

Council Decision on Proposed District Plan Change 45

**Urban Development Area
and Structure Plans**

8 March 2008

APPENDIX 1

REPORT OF THE DISTRICT PLAN HEARINGS COMMITTEE

SUBJECT: PROPOSED DISTRICT PLAN CHANGE
45: URBAN DEVELOPMENT AREA AND
STRUCTURE PLANS.

COMMITTEE MEMBERS: COUNCILLOR FOSTER (CHAIR)
COUNCILLOR AHIPENE-MERCER
COMMISSIONER STUART KINNEAR

DATE OF HEARING: 27- 28 AUGUST AND 27 SEPTEMBER
2007

INTRODUCTION

Proposed District Plan Changes 45 (DPC 45) was publicly notified on 10 August 2006. The change has proceeded through the submission and hearing processes and the hearing Committee is now recommending decisions to the Council for approval.

DPC 45 provides for the rezoning of mainly rural land in the northern suburbs to a new Urban Development Area zoning. It includes associated objectives, policies and rules which are all designed to assist the implementation of the Northern Growth Management Framework (NGMF). A Structure Plan is also included for the Lincolnshire Farm area that will be implemented as part of the proposed new Urban Development Area rules.

DPC 45 was also heard in conjunction with Plan Change 46 (Subdivision Design Guide Review) and Variation 2 (Amendments and Deletions to Proposed District Plan Change 33 (Ridgelines and Hilltops (Visual Amenity) and Rural Area).

1. RECOMMENDATION

It is recommended that the Council:

1. *Receive the information.*
2. *Approve District Plan Change 45 with the following additions, amendments and deletions resulting from the consideration of submissions:*

Proposed District Plan Objectives, Policies and Rules

- 2.1 *That in Chapter 27.2 under the heading “Urban Development Area Objectives and Policies” a new policy be included as Policy 27.2.1.5 (with consequential renumbering of subsequent policies) as follows:*

“Ensure at the early design stages that developments proposed near high voltage transmission line corridors comply with all relevant regulations and codes of practice.”

- 2.2 *That in Rule 28.2.1 after the word “zone” the words “provided the standards and terms are met” be added.*

- 2.3 *That in Rule 28.2.1 the words “standards and terms’ in the third line be deleted.*

- 2.4 *That Policy 27.2.1.11 be amended to read:*

“Ensure that most employment centres land is retained primarily for non-retail employment related uses and are well designed, compact and well connected with a high level of amenity.”
(new wording underlined)

- 2.5 *That a new Policy be included as Policy 27.2.1.12 (with consequential renumbering of following policies) as follows:*

“Ensure that large out-of-centre retail developments do not adversely impact on the efficiency and effectiveness of other town centres and do not compromise Wellington’s compact urban form, lead to an inefficient use of resources and compromise the use and future development of sustainable transport options.”

- 2.6 *That after the third paragraph in the italicised explanatory statement to the policies an additional paragraph on retailing be included as follows:*

“With particular regard to retailing the Council will manage any large out-of-centre retail developments in the Urban Development Area to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands). In such cases an impact assessment report will generally be required.”

- 2.7 *That in Rule 28.3.1 the first line be amended to read “Those Rural Activities and Buildings...”*
- 2.8 *That in Rule 28.3.2 include a further matter over which discretion is restricted as follows:*
- “28.3.2.10 Separation distances between proposed development and landscape planting and high voltage transmission lines.”*
- 2.9 *That in Rule 28.3.2 under the heading “Standards and Terms” the second paragraph be amended to read:*
- “For any subdivision incorporating new roads, all services must be reticulated underground.*
- For any subdivision incorporating new roads, all new residential, employment and commercial lots must be provided with a connection to a fibre optic cable.”*
- 2.10 *That in Rule 28.3.3 under the heading ‘Standards and Terms,’ the reference 5.1.3 in the fifth line be deleted – and that under the heading “Assessment Criteria,” a new clause be added as follows:*
- ‘the extent of compliance with the bulk and location requirements for residential development under Rule 5.1.3 for the Residential (Outer) Area’.*
- 2.11 *That in Rule 28.3.4 under the heading “Standards and Terms” the words “more restrictive” in the seventh line be deleted.*
- 2.12 *That in Rule 28.3.4 under the heading “Standards and Terms” the word “or” in the thirteenth line be changed to “and”*
- 2.13 *That in Rule 28.3.4 add a further matter over which the Council will exercise discretion as follows:*
- 28.3.4.8 In Employment Area 2 the effect of any retail activity over 500m² GFA on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).”*
- 2.14 *That under the heading ‘Standards and Terms’ in Rule 28.3.4 after the third bullet point re-order and amend the last two paragraphs as follows:*

“In neighbourhood centres, no retail activity shall exceed 500m² GFA.

In Employment Area 1 and 2, any retail activities must be ancillary to the primary activity on the site ~~or~~ and not exceed 500m² of GFA.

In Employment Area 2 an application may be made for resource consent for a retail activity that occupies a gross floor area exceeding 500m², but a report must be supplied that addresses:

- the extent to which the retail activity avoids any adverse effect on the overall vitality and viability of existing retail centres*
- the extent to which the activity promotes the efficient use of resources and a compact urban form*
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces*
- how the activity promotes accessibility, manages traffic and parking demand, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities*
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above.*

Where an application for resource consent is for an office product supplier, second hand goods dealer or yard based supplier that occupies a gross floor area exceeding 500m², a report must be supplied that addresses:

- the matters referred to in bullet point four above .*
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above with respect to accessibility, traffic and parking demand, sustainable transport choices, and trip generation.”*

2.15 That in Rule 28.4 the reference “104D” be changed to “104B”.

Proposed Structure Plan

2.16 That in Section 2.8 add a final bullet point as follows:

- Protection of high voltage transmission line corridors*

2.17 That in Section 4.3 at the end of the paragraph under the heading “Principle” include the words:

“or the integrity of the National Grid.”

