high standards. Landscaping must include mature trees, and vegetation or topography buffers between it and residential areas.</li> <li>• A new business park is not required, there are already too many people employed in industrial areas in the region.</li> </ul>	<p>Inclusion of the business park / employment area is a key principal of the NGMF.</p> <p>The structure plan includes specific policy to control the quality, mitigate impacts and ensure employment focus of this land.</p> <p>The land area would provide employment for around 2000 people.</p>
<p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>• Activities for young people – skate/BMX parks, Mountain Biking areas, pool.</li> <li>• Include upmarket cafes/restaurants</li> <li>• Include a major shopping centre with key amenities such as a Post Office, Medical Centre and WCC recreational establishment.</li> </ul>	<p>Requirements for schooling have been addressed above (see section 2.10.3)</p> <p>Other communities facilities will be</p>

<ul style="list-style-type: none"> <li>• Where is the Grenada North shopping area and park discussed at public meetings?</li> <li>• Ongoing lack of community facilities - eg library, school, community hall.</li> <li>• The impact on already under resourced surrounding suburbs needs to be assessed.</li> <li>• Large sections must be set aside for community facilities.</li> <li>• No mention of schools/kindergartens/play centres that were part of the original plan prior to the development of the Karori interchange.</li> <li>• There should be allowance for a school.</li> <li>• GREEN ROOM ARCHITECTS LTD: Increase size of 4c – Neighbourhood centre area.</li> <li>• A primary school, kindergarten, and daycare centres are essential for this development.</li> <li>• Where are the community facilities and general infrastructure necessary to prevent the area becoming a soulless ghetto?</li> <li>• Will the neighbourhood centre be big enough? It would be better to set aside a larger area, and scale it down later on.</li> <li>• Many residents will be children, where are the schools?</li> <li>• There is no provision for schooling in the structure plan.</li> <li>▪ MINISTRY OF EDUCATION: There is adequate schooling in the current network to provide for growth the development may cause.</li> <li>• A school and other community facilities are fundamental to a healthy community.</li> <li>• Local facilities and amenities must be included to ensure there are activities and services provided within the community.</li> <li>• More work is needed on meaningful pedestrian spaces, which take into account the scale of the development.</li> <li>• The new development lacks comprehensive community facilities. The neighbourhood centre offers the bare minimum for creating a healthy community.</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: Provision should be made for community requirements such as bus shelters, recreational areas and community facilities.</li> </ul>	<p>encouraged and provided for in the Neighbourhood Centre area. This includes Urban Parks where future community facilities can be placed. Other supporting commercial community facilities such as medical centres, crèche, eating / drinking places can be provided in the neighbourhood centre area which has been designed to be large enough to accommodate such uses.</p>
<p><b>Reserves and Recreation</b></p> <ul style="list-style-type: none"> <li>• High quality land needs to be clearly set aside for reserve/recreational use – not just steep, otherwise unusable land that can only be used by very fit people.</li> <li>• Residential areas 4e and 4d should be replaced with a reserve.</li> <li>• Green space between Westchester Drive and Mark Ave should be protected if not already.</li> <li>• A degree of land under public ownership within the business precinct should be dedicated to public space.</li> <li>• There must be flat and accessible parks and greenspace, not just gullies or hilltops.</li> <li>• Horseriding tracks should be included in the recreational areas.</li> <li>• In the whole area east of the motorway in Northern Wellington, there is only one small walking track, and half of it is</li> </ul>	<p>The location of reserve areas or “green belts” has been considered strategically across the structure plan area to locate these in areas which have the greatest overall value for the entire structure plan area – ie. high ecological, landscape or recreational values. This includes a mixture of reserves (primarily landscape</p>

<p>inaccessible due to bog.</p> <ul style="list-style-type: none"> <li>• The only group catered for recreationally is dog owners, not a range of activities.</li> <li>• The most significant track link will be with Takapu Road and the Porirua City Track network that starts from that point and heads north right through the city.</li> <li>• Provision should be continued for the people that ride horses on the roads in Horokiwi. The riding arena, stables and woolshed on Lincolnshire Road should be retained.</li> <li>• This proposal will not leave enough land for horse riders. They will be denied access to their sport and recreation.</li> <li>• The area is a valuable recreation area for Wellington, and must not turn into an industrial/suburban sprawl.</li> <li>• Vast public reserve areas are needed to surround the development.