2.18 That in Section 6.1.3 under the fifth bullet point delete the final words “in particular no ‘big box’ retail” and replace with a new sentence as follows:

“In Employment Area 2, any retail activity over 500m² GFA will be managed to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).”

2.19 That in Section 6.2.7 after the heading “Employment” add the words “Area 1”

2.20 That in the second to last bullet point in Section 6.2.7 the words “over 500m²” in the first line be deleted

2.21 That a new Section 6.2.7A be included in the Structure Plan as follows:

“6.2.7A Employment Area 2

<i>Principle</i>	<i>1 Ensure a well designed compact and well connected employment area with a high level of amenity for commercial uses.</i>
<i>Requirements</i>	<p><i>1: Development of each stage of Employment Area 2 shall be in accordance with an approved detailed development plan for the phase in order to achieve the Principle for this land use area. Matters which will need to be included in the development plan include the matters listed below:</i></p> <ul style="list-style-type: none"> <i>• General layout and scale of buildings: these may be to a maximum of 15m in height providing a strong relationship to the street. Building coverage should not exceed 70% of each site</i> <i>• No buildings shall be located generally within 20m of the boundary with the motorway (SH1)</i> <i>• Street layout: provision will need to be made for access by trucks, and should also provide</i>

	<p><i>for rear servicing of development fronting the Avenue / Principal road, walking and cycling</i></p> <ul style="list-style-type: none"> • <i>Location of carparking and servicing: No off-street car parking should be located at the front of buildings adjoining the Avenue. On all sites car parking should be provided either on-street, or at the rear or side of buildings where possible</i> • <i>Scale of development sites: Development should be at a graduated scale and intensity with smaller, finer grained development adjoining the Avenue and larger development sites away from more sensitive landuse areas</i> • <i>Front façade: All development sites should present a well designed, attractive frontage to the street</i> • <i>The quality of public space: including footpaths and roads and places to meet within the Employment area</i> • <i>Landscaping: the development of sites not fronting onto the Avenue shall include details of how these will be landscaped in order to present an attractive frontage to the street</i> • <i>Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality</i> <p><i>2: All land use within Employment Area 2 shall be of an employment / manufacturing / distribution or supporting retail focus.</i></p> <ul style="list-style-type: none"> • <i>Any residential development should be on upper floors and linked to the employment uses located on the site.</i> • <i>No industries with noxious, offensive discharges or contaminants including odour, air pollution, waste water or hazardous substances shall be established in the area</i> <p><i>3. landscaping including the planting of trees of sufficient density and height shall be undertaken between any development and the motorway to mitigate the visual</i></p>
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	<i>effects of proposed building(s) when viewed from the motorway (including the motorway overbridge)</i>
<i>Results anticipated and explanation</i>	<p><i>Development of a vibrant, attractive and successful place to work and do business.</i></p> <p><i>While other parts of the District Plan provide general guidance on the scale, intensity and type of landuse appropriate for this area, the Principle and Requirements above provide more detailed guidance as to what is appropriate in this area in order to address the resource management issues identified and achieve the Principles of the structure plan.”</i></p>

2.22 *That an additional bullet point be added at the end of Section 6.1.3 in the Structure Plan as follows:*

- *“Community facilities including schools have not been identified as specific development areas but there is the potential for such uses to be established on appropriate sites in most of the land use areas. The designation of sites for new public schools is a responsibility of the Ministry of Education and will follow the relevant procedures under the Resource Management Act 1991.”*

2.23 *That in Appendix 1 headed “Specific Stage Requirements” in Stage RA 9 under the heading “Development Plan requirements” the following words be deleted:”*

“Development of the Rural Residential Area with regards to matters set out in 6.2”

2.24 *That in Appendix 1 headed “Specific Stage Requirements” in Stage RA 10 under the heading “Stage to include” the following words be included:*

“Construction and vesting of the Key Local Road from RA 9 to RA 12”

2.25 *That in Appendix 1 headed “Specific Stage Requirements” in Stage RA 11 under the heading “Stage to include” the words “Construction and vesting of the Key Local Road from RA 9 to RA 12” be deleted and replaced by the words:*

“No specific requirements”

- 2.26 *That in Appendix 1 headed “Specific Stage Requirements” in Stages RA 7 and RA 12 under the heading “Description and issues” the following words be included:*

“A link road to Horokiwi Road is possible but this must not be constructed unless alternative access to State Highway 2 such as by way of the Link Road is constructed first”

- 2.27 *That in Appendix 1 headed “Specific Stage Requirements” in Stages RA 7 and RA 12 under the heading “Stage to include” the following words be included:*

“If the Link Road or alternative improved access to State Highway 2 has been completed, then the construction and vesting of the Key Local Road from RA 07/RA 12 to Horokiwi Road.”

- 2.28 *That in Appendix 1 headed “Specific Stage Requirements” under the heading “Clean Fill Areas: Stages and Precursors” the following table be included:*

Stage	CA02
Description and Issues	<i>This stage includes the development of the Clean Fill site. Specific issues and matters to be considered are set out above in Section 6.2</i>
Development Plan Requirements	<i>No specific requirements</i>
Stage to Include	<i>No specific requirements</i>
Required works to occur prior to the stage	<i>No specific requirements</i>

Proposed Structure Plan Maps

- 2.29 *That Structure Plan Maps 4 (Movement) and 6 (Land Use) be redrawn as shown on Map A (Amended Structure Plan) appended to this report.*
- 2.30 *That in response to Recommendation 2.29 above, necessary consequential amendments be made to all other relevant Structure Plan Maps.*
- 2.31 *That on Structure Plan Map 7 (Potential Major Infrastructure Requirements) the location of the existing high voltage transmission line be shown as depicted in the Operative District Plan Maps.*

3. *That all submissions and further submissions be accepted or rejected to the extent that they accord with the above recommendations.*