</li> <li>• Most of the green areas set aside are steep gullies and streams of no use for development.</li> </ul> <p>Quality, easily accessible reserve is imperative.</p> <ul style="list-style-type: none"> <li>• The green space between Jamaica and Westchester Drives are severely compromised by topography and the pylon corridor.</li> <li>• Simply setting aside some green areas is not an adequate contribution by the developer to the area, given the amount of profit they will be making.</li> <li>• The existing track networks around Horokiwi should be enhanced.</li> </ul>	<p>and ecological value) and “urban parks” (primarily recreational values). This includes around 20% of the whole structure plan area.</p> <p>This reserves and parks network connects to a network of tracks and streams or “green and blue” corridors.</p>
<p><b>Ecology</b></p> <ul style="list-style-type: none"> <li>• Streams must not be culverted or have fill graded into them as has happened nearby.</li> <li>• Green areas need to be pre-planted now to allow shelter and screening between industrial and residential areas. Native trees should be used rather than pines or deciduous plantings.</li> <li>• The significant landscape and ecological areas must be protected.</li> <li>• References to environmental protection appear to be token gestures.</li> <li>• Ensure all trees and regenerating bush areas are retained.</li> <li>• Having lived in Paparangi for over 40 years, I have seen many developments and environmental schemes. This plan claims it will enhance, protect, and link significant landscape, ecological and natural features, however much of the damage has already been done to the area. The Belmont Gully has been ravaged by possums, goats, slips, and weeds.</li> <li>• Independent proposals to achieve environmental development in the area have been blocked, or ignored by Council.</li> <li>• Reserves contribution should come under Council control immediately, rather than at the end of the development.</li> <li>• The environmental features of the Lincolnshire Farm area have been identified in Council reports since pre 1950.</li> </ul> <p>Why will something happen this time?</p> <ul style="list-style-type: none"> <li>• The stream through the Belmont Gully is the Porirua Stream not the Belmont Stream. This stream needs more attention than the current one small Council maintenance program.</li> <li>• Some areas are worth preserving for their uniqueness, flora, fauna, heritage, etc. They should be preserved for future</li> </ul>	<p>The form of the structure plan has been developed to fit with the significant ecological features of the site.</p> <p>The location of reserve areas or “green belts” has been considered strategically across the structure plan area to locate these in areas which have the greatest overall value for the entire structure plan area – ie. high ecological, landscape or recreational values. This includes a mixture of reserves (primarily landscape and ecological value) and “urban parks” (primarily recreational values). This includes around 20% of the whole structure plan area.</p> <p>This reserves and parks network</p>

<p>generations.</p> <ul style="list-style-type: none"> <li>• There is a great need to have large chunks of countryside protected for Wellingtonians to enjoy.</li> <li>• ‘Soft’ paving should be used to reduce storm water runoff.</li> <li>• I cannot identify track links on the structure plan, and it does not demonstrate how ecological links will be protected.</li> <li>• GREATER WELLINGTON: supports the principles of connecting streams and parks, communities, and the region. The Structure Plan does a good job of reflecting the objective of enhancing, protecting, and linking significant landscapes, ecological and natural features.</li> <li>• DOC: endorses the provisions enabling the protection and retention of ecological corridors. With appropriate riparian management and enhancement, these will have long term ecological and amenity benefits. Although, our records don’t indicate any sites of ecological importance in the area, an assessment should be made of any vegetation to be removed, to ensure that it is not locally significant.</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: The natural landscape and ecological features must be protected as much as possible. Significant bush, hilltops and ridgelines must be protected, for recreational and aesthetic value. Streams must receive specific protection, eg from run off, to preserve water quality, and ecology.</li> <li>• A comprehensive review of the natural and physical features of the area should be established and available to the public. Previous reports have not been satisfactory.</li> <li>• The Belmont Gully should be protected in its natural form and be vested to Seton Nossiter Park to continue the green corridor.</li> </ul>	<p>connects to a network of tracks and streams or “green and blue” corridors.</p> <p>Detail of the development will be guided by the revised Subdivision Design Guide.</p>