4. ***Further Recommendations***

4.1 *That the implementation of Rule 28.3.3 be subject to ongoing monitoring to provide the basis for any modifications or amendments to the Rule as may be deemed necessary.*

4.2 *That the Council initiate discussions with the Ministry of Education on the provision of appropriate school facilities in greenfield subdivisions.*

4. SUBMITTERS

A total of 21 main submissions and 4 further submissions were received on proposed District Plan Change 45. The list below identifies the original submitters and the further submitters by name and submission number:

Original Submissions

20	T Watson
21	Pritchard Group Limited on behalf of W Moore and N E and B T Ross-Wood
22	Ms A Page
23	P T Rowland
24	P T Graham
25	C and K McKendry
26	L and G Eustace
27	J Christianson, Wellington District Council, NZ Automobile Association
28	Transpower New Zealand Limited
29	Pauatahanui Inlet Community Trust
30	G D'Arcy-Smith
31	Housing New Zealand Corporation (HNZC)
32	Land Transport New Zealand
33	Tawa Community Board
34	Transit New Zealand
35	Woodridge Estate Limited
36	Lincolnshire Farm Limited
37	Armstrong Jones Management (PTY) Limited
38	Kiwi Income Property Trust
39	Greater Wellington Regional Council
40	J G Houlston

Further Submissions

20	G D'Arcy-Smith*
21	Transpower New Zealand Limited

- 22 Housing New Zealand Corporation (HNZC)
23 Kiwi Property Holdings Limited

** The further submission from G D'Arcy-Smith was a copy of Mr D'Arcy-Smith's main submission (No 11). The further submission did not support or oppose any other submission and was not therefore considered to be a valid further submission.*

- **CONSIDERATION OF SUBMISSIONS**

To facilitate the determination of the submissions the Committee considered them in terms of the various issues raised. Other submissions on specific matters relating to the proposed objectives, policies, rules, structure plan or maps were dealt with generally in the order in which the provisions appear in the Plan Change documents.

SUBMISSIONS SUPPORTING THE PLAN CHANGE

P T Graham, Housing New Zealand Corporation, Transit New Zealand, Woodridge Estate Limited and Lincolnshire Farm Limited (Submissions 5, 12, 15, 16 and 17 respectively) generally supported the Plan Change or agreed with the proposals in principle.

Consideration

To the extent that the submitters supported DPC45 the Committee agreed that they be accepted.

Decision

That the submissions from P T Graham, Housing New Zealand Corporation, Transit New Zealand, Woodridge Estate Limited and Lincolnshire Farm Limited, be accepted insofar as they support the Plan Change.

SUBMISSIONS BEYOND THE SCOPE OF THE PLAN CHANGE

T Watson (Submission 1) expressed concern about delays in completing the road connection between Mark Avenue and Grenada Village. It was requested that this work not be delayed further.

Consideration

The timing of approved construction works is not a District Plan issue and that the submission was not therefore relevant to the Plan Change. However, the Committee noted that work on the road connection has commenced and is expected to be completed early in the New Year.

Decision

That the submission from T Watson concerning the completion of the connector road between Mark Avenue and Grenada Village, not be accepted

SUBMISSIONS RELATING TO THE BOUNDARY OF THE URBAN DEVELOPMENT AREA

W Moore and N E and B T Ross-Wood (Submitter 2) and G D'Arcy-Smith (Submitter 11) own blocks of land off the east side of Horokiwi Road and both request that these be included within the proposed Urban Development Area.

Submitter 2 was represented at the hearing by Brian Warburton, Planning Consultant and Mr D'Arcy-Smith also spoke to his submission.

Consideration

The Committee was advised that both owners have been attempting to subdivide their land for residential or rural/residential purposes and the submitters believe that this would be assisted by extending the Urban Development zoning.

W Moore and N E and B T Ross-Wood had previously submitted on Proposed Plan Change 36 and argued that their land should be included in the Northern Growth Management area. An appeal has been lodged to the Environment Court against the Council's decision to reject their submission on this Plan Change. In May 2007 the parties also lodged an appeal against the decision of Council to reject a resource consent application for the subdivision of their land.

Mr D'Arcy-Smith has also sought approval to subdivide his land but without success.

Both submitters also challenged the proposal under Variation 2 to amend the boundary between Horokiwi and the Lincolnshire Farm land. This variation was introduced as a consequence of DPC 45. The intent of the variation was to facilitate the development of Lincolnshire Farm for urban purposes by excluding Lincolnshire Farm land from the area to which the Horokiwi rural subdivision rules apply.

The Committee was advised that from the Council's perspective there were two key points to be made in respect of the above submissions. The first is that careful consideration had been given to the delineation of the boundary between the proposed Urban Development Area centred on Lincolnshire Farm to the west, and the Horokiwi Rural area to the east, through the extensive Northern Growth planning exercise initiated in 2001. The NGMF involved significant public engagement. The boundary was clearly shown in the Northern Growth Framework that was approved in October 2003.

The second point was that as part of the Rural Community Planning review initiated in 2001 the Council consulted widely with all rural communities including Horokiwi. In part, this consultative process focussed on what District Plan changes might be desirable for each of the rural communities. With regard to Horokiwi, the local

community clearly expressed a desire to protect the existing rural character of the area. To support this aim the Council maintained restrictive subdivision controls for the area under District Plan Change 33 that introduced revised provisions for all rural areas in the city.

The evidence presented by the submitters was directed towards establishing that there was no environmental difference between the proposed Urban Development Area and their land in Horokiwi. Detailed plans were presented showing landforms, the elevation of land and the likely visibility of development from distant points. It was argued that there is no rationale for excluding the submitters' land in terms of landform orientation, elevation or the visibility of any future development.

The Committee was firmly of the opinion that no boundary adjustments should be made under proposed Plan Change 45 that would have the effect of encouraging further subdivision in Horokiwi. The Council's current planning policy is clearly to facilitate the urban development of the Lincolnshire Farm and adjacent Woodridge lands and to retain the existing rural character of Horokiwi.