<p><b>Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Water pressure may be reduced by the housing increase. Will the system be upgraded?</li> <li>• Has the Wellington region got the resources for sustainable development, eg adequate water supply, adequate waste and water disposal systems?</li> <li>• All infrastructure is important so it does not fall back on ratepayers in the future.</li> <li>• The land fill must be finalised and access roading built before the development is carried out.</li> <li>• Broadband internet is necessary to ensure connected communities.</li> <li>• HOROKIWI HOLDINGS: Bring town water supply down Horokiwi Road</li> <li>• Pull down the pylons as the building proceeds.</li> <li>• The rate of development may be too fast; the infrastructure should be developed before the substantive housing is in place. If the infrastructure is set up first, then housing can be put in place quickly.</li> <li>• Will any properties in Horokiwi benefit from water reticulation required for the subdivision process? Would Horokiwi residents have to pay increased rates?</li> <li>• Waste water and sewerage are not accounted for in the plan. What will the waste system be for the rural residential blocks behind Horokiwi?</li> </ul>	<p>Infrastructure requirements and provision are specifically addressed in the structure plan and staging requirements.</p> <p>The provision of infrastructure will be a key consideration in the approval of any development to ensure that it is adequately serviced..</p>



<ul style="list-style-type: none"> <li>• How will the Council meet its obligation to provide water for fire service use?</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: In addition to standard utilities, provision should be made in the structure plan for natural gas, cable television, fibre-optic wiring, and other technological needs.</li> <li>• TAWA COMMUNITY BOARD: Infrastructure must be approved prior to development. Stormwater and runoff from the cleared land could cause flooding in Porirua Stream. Additional sewage reticulation could add stress to the system</li> </ul>	
<p><b>Residential Areas</b></p> <ul style="list-style-type: none"> <li>• Residential sites should be restricted to 600m2 with one house per site, not squeezed on housing units as at Woodridge.</li> <li>• Any multiunit development should be kept close to the neighbourhood centre.</li> <li>• New housing will have to be very well built as the area is extremely exposed to the weather.</li> <li>• More rural blocks.</li> <li>• Do not allow cheap houses, or slums may develop. Eg Cambrian St and Cuessy Circle area.</li> <li>• Important to have a mixture of housing sizes and types to encourage a mixture of ages in the community.</li> <li>• GREEN ROOM ARCHITECTS LTD: Decrease size of 4d – residential area, and reduce number of side road/culdesac requirements, particularly around Belmont Street and along Mark Avenue.</li> <li>• Road and section design should be based on solar orientation and solar access rights of neighbouring properties. No housing should be built on south facing slopes.</li> <li>• An eco village should be created instead of rural residential lots. Much of the land could be held in common between small groups of households. This promotes a strong community, and sustainable development.</li> <li>• The structure plan must require a set road layout and minimum lot sizes, to avoid culdesacs and overcrowding. Too many waivers are already given on resource consents.</li> <li>• For the proposed rural residential area closest to Horokiwi, housing density must remain low, and resource consents must not approve waivers.</li> <li>• The close proximity of residential areas to the link road may create reverse sensitivity issues. This could be mitigated by setting the residential zone boundary back, creating noise buffer zones, or creating building standards to mitigate noise.</li> <li>• Developers with a track record for quality housing should be given preference. Housing configurations should encourage social interaction. A retirement village with houses oriented to the North would be a good addition.</li> <li>• The proposed rural residential blocks are too small in relation to the District Plan. A minimum lot size must be specified. 2 Hectares is suggested.</li> <li>• The area between Hillcroft Road and the Petone/Grenada link should not contain anything more intense than rural residential.</li> <li>• With a shortage of affordable housing for families within a reasonable distance from Wellington, there should be an increased focus on housing.</li> </ul>	<p>The structure plan encourages a range of housing types to suit a variety of needs of the community with increasing density towards the neighbourhood centre and its supporting infrastructure and public transport.</p> <p>The structure plan does not specifically address the quality of housing design as this is not controlled elsewhere in the City.</p> <p>The detailed layout and extent of each of the residential areas will be the subject of future subdivision proposals which will be assessed in relation to the provisions of the structure plan.</p>

<ul style="list-style-type: none"> <li>• The concentration of relatively high density housing around the centre of the development is a concern; reducing the business park would give more capacity for standalone housing.</li> <li>• Development should be focused on good quality family housing.</li> <li>• There is a 50ha subdivision provision for Horokiwi. The Council should support this provision. It should apply strict guidelines outlining exactly what rural residential means in the Lincolnshire Farm development. A minimum size for these areas should be set, between 5-10 acres. This will ensure properties bordering on either the buffer zone, or directly onto Horokiwi will be 'rural' rather than just low density.</li> <li>• Rural residential and residential are completely different lifestyles, and both benefit if they do not share boundaries. The link road should be such a boundary.</li> <li>• Only one house should be allowed per title, unlike Woodridge, which has two houses per title.</li> <li>• Planning for rural residential blocks along Woollaston Way Ridge has not heeded geological reports. The underlying rock around our property and this area has been deemed not stable enough for more intense development.</li> <li>• Planning for rural residential blocks along Woollaston Way Ridge has not heeded the regularly extreme southerly wind velocities. The land is exposed and featureless. Any houses there would need to be built accordingly.</li> <li>• People will be housed in close proximity to two sets of transmission lines that traverse land between Mark Ave and Jamaica Drive. One is the line that carries power from the Cook Strait Cable. There is wide evidence that these can damage people's health and welfare. They are also extremely noisy in high winds (scream) and damp or mist (crackle).</li> <li>• WOODRIDGE ESTATES: Land east of the skyline which has rural residential resource consent should be a mix of residential and rural residential. Land west of the skyline ridge should be a residential subdivision. Land on both sides of the Woodridge Drive extension to the Lincolnshire Farm boundary should be a residential subdivision.</li> </ul>	
<p><b>Public Transport, Cyclists and Pedestrians</b></p> <ul style="list-style-type: none"> <li>• There is a lack of provision for public transport and cycleways in the structure plan. All residences should be within 100m of high frequency, high capacity public transport, as stated in the WCC draft long term plan.</li> <li>• It is not sited close enough to public transport, and does not encourage it. The only transport solutions in the plan are roads.</li> <li>• GREEN ROOM ARCHITECTS LTD: Public transport needs to be a priority along the route. Eg Train.</li> <li>• A train link should be included whenever the development is started. This will provide a vital link to the city, and offer a pollution and congestion free option.</li> <li>• Need a much greater investment in public transport rather than just linking up or building more roads.</li> <li>• The plan must include easy access to rail and/or bus transport.</li> <li>• Public transport, probably buses, must be catered for.</li> <li>• Bus services must be established at an early stage in the development. At least one feeder service should go to Takapu road.</li> <li>• There appears to be no provision for public transport. It could be used to avoid the increased congestion that</li> </ul>	<p>Potential public transport (PT) plan has been included – the structure plan will provide the opportunity for significantly enhanced PT through the area and to surrounding suburbs which are poorly serviced at present. PT through the site will need to be established as a priority.</p> <p>Due to topography, costs, population and level of service considerations, PT will be provided by bus rather than train.</p> <p>Proposed PT routes will mean that over 90% of people eventually living in the</p>

<p>commuters from Lincolnshire Farm will create.</p> <ul style="list-style-type: none"> <li>• There's no information about public transport in the proposal. Where is the information about the feasibility of train services between Lincolnshire Farm and the Wellington CBD?</li> <li>• It is appalling that there's no mention of public transport. The development is 3km from the nearest train station, so commuters will be dependent on cars and buses. While there may be potential to use the new development to connect bus routes, and improve public transport for the whole area, there is no discussion of this either. The plan needs a concrete, measurable statement of public transport connection with targets for frequency of service, travel times, and proportion of residents within 400m of a stop. This will make it compatible with the council's long term plan to integrate transport planning with urban form.</li> <li>• THE ARCHITECTURAL CENTRE: Due to fuel costs, and climate change, new developments must be strategically placed alongside existing transport infrastructure. Sites along the railway line (eg to Porirua) should be considered prior to establishing development on sites isolated from transport infrastructure.</li> <li>• Building new roads is counter productive in the current transport climate. The Council must instead invest more progressively in public transport.</li> <li>• There is no mention of public transport planning. <ul style="list-style-type: none"> <li>▪ Cycle and pedestrian ways should be incorporated (not necessarily right next to the roads), and minor road sizes reduced.</li> </ul> </li> <li>• Cycleways must be protected from road widening, and be safe during the hours of darkness.</li> <li>• GREATER WELLINGTON: The principle of connecting communities could be enhanced by recognising the need for good pedestrian, cycling and road links.</li> </ul>	<p>structure plan area will be within 400m of a bus route.</p> <p>PT provision will however be a matter outside of the District Plan change and will be addressed through other methods such as working with the Regional Council and service providers.</p> <p>Cycle and pedestrian routes will generally be along roads to ensure safety and security. Additionally a network of tracks and links is proposed as shown on Map 6.</p>