It was also argued by the submitters that the proposed Urban Development Area was not unique in having areas suitable for recreational access with walkway linkages and areas for ecological enhancement. A plan was presented showing how the submitters land could be integrated into the open space network within the Urban Development Area to the west.

The Committee gave careful consideration to all of the matters raised by the submitters. It was accepted that while the boundary of the Urban Development Area on the Horokiwi side followed property titles and did not provide a 'tidy' delineation from a topographical viewpoint it nevertheless provided a reasonable separation of the Horokiwi rural area from the future urban zone.

It was noted that although the Lincolnshire Farm land touched Horokiwi Road at one point, development in this locality was to be for low density rural /residential/open space that would act as a buffer with the adjacent rural land.

The Committee also noted that development within the proposed Urban Development Area precludes any access to Horokiwi Road until such time as connections to the motorway are completed. This is to ensure that no undue pressure is put on Horokiwi Road and also its difficult and dangerous access to the Hutt Road. As it is likely to be many years before development within the Urban Development Area reaches the Horokiwi boundary the Committee was firmly of the view that this should not be pre-empted by the rezoning of the submitters land as requested. It was agreed that this would provide an expectation for development that in the short to medium term could only be serviced via Horokiwi Road. The Committee did not wish to raise such expectations at this time

The Committee did consider that in the longer term, if the development of Lincolnshire Farm and adjacent Woodridge Estate reaches a much more advanced stage and if full access is provided to the motorway then this could lead to revised planning options for Horokiwi. Improved access would inevitably generate a demand for more intensive residential development in Horokiwi and may justify less

restrictive subdivision controls. However, the Committee was also of the view that any such aspirations to expand the urban form of the city would need to be considered in the context of impacts on the rural community, energy dependence, population trends and policy encouraging denser and more sustainable urban form. The Committee was of the view that any policy change in this regard could only occur at an appropriate time and in full consultation with the wider Horokiwi community

Decision

That the submissions from W Moore and N E and B T Ross-Wood and G D’Arcy-Smith requesting that their sites off Horokiwi Road be included within the proposed Urban Development Area, not be accepted.

SUBMISSIONS RELATING TO VARIOUS LAND USES

High Voltage Transmission Lines

Transpower New Zealand Limited (Submitter 9) supported by Further Submitter 3 made a detailed submission seeking the inclusion of a range of new provisions to protect and appropriately manage the section of the National Grid that traverses the Lincolnshire Farm site. Specifically, the following new provisions were requested:

- A new objective in rule 27.2
- New policies
- A specific discretionary reference in rule 28.3.2
- Various references in the Structure Plan including the depiction of the existing transmission lines on all maps.

Consideration

Transpower New Zealand Limited did not appear at the hearing but provided a further written statement that supported the changes recommend in the Officer’s report.

In this regard the Committee was advised that under the operative District Plan utilities such as high voltage transmission lines are covered by the utilities provisions in Chapters 22 and 23. The overriding objective is to provide for the efficient development and maintenance of utility networks throughout the city while avoiding remedying or mitigating any adverse effects of activities in the environment. There is no specific objective or policy relating to the protection or management of particular utility operations such as transmission lines

For residential areas there is a policy to reduce the potential risks associated with high voltage transmission lines by encouraging the location of these away from urban areas and by restricting the location of residential development near such lines. All lines are shown on the relevant planning maps and Rule 5.1.3.9 controls development in the vicinity of transmission lines.

The Committee was also advised that during the Northern Growth Planning exercise the existence of high voltage transmission lines were seen as one of the key

constraints in planning for future urban growth in the northern suburbs. The resulting development proposals took into account the need to protect transmission line corridors by excluding or limiting development in the vicinity.

In light of the above the Committee was of the view that reasonable provision had already been made to manage development near high voltage transmission lines. However, it was agreed that some additional provisions could be included in DPC45. It is not believed that the measures need to be as extensive as sought by the submitter but the following are recommended:

Decision

That the submission from Transpower New Zealand Limited be accepted in part and additions to the DPC 45 provisions be included as follows:

- The inclusion of a new Policy 27.2.1.5 (with subsequent renumbering of following policies) to read:

“Ensure at the early design stages that developments proposed near high voltage transmission line corridors comply with all relevant regulations and codes of practice.”

- In Rule 28.3.2 include the following matter over which discretion is restricted:

“28.3.2.10 Separation distances between proposed development and landscape planting and high voltage transmission lines.”

- In Section 2.8 of the Structure Plan add a final bullet point to read:

“Protection of high voltage transmission line corridors”

- In Section 4.3 of the Structure Plan add the following words at the end of the paragraph under the heading ‘Principle’ as follows :

“or the integrity of the National Grid.”

- On Map 7 of the Structure Plan headed ‘Potential Major Infrastructure Requirements’ show the existing high voltage transmission lines traversing the Urban Development Area.

Schools

C and K McKendry (Submitter 6) and J G Houliston (Submitter 21) expressed concern about the lack of provision for schools and request that appropriate provision be made within the Lincolnshire Farm Structure Plan area. Submitter 6 extended this request to the provision of schools in all part of the Northern Growth Management Plan area. The two submissions were supported by Housing NZ Corporation.

Consideration

The Committee considered that these requests had considerable merit in ensuring vital community infrastructure is well provided for.

However, the Committee heard that while planning for new schools was a valid issue for a new subdivisions, under the New Zealand planning system this was not a matter that the Council has any ability to require. The primary impetus for making provision in the District Plan comes from the Ministry of Education. Based on their own planning assessments the Ministry decides where new schooling infrastructure will be required. The method for securing land for schools and providing for their development is by way of specific designations in the District Plan. The procedures for designation requirements are covered by Part 8 of the Resource Management Act. Only the Ministry of Education is authorised to lodge requirements for schools.