<p><b>Horokiwi Buffer Zone</b></p> <ul style="list-style-type: none"> <li>• Section 4E should be left undeveloped as a 'buffer' zone between Lincolnshire Farm and Hillcroft.</li> <li>• An open space/green belt buffer of native trees should be planted around Horokiwi, especially between Horokiwi and the rural residential area "4E". This could be a stock/tramping/biking track.</li> <li>• A buffer zone should be introduced along the boundary separating Horokiwi from Lincolnshire Farm (along Hillcroft Road and Van der Velden Way).</li> <li>• There should be a reserve buffer zone between the new development and Horokiwi, especially along the Lincolnshire Road area.</li> <li>• It is vital to create an ecological buffer between Horokiwi and the development.</li> <li>• Areas 4d and 4e do not maintain a buffer zone between extensive housing development and the existing Horokiwi rural community.</li> <li>• The structure plan does not identify a buffer zone between Horokiwi and Lincolnshire Farm. The open space A and B</li> </ul>	<p>Compatibility of land uses have been considered across the structure plan area to ensure that these are appropriately located.</p> <p>Adjacent to the Horokiwi area, the structure plan proposes a mixture of reserve and rural residential type development – which is the same as what exists in Horokiwi and therefore considered an appropriate buffer.</p>

<p>zones should be protected and extended to give a continuous buffer.</p> <ul style="list-style-type: none"> <li>• A green belt/buffer must be established to the west of Horokiwi.</li> <li>• There is no real green belt between suburbia and Horokiwi to keep the area special. Stock in Horokiwi could be at risk without a buffer (eg from dogs). Bird life in the area is established, and would benefit from a buffer. Walking and horseriding tracks would benefit everyone.</li> <li>• A buffer zone would be a simple, inexpensive way of preventing this. Horokiwi residents have long been lead to believe one would be installed. The planned larger sections bordering directly on existing properties will not have any buffering effect. A buffer should be a narrow strip of public land with trees or bush. It could have recreational tracks linked to others throughout the area, and the city as whole, forming a continuous network.</li> <li>• A rural buffer zone should be established, to retain Horokiwi's rural identity, and prevent the western boundary from becoming blurred. This would ensure properties were clearly part of one community or another. The buffer could become a green area with walking tracks and bridal paths, and links with Belmont Regional Park and current reserves. It would benefit both Horokiwi and the new development.</li> <li>• A green belt would delineate between Horokiwi and the new development. It would be an asset for everyone.</li> <li>• A green buffer between the development and Horokiwi must be established and actively maintained.</li> <li>• A buffer zone with a network of recreational tracks would prevent Horokiwi from merging into the surrounding development.</li> <li>• There should be a gradual transition of lot sizes along the Horokiwi border, with larger lifestyle blocks in between Horokiwi and the smaller properties.</li> </ul>	<p>The location of reserve areas or “green belts” has been considered strategically across the structure plan area to locate these in areas which have the greatest overall value for the entire structure plan area – ie. high ecological, landscape or recreational values. On this basis, some land adjacent to Horokiwi is considered suitable for reserve, but some is considered suitable for some development.</p>
<p><b>Horokiwi Community</b></p> <ul style="list-style-type: none"> <li>• Our children enjoy living in Horokiwi as they have lots of space to run around, have animals, and ride their bikes safely on Van Der Velden way.</li> <li>• The plan will fundamentally change the Horokiwi community. The reason many people live here may be compromised. Residents should have additional subdivision options made available to them if the community is modified.</li> <li>• If the link road goes ahead, Horokiwi land owners should be given the option of subdividing, due to the close proximity of Horokiwi to existing and planned urban areas.</li> <li>• This community will be developed at Horokiwi's expense.</li> <li>• HOROKIWI HOLDINGS: Allow development of eastern side of Horokiwi Road from 300 to 380.</li> <li>• The planners are either ignoring the Horokiwi area, or are not aware of the Horokiwi community plan (which is difficult to download from the internet).</li> <li>• Horokiwi residents have chosen to live there for the rural lifestyle. This may be jeopardised by the economic goals of Lincolnshire Farm.</li> <li>• Improved connectivity to Horokiwi could cause security issues.</li> </ul>	<p>The Horokiwi Community Plan has been considered in the development of the structure plan and is referenced in relation to the development of land adjoining this area.</p> <p>Compatibility of land uses have been considered across the structure plan area to ensure that these are appropriately located.</p> <p>Adjacent to the Horokiwi area, the structure plan proposes a mixture of reserve and rural residential type development – which is the same as</p>

<ul style="list-style-type: none"> <li>• Horokiwi is a rural community unique in the Wellington area as it is directly off the motorway. Its attractions are: quiet and peaceful surroundings, wide open spaces (minimum lot size), community spirit, security of one access road, animals herded along the road.</li> <li>• The rural residential land areas look small and the block sizes do not appear to fit the minimum size as in the rural plan for Horokiwi.</li> <li>• Horokiwi is a unique community, with a strong community spirit. It is under constant threat from housing, industrial and road development. Our young children get the valuable opportunity of learning horse riding at nearby stables. Not many children get opportunities like that these days.</li> <li>• Horokiwi is a unique area and should be protected. It has nothing to gain from the proposed development.</li> <li>• Residents and the local community association have fought for many years for recognition and preservation of Horokiwi as a rural area. We love our area and wish to preserve it, and keep it safe for residents.</li> <li>• Lincolnshire Farm will have a major impact on Horokiwi, which can be minimised with consultation and consideration.</li> <li>• The Horokiwi Community Plan reflects the values of the community. Crucially, minimum lot sizes are set at 50Ha. Key issues of community preservation are roading and subdivision.</li> <li>• There are other aspects of Horokiwi that need preserving, such as its Maori and European history.</li> <li>• Horokiwi will be absorbed into the new suburb, and lose its rural identity. There is an obligation for new developments to preserve existing communities, but this plan does not do this.</li> <li>• Horokiwi is a close knit rural community. It must not be swallowed up by a residential suburb.</li> <li>• Horokiwi uses a woolshed on Lincolnshire Farm as its community venue. This will be lost with the development. A buffer zone could include a new community hall, and also a community garden and nursery.</li> <li>• The old woolshed could be gifted to Horokiwi for a community hall. It gives the community a focal point.</li> <li>• Crime and vandalism may be introduced to the Horokiwi community via the road.</li> <li>• Most of Horokiwi don't want to be connected to suburbia.</li> <li>• We value the remoteness, security, rural lifestyle and inclusive community of Horokiwi.</li> <li>• There is no need for better access to Horokiwi, and connecting it with other suburbs will damage its identity.</li> </ul>	<p>what exists in Horokiwi and therefore considered an appropriate buffer.</p> <p>The development will introduce changes to Horokiwi. However it should be noted that the principal of resident / urban development of the Lincolnshire Farm area predates the Rural-Residential development in Horokiwi.</p>
<p><b>Consultation Process</b></p> <ul style="list-style-type: none"> <li>• More detail is needed about the neighbourhood centre, residential and rural residential areas.</li> <li>• Residents and communities were not consulted.</li> <li>• The Horokiwi Residents' Association should be involved in all planning.</li> <li>• KOROKORO ENVIRONMENTAL GROUP: More detail is required before most of these questions can be responded to.</li> <li>• The structure plan is lacking in detail, which may be deliberate, to reduce debate. There should be clearer information for the public, particularly for in the northern suburbs.</li> <li>• Any review of the Lincolnshire Farm structure plan must be absolutely objective, and any possible subjective</li> </ul>	<p>Significant consultation on the principles of development of the Lincolnshire Farm area was undertaken as part of the development of the NGMF in 2002 – 2003.</p> <p>This round of consultation was non-statutory precursor prior to formal consultation on changes to the District</p>

<p>influences be fully considered.</p> <ul style="list-style-type: none"> <li>• The online questionnaire is loaded and not objective.</li> <li>• Extend the consultation process to include mailouts and public meetings in Newlands.</li> <li>• Despite the efforts of Horokiwi residents, the communication process with Council has not worked in the past. Past submissions have been forgotten.</li> <li>• All of the parties affected by Lincolnshire Farm (eg Horokiwi) should be included in discussions/planning at some point in the conceptual stage.</li> <li>• Horokiwi residents wish to work with the Council and developers to achieve a satisfactory scenario for all parties. The community would be happy to assist with the development of a buffer zone.</li> <li>• The images on the Lincolnshire Farm webpage were of a low resolution, which significantly reduced their value.</li> <li>• The Council has the opportunity to work with Horokiwi to ensure positive outcomes for the community. In particular, the rural character must be preserved.