The Council's primary role is to determine an appropriate pattern of land development and roading, which in the case of Lincolnshire Farm is to be established in line with the proposed Structure Plan. Under the Structure Plan, land that is suitable for development may be utilised for educational purposes. The onus is on the Ministry of Education through negotiations with the land owner and/or the designation process to secure appropriate sites.

Although the Committee accepted that the provision for schools is not a matter that the Council can direct through the statutory planning process it was nevertheless considered that an appropriate statement on schools be included in the Structure Plan. This would support the themes and values expressed in the Northern Growth Management Framework relating to the establishment of liveable communities and the reflection of these themes and values in the objective and policies of the Urban Development Area in the District Plan.

Decision

That the submissions from C and K McKendry and J G Houliston be accepted to the extent that an additional bullet point be added at the end of Section 6.1.3 in the Structure Plan as follows:

- *Community facilities including schools have not been identified as specific development areas but there is the potential for such uses to be established on appropriate sites in most of the land use areas. The designation of sites for new public schools is a responsibility of the Ministry of Education and will follow the relevant procedures under the Resource Management Act 1991.*

In addition the Committee further recommends that the Council initiate discussions with the Ministry of Education on the provision of appropriate school facilities in greenfield subdivisions.

SUBMISSIONS RELATING TO PROPOSED DISTRICT PLAN RULES

Providing for Residential Activities and Building as a Permitted Activity

Housing New Zealand Corporation (Submitter 12) Woodridge Estate Limited (Submitter 16) and Lincolnshire Farm Limited (Submitter 17) opposed the rules in DPC 45 that require a resource consent application for residential activity and building development in the proposed Urban Development Area to be considered as a Discretionary Activity (Restricted). Submission 17 was supported by the Housing NZ Corporation. All expressed concern about the 'blanket' approach to development control and argued that the provisions are too complex and restrictive. They requested the inclusion of additional rules to allow residential development to proceed as a permitted activity under the existing Residential (Outer) rules in the District Plan. It was argued that this would be a simpler approach and avoid the need for new home owners to seek resource consents thereby minimising compliance costs.

Housing NZ Corporation appeared at the hearing and spoke to their submission. They reiterated their concern about the 'blanket approach' to control of all residential development and argued for the application of permitted and controlled activities consistent with the existing Outer Residential rules for new buildings and additions and alterations.

Evidence was also presented by the Planner for Lincolnshire Farm Ltd. He also argued for new rules to permit residential activities and the construction of buildings including additions and alterations as per the current Outer Residential rules. Changes were also sought to ensure that development that fails to comply with the specified standards and terms does not become non-complying.

Woodridge Estate Ltd was also represented on this matter requested that the current Outer Residential rules should apply.

Consideration

The Committee considered the submissions on the issue of providing for residential activities in light of the intent of the proposed provisions, the appropriateness and workability of the provisions and the implications of applying a permitted activity status for residential uses.

Concerning the intent of Rule 28.3.3 the Committee heard that the entire DPC 45 provisions were underpinned by the Northern Growth Management Framework that sought to promote sustainable urban development in the northern suburbs. With regard to housing the focus was on achieving attractive, diverse, liveable

neighbourhoods that would offer local housing choices, be accessible and allow for intensification over time.

To this end the Committee heard that residential activities and development had been included as a Discretionary Activity (Restricted) to promote the attainment of more sustainable residential neighbourhoods. The aim was to facilitate comprehensive planning through the concurrent consideration of subdivision and land use consents and the application of site development provisions in a more flexible way.

The Committee was of the view that concurrent subdivision and land use consent processes would provide the opportunity for land owners and developers to demonstrate how the requirements of the Urban Development Area and related Structure Plan would be implemented and for an overall consent to be granted that would ensure that the objectives of the plan are met. Under the proposed discretionary consent process there would also be scope to propose various housing forms and configurations without rigid adherence to the standard requirements.

The Committee was therefore of the view that the discretionary consent process would provide a more effective and appropriate means of providing for the planning of new residential neighbourhoods and were not convinced that the objectives of the plan would be attained by applying standard zoning provisions in the usual way.

Turning to the workability of the provisions the Committee was aware that the Council now has a history of granting concurrent subdivision and land use consent and imposing appropriate conditions for residential development. This approach has worked to enable residential construction to commence with a minimum of delay. The Committee noted that the approach had been applied in respect of the recent approval for the Mark Avenue extension within the Lincolnshire Farm area and it did not appear that difficulties or problems had arisen.

The Committee also understood that the approach could also deal appropriately with additions and alterations to approved development which addresses a specific concern of the Housing NZ Corporation. This submitter had specifically requested that if residential development is not made a permitted activity then rules 28.3.3 and 28.3.5 be amended to make alterations and additions to residential buildings and structures a Permitted Activity.

On this matter the Committee considered that the proposed processes would provide adequately for additions and alterations while the proposed Urban Development Area provisions were in place. The Committee wished to stress that the aim was not to apply the Urban Development Area zoning indefinitely. They were 'interim' provisions designed to encourage good planning outcomes at the initial stages of greenfield development and in due course could be replaced by standard zonings. With regard to additions and alterations the Committee was of the view that in future when residents were more likely to be contemplating building modifications the standard zoning provisions would apply.

Another specific concern raised by Submitter 17 was that the Standards and Terms under Rule 28.3.3 requiring that all development comply with the relevant requirements of Rules 5.1.1, 5.1.2 and 5.1.3 in the Residential Outer Area might

trigger many developments into the non-complying category and create difficulties with approving consents. The Committee agreed that this would not be helpful and would work against promoting the objectives of the plan by constraining development options. It was agreed therefore that the requirements under Rule 5.1.3 (number of house hold units, yards, site coverage, building height, sunlight access and fence heights) should be removed from the Standards and Terms but general compliance retained through an appropriately worded assessment criteria. The Committee believed that this would give added assistance to achieving more sustainable residential developments.

However, the Committee recommend the retention of the reference to Rules 5.1.1 (noise, vehicle parking and site access) and 5.1.2 (work from home conditions) in the Standards and Terms as these provisions were far less likely to make development non-complying and should be met.

Finally on the workability of the rules the Committee wished to note that a presumption for the non notification of applications had been included for all discretionary consent applications in the Urban Development Area. This had been done to specifically to facilitate consent processing by eliminating the ability of third parties to be involved (where the rules are met). The intent is to provide certainty regarding development. The Committee noted that the submitters opportunity is through the District Plan, not the resource consent process

Having regard to the above matter the Committee was satisfied that the assessment of residential development as a Discretionary Activity (Restricted) would work to promote the objective of the Urban Development Area zoning and the aims of the related Structure Plan.

The Committee then gave consideration to the implications of making new residential development, including additions and alterations a permitted activity under the existing Residential Rules in the District Plan. It was agreed that if residential development was to become a permitted activity there would be little or no incentive to achieve anything other than the standard housing forms that have characterised greenfield subdivisions for many years. Under a permitted activity regime the Council would be solely reliant on the subdivision consent processes to promote the sustainable development objectives of the zone. While the pattern of subdivision and distribution of lots of varying sizes would partly assist in meeting the planning aims, the Committee considered there would be little ability to address issues relating to the composition of the housing stock. Unlike established urban areas where a diversity of development has been achieved through the ongoing fragmentation of land and the construction of different housing forms the Committee noted that this was less likely in new green field subdivisions where there is a tendency to produce more standardised lots occupied by buildings to the maximum building coverage. This is likely to fail to provide for a variety of household types, different demographics etc. In an endeavour to promote greater diversity the Committee agreed that a more direct regulatory response, as proposed, was appropriate at least at the initial development stage. Without the application of Rule 28.3.3 the Committee considered that the planning objectives for the area would never be realised.

With regard to this issue the Committee also noted that the intent of the Urban Development Area provisions was to influence the form and composition of new residential neighbourhoods at the initial stages and for the standard zonings to be applied once developments had been substantially implemented. As clearly indicated in the Urban Development Area provisions it has never been proposed that the Discretionary (Restricted) consent processes should apply to residential development indefinitely. Following rezoning, new owners would regain the right to provide for ongoing development in the usual way.

For all of the above reasons the Committee was of the opinion that the provisions for the management of residential development in the Urban Development Area remain but amended as recommended. However, it was agreed that the application of Rule 28.3.3 and related provisions should be closely monitored during the early phases of the structure plan implementation process to assess the viability of the approach. If necessary the provisions could be amended by way of a future plan change.

Decision:

That the submissions from Housing New Zealand Corporation, Woodridge Estate Limited, and Lincolnshire Farm Limited requesting permitted activity status for residential activities and building development, including additions and alterations, not be accepted but that to aid the implementation of the provisions amendments be made to the Standards and Terms under Rule 28.3.3 as follows:

That in the fifth line of the Standards and Terms the reference “5.1.3” be deleted and that under the heading ‘Assessment Criteria’ a new clause be added to read:

“the extent of compliance with the bulk and location requirements for residential development under Rule 5.1.3 for the Residential (Outer) Area.”

That the following further recommendation be made:

“That the implementation of Rule 28.3.3 be subject to ongoing monitoring to provide the basis for any modifications or amendments to the Rule as may be deemed necessary.”

Clearance of Indigenous Vegetation Rule 28.1.1.1

Woodridge Estate Ltd (Submitter 16) and Lincolnshire Farm Ltd (Submitter 17) supported by Housing NZ Corporation opposed Rule 28.1.1.1. Submitter 16 commented that it is unreasonable to apply the rule to legitimate farming operations and requested that the rule be deleted. Submitter 17 argued that the scope of the rule is too wide and that it be redrafted so that vegetation clearance restrictions only apply to reserve land, to rural/residential areas and only to vegetation over 2 m high.

Woodridge Estate Ltd appeared on this matter at the hearing and commented that the provision was overly restrictive.

Consideration

The Committee considered the submissions on the proposed vegetation clearance provision but was not persuaded to make changes. Foremost in the mind of the Committee was the transitional nature of the area from rural to urban. It was noted that the vegetation clearance provisions were included to ensure that worthwhile vegetation was not removed prior to the lodgement of subdivision or land use consents. The Committee could not see that there was now any real necessity to clear vegetation for existing farming operations and that this should be a matter for assessment at the time resource consents are lodged for subdivision development.

Decision

That the submissions from Woodridge Estate Ltd and Lincolnshire Farm Ltd in respect of Rule 28.1.1.1 not be accepted.

Provision for Fibre Optic Cable

Under rule 28.3.2 a standard and term was included to require the installation of fibre optic cable so the future residences and businesses in the area can have direct access to the latest communication technologies.

Woodridge Estate Ltd (Submitter 16) commented that the wording of the provision is confusing and requested that the provision be redrafted.

Consideration

The Committee agreed that Rule 28.3.2, as notified, could be confusing and should be redrafted to clarify what is required. It was therefore recommended that the wording proposed by the submitter be adopted.

Decision

That the submission from Woodridge Estate Ltd in respect of Rule 28.3.2 be accepted and the rule be reworded as follows:

“For any subdivision incorporating new roads, all services must be reticulated underground.

For any subdivision incorporating new roads, all new residential, employment and commercial lots must be provided with a connection to a fibre optic cable.”

Other Rule Changes, Amendment or Corrections

Rule 28.1.1

Greater Wellington Regional Council (Submitter 20) requested that the permitted activity rule providing for the continuation of rural activities be qualified by referring to all ‘existing’ permitted activities. Further written evidence was provided at the hearing in support of the submission.