</li> <li>• As any development will impact on our property and lifestyle, we expect to be fully involved in all consultation. In particular, the plan shows a road using part of our land. We would like to have early discussions on this.</li> <li>• Local knowledge of long time residents has not been accessed to enhance planning.</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: The communities are concerned that over the past year, a history of strong community consultation has broken down, and processes are tending to be directly between the Council and developer.</li> </ul>	<p>Plan. This focused on the principles of the structure plan as opposed to detail. The formal consultation process will therefore allow further opportunity for comment and provide more detail on the proposed structure plan.</p>
<p><b>Planning Process</b></p> <ul style="list-style-type: none"> <li>• An identical development was proposed for Grenada North in the 60's and 70's but was shelved by the Town and Country Planning Act. Is this what will happen with this project?</li> <li>• The status of this structure plan, and other proposed structure plans in relation to the District Plan are unclear.</li> <li>• What are the underlying principles of the structure plan, and what are the consequences of these principles? These should have been enunciated from the start, followed by the way the plan met them.</li> <li>• The structure plan information does not use plain English, and some meanings are unclear.</li> <li>• The plan should be for the community, not for developers.</li> <li>• The roads, employment, businesses, neighbourhood centre and residential developments will all happen according to market demand. How much influence can planning have over commercial reality?</li> <li>• The development should be looked at in a regional context rather than a local one.</li> <li>• GLENSIDE PROGRESSIVE ASSOCIATION: The plan is no guarantee of a good result. Hopefully the concepts in the plan will be preserved through the consultation process with the developer.</li> <li>• There is much that remains unspoken or ignored in this plan.</li> <li>• Hopefully the Council will overcome any personal associations they have with some of the parties involved, and ensure the wellbeing of the community is served first.</li> </ul>	<p>The structure plan will be incorporated into the District Plan by way of a formal plan change with its associated formal submission process.</p> <p>This will enable development to occur on the site.</p> <p>The timing of development of the land will however largely depend upon the landowner / developer.</p>

<ul style="list-style-type: none"> <li>• In the Northern suburbs developers and builders apply for variations to the District Plan, compromising the good intentions of planners and councillors. More constraints should be built into the Structure Plan or District Plan to prevent the integrity of the planning goals being undermined by the Resource Consents team. They have too much power to overturn considered decisions.</li> <li>• The Council must follow strict guidelines regarding building on hilltops and ridgelines when considering future resource consents.</li> </ul>	
<p><b>Sustainability</b></p> <ul style="list-style-type: none"> <li>• This area is not required, and the development is not sustainable. This will be a repeat of the disgraceful Churton Park. Any future developments should be medium-high density with community facilities to support them.</li> <li>• The GWRC proposed 20 year plan aims for a sustainable region, but the layout and roading of this development is not sustainable. The structure plan should promote sustainable design and create a leading example of development, rather than repeating the sprawl and unsustainable housing of neighbouring suburbs.</li> <li>• We must not let Wellington sprawl like Auckland.</li> <li>• In contrast to sprawl in other countries, Wellington has protected hilltops from housing developments etc.</li> <li>• Its good that the area is close to Wellington, giving affordable housing and growth without excessive sprawl.</li> <li>• It is good that this will not be a typical sprawling dormitory suburb. Greenfield development is preferable here than Upper Hutt or Kapiti.</li> <li>• The plan needs a more detailed commitment to a sustainable suburban development.</li> <li>• Urban encroachment should be prevented everywhere to the East and North of the Petone Grenada Link. Otherwise, it should be prevented in the Korokoro Valley catchment.</li> <li>• WELLINGTON ECOVILLAGE NETWORK: A section of the structure plan (possibly 4E between Woolaston Way and the Westchester Drive/Mark Ave intersection) should be designated as a special zone for a pilot permaculture/eco village. My permaculture specialist colleagues and I would like to discuss this proposal further, with planning officers.</li> <li>• Quality and architecture of the business park and housing must be regulated.</li> </ul> <p>• THE ARCHITECTURAL CENTRE: We support the aims of ensuring a high quality development with best practice urban design, but do not consider this development productive for Wellington. Lincolnshire Farm is at odds with attempts to confine the city limits. Brownfield development is preferable. The development is low density, and under utilises the area. While it would reduce the pressure on Wellington’s housing market, more intensive development closer to the city is more appropriate. Greater flexibility of uses, and greater interaction between uses is crucial.