At the hearing both Woodridge Estate Ltd (Submitter 16) and Lincolnshire Farm Ltd (Submitter 17) commented on the submission and expressed concern that it would have the effect of preventing any new currently permitted activity or development or lead to the ‘freezing’ of all permitted activities. They requested that the rule remain as originally notified.

Consideration

After considering the submission on Rule 28.1.1 the Committee was of the view that including the word ‘existing’ at the start of the rule would cause confusion as it might be construed to mean that only established rural uses may continue. The intent of the rule was to enable any permitted rural use to be undertaken. Accordingly the Committee agreed that the rule should remain as originally notified.

Decision

That the submission from Greater Wellington Regional Council in respect of Rule 28.1.1, not be accepted.

Rule 28.2.1

Lincolnshire Farm Ltd (Submitter 17) commented that rule 28.2.1 should be amended so that it can be correctly applied.

Consideration

The Committee agreed that the suggested amendments were appropriate to facilitate the administration of the provisions.

Decision

That the submission from Lincolnshire Farm Ltd be accepted and the words, “*provided the standards and terms are met*” be added at the end of the Rule 28.2.1 and that the sentence that follows be amended by deleting the words “*standards and terms*”.

Rule 28.3.1

Woodridge Estate Ltd (Submitter 16) and Lincolnshire Farm Ltd (Submitter 17) both commented that Rule 28.3.1 requires amendment so that it can be applied correctly.

Consideration

The Committee agreed that to facilitate the administration of the provisions the first line of the rule be reworded to read “*Those Rural Activities and Buildings*”.

However, the Committee did not agree that the addition of the words “in respect of the conditions not met” be included at the end of the rule. This was because the non-

compliance with conditions is not the only reason for applying the rules that have been referenced. The intent is that each of the six rules that have been referenced will be applied as they appear in the rural chapter of the Plan.

Decision

That the submissions from Woodridge Estate Ltd and Lincolnshire Farm Ltd be accepted in part and that the first line of Rule 28.3.1 be reworded to read “*Those Rural Activities and Buildings*”.

Rules 28.3.2, 28.3.3, 28.3.4, 28.3.5 and 28.3.6 – Standards and terms - Requirement for detailed development plans.

Lincolnshire Farm Ltd (Submitter 17) requested that above provisions be clarified to provide greater guidance as to what is required in the detailed development plans to accompany a resource consent application.

The submitter appeared at the hearing on this matter and expressed concerned that the additional wording suggested in the officer’s report went beyond the scope of the change and was otherwise inappropriate. The point was made that the information requirements under Chapter 3.2 operate independently and referencing these proposed Chapter 28 would be an unnecessary duplication.

Consideration

The Committee heard that the proposed additional wording had been recommended in an endeavour to be helpful but it was accepted that the requirements of Chapter 3.2 would apply in any event. For this reason it was agreed that the recommended wording not be adopted.

The Committee was satisfied that the reference to the Structure Plan provides sufficient guidance as to what should be covered in a development plan. The Structure Plan outlines the key principles which underpin the plan, the desired patterns of development and reference to other relevant documents such as the Subdivision Design Guide.

Decision

That the submission from Lincolnshire Farm Ltd in respect of Rules 28.3.2, 28.3.3, 28.3.4, 28.3.5 and 28.3.6 – Standards and terms - Requirement for detailed development plans not be accepted.

Rules 28.3.3 and 28.3.4 Non-Notification Provisions

Transit New Zealand (Submitter 15) generally supported the Plan Change but wished to be consulted where proposals might affect the State Highway system. They requested the inclusion of appropriate statements in the rules to ensure that Transit NZ is advised. This submission was been opposed by Housing NZ Corporation.

Consideration

While acknowledging the concern of the submitter, the Committee noted that all the Discretionary (Restricted) Rules in the Urban Development Area have a presumption for non-notification. This was to ensure that once the planning provisions for the area were established through the initial plan change process, further third party challenges to subsequent resource consent could not be made that might have the effect of frustrating development proposals that implement the (NGMF).

It was further noted that any decision to notify a Discretionary (Restricted) application is covered by the provisions of the Resource Management Act and it is not usual to identify specific parties in this regard.

Also, the proposed subdivision rules provide for the consideration of road location and design, access and interconnections. For the development of neighbourhood and employment centres, traffic affects must also be addressed. Given these requirements, the Committee considered that it would be highly unlikely that proposals would proceed without the applicant first consulting with Transit NZ.

The Committee also wished to record that one of the key principles of the Northern Growth Management Framework was for all stakeholders who have an interest in the area to work in partnership on an ongoing basis. This referenced in Section 9.3 of the Structure Plan. As Transit NZ is identified as one of the key stakeholders there is an expectation that they will be involved where proposed development might impact on the State Highway network.

Decision

That the submission from Transit New Zealand in respect of Rules 28.3.3 and 28.3.4 (Non-Notification Provisions), not be accepted.

Rule 28.4 Non-Complying Activities

Greater Wellington Regional Council (Submitter 20) noted that the wrong section of the Act has been quoted in the first paragraph to the rule.

Consideration

The Committee agreed that an incorrect reference had been made and that the provision should be corrected.

Decision

That the submission from Greater Wellington Regional Council be accepted and in Rule 28.4, “Section 104D” be reworded to “*Section 104 B*”.

SUBMISSIONS RELATING TO INFRASTRUCTURE ISSUES

Stormwater

The Pauatahanui Inlet Community Trust (Submitter 10) expressed concern about storm water discharges from the future urban growth area, particularly as it might affect the silting of Porirua Harbour. The subdivision of land for new urban development was not opposed but it was commented that effective storm water measures are vital. It was requested that section 7 of the Structure Plan dealing with storm water be retained as currently written.

The Tawa Community Board (Submitter 14) also expressed concern about the discharge of storm water and its possible impact on flooding down stream. It was commented that all run off should be retained on site, or appropriate assessment made to minimise the risk of flooding.