</p>	<p>Development of the structure plan area is seen as part of the Council’s Urban Development Strategy (UDS).</p> <p>The UDS aims to build upon the city’s excellent urban form and ensure a focus is on quality urban development to make Wellington more liveable, compact, sustainable and prosperous, have a stronger sense of place, be better connected and safer.</p> <p>The key solution sought by the UDS is for ‘A growth management strategy that directs growth to where the benefits are greatest, where the adverse effects are minimised, and delivers on quality’. As such, the UDS directs that the majority of growth and urban development in Wellington will occur in the central area and along the area identified as the ‘growth spine’.</p> <p>As a supporting strand of this core strategy, the UDS recognises and provides for limited greenfield growth in the NGMF area and in particular the development of the new employment centre at Lincolnshire Farm as well the</p>

	<p>potential link road from Grenada to the Hutt Valley.</p> <p>A key principle for the structure plan is therefore the need to be consistent with the strategic direction and guiding principles of this strategy by ensuring that the quality of development supports the implementation of the overall UDS.</p>
<p><b>Other</b></p> <p><b>Clean Fill Area</b></p> <ul style="list-style-type: none"> <li>• Why is the clean fill area at Grenada North?</li> <li>• What is a clean fill area, and why is it by Grenada North?</li> <li>• What is the long term development plan for the clean landfill area 4F?</li> <li>• WOODRIDGE ESTATES: The clean fill land should become a local park. A replacement clean fill area should be established at the north eastern end of the Woodridge Estates holdings.</li> </ul> <p><b>Cottle’s Tip Site</b></p> <ul style="list-style-type: none"> <li>• WOOLF FAMILY TRUST: The proposed link road is sited directly on “Cottle’s Tip”, a currently dormant site which was used for commercial waste until 1983. The site is now a small forest, with 2000 pine seedlings growing on it.</li> <li>• The proposed southern exit of the link road crosses Cottle’s Industrial Tip site.</li> <li>• The map suggests the link road will cross the polluted Cottle’s Tip site. Information on this should be included on the Council’s website so people have all the information before they give feedback. What steps will the Council and other organisations be taking to clean up the tip area?</li> </ul> <p><b>Naming</b></p> <ul style="list-style-type: none"> <li>• The name Lincolnshire Farm is ill-considered in a post colonial New Zealand context.</li> <li>• GRENADA VILLAGE COMMUNITY ASSOCIATION INC: If the Lincolnshire Farm block is to be named something other than Grenada Village or Grenada North, it should revert back to Bridgetown. This would maintain the West Indian/ Caribbean theme the rest of the area is named for.</li> </ul> <p><b>Miscellaneous</b></p> <ul style="list-style-type: none"> <li>• Is there an established economic need for this development? We don’t want another pipe dream like Whitby.</li> </ul>	<p>The clean fill area - is discussed in the structure plan see section 6</p> <p>Location and content of Cottle’s tip has been noted. It is outside of the structure plan area, but will need to be considered in relation to the route of the Link road.</p> <p>Naming of the development area will need to be considered – it is currently predominately within the “Woodridge” suburb of WCC</p> <p>Comments noted.</p>



- The development and road will destroy the outlook, landscape, and 'country feel' which is the area's attraction.
- The development will destroy the hills and views, and make living in the area less desirable.
- Would prefer the area to be retained as rural.
- It would be preferable for the whole area to be left undeveloped.
- If it does go ahead, don't build the extra housing or retail area.
- There must be assurance that the development is not extended into the Korokoro Valley. Some private land has already been cleared on the South side of the Valley, which is of concern.
- Reduce the development size by 75% - too much pressure on roads already.
- Does the Mayor's husband have interests in this development?
- The topography of the area ranges from sloping hillsides to very steep ridgelines. The climatic conditions are extreme due to the elevation (avg 250m above sea level).
- GLENSIDE PROGRESSIVE ASSOCIATION: The GPA supports the development and compliments the Council on the plan. Lincolnshire Farm is amenable to subdivision due to its topography and road access options. It will create local employment opportunities. It is preferable to development in Stebbings Valley. It should be the priority Greenfield development under the NGMF.
- I would like to live in such an area, but the current design is unfavourable.
- Clear property boundaries have already been created and the area could easily become a low value suburban hell.
- The proposed zones are about right and much thought has gone into the roading links.