Consideration

The Committee was advised that the control of storm water is acknowledged in the Structure Plan (Section 7.1) as being a key consideration for the development of the area and would be dealt with through resource consent application processes. The Committee was therefore satisfied that the issue of storm water would be adequately addressed.

Decision

That the submissions from the Pauatahanui Inlet Community Trust (Submitter 10) and the Tawa Community Board be accepted to the extent that the storm water provisions in section 7.1 of the Structure Plan will be retained.

Submissions Relating to Transportation and Traffic Issues

Land Transport New Zealand (Submitter 13) opposed the proposed plan change on the grounds that there is insufficient information provided to support the proposed changes in respect of transportation matters. It was requested that DPC45 not proceed until such time as a comprehensive transport effects assessment has been undertaken to evaluate the proposed Structure Plan.

Specifically, in respect of rule 28.3.4.6 (matters over which discretion has been reserved for development in neighbourhood or employment centres) it has been requested that the reference to “Traffic effects” be changed to “Transportation effects”.

The submitter appeared at the hearing and reiterated Land Transport New Zealand’s opposition to the Plan Change and repeated the request for a full transport assessment of the potential transport effects and mitigation measures both with and without the Petone to Grenada link. The submitter also re-confirmed the request to amend Rule 28.3.4.6 (as indicated above) should their substantive submission not be accepted.

Submission 13 was opposed by Housing NZ Corporation.

The Wellington District Council of the New Zealand Automobile Association (Submitter 8) also opposed the Plan Change on the grounds that no studies have been carried out regarding traffic effects on adjacent roads especially State Highway 1. It was requested that DPC 45 be reassessed after carrying out appropriate traffic studies on State Highway 1, with and without the proposed Grenada/Petone link. This submitter was also represented at the hearing and spoke in support of the submission.

Consideration

In response to the above submissions the Committee noted that DPC 45 and the related Structure Plan had not been proposed in isolation. The plan change forms part of a wider planning process that is underway in the northern suburbs, underpinned by the Northern Growth Management Framework approved by the Council in October 2003.

The Northern Growth Management Framework promotes the sustainable and integrated management of development in the northern suburbs including the development of a cohesive and efficient transport network. The implementation plan accompanying the Framework provides for a wide range of transportation actions or initiatives to achieve the vision of developing integrated and sustainable communities in the northern suburbs. The Committee accepted that there was a sound alignment of transportation measures and that these had been built into the Structure Plan for the Lincolnshire Farm area.

The Committee was surprised by the submissions from Land Transport New Zealand and the Automobile Association. It noted that the development of the Framework involved extensive consultation with many key stakeholders including Transit NZ, the Regional Council and other transport operators. It is understood that all were comfortable with the Framework and none challenged the DPC 45 proposals. The Committee acknowledged that Greater Wellington Regional Council had commented that the proposed Plan Change is consistent with the Regional Land Transport Strategy and in particular the provisions for the potential link between State Highways 1 and 2. It was also noted that Transit NZ had no issues with the proposals but wished to be consulted as the development progressed.

The Committee accepted that the planning work that informed the Northern Growth Management Framework had been undertaken with the best information available at the time and it was unrealistic to expect that development should now cease until still further analysis was undertaken. In the view of the Committee it was important to note that the analysis of transportation matters is ongoing and will continue to inform the future planning of the Lincolnshire Farm Structure Plan area and other growth areas in the northern suburbs.

Given the long history of zoning for urban development in the area, the more recent adoption of the Northern Growth Management Framework and the general support of key stakeholders the Committee did not consider that DPC 45 should be amended or otherwise set aside until such time as further transportation assessments have been undertaken.

It was the Committee's view that should future work by Transit NZ or others identify shortcomings or deficiencies in the Lincolnshire Farm proposals it would then be appropriate to consider initiating processes for changing the Plan. This would be part of the usual monitoring and plan review process.

With regard to amending the words 'traffic effects' in Rule 28.3.4.6 to 'transportation effects' the Committee did not concur with Submitter 13 on this point. It was considered that 'higher level' transportation matters had been dealt with satisfactorily through the Structure Plan and future assessment should therefore be limited to traffic effects. The assessment of more localised traffic impacts was believed to be appropriate for individual development proposals within the proposed employment areas.

Decision

That the submissions from the Wellington District Council of the New Zealand Automobile Association and Land Transport New Zealand in respect of transportation matters not be accepted.

SUBMISSIONS RELATING TO THE PROPOSED STRUCTURE PLAN

Retailing

Lincolnshire Farm Ltd (Submitter 17) opposed all references imposing limitations on retailing and requested that they be deleted. Specifically the submission related to Polices 27.2.1.9 and 27.2.1.10 in the Urban Development Area provisions and those in sections 2.8, 3.1, 6.1.3, and 6.2.7 in the Structure Plan document.

Armstrong Jones Management (PTY) Ltd (Submitter 18) and Kiwi Income Property Trust (Submitter 19) on the other hand, support the limitations on retailing as they were concerned that the proposed employment centres may compete with or erode existing centres in the city and wider region. To support their concerns they requested a new objective and related policies and rules to ensure that activities do not compromise the function of existing centres through loss of vitality, amenity or viability as a consequence of the redistribution of retailing.

Submissions 18 and 19 were opposed by Housing NZ Corporation (Further Submitter 3) and Submission 19 was supported by Kiwi Income Property Holdings (Further Submitter 4).

Submitters 18 and 19 did not appear at the hearing but Kiwi Income Property Trust and Kiwi Income Property Holdings made written legal submissions in support of their request for more restrictive provisions on retailing.

Lincolnshire Farm Ltd appeared at the hearing and presented legal submissions and evidence on the issue of retailing in the Lincolnshire Farm area. The presentations strongly opposed any restrictions on large format or 'big box' retailing in the proposed employment areas. Particular emphasis was given to Lincolnshire Farm Limited's aspirations for developing such activities within the existing suburban

centre zoning fronting the road to the former Northern landfill. It was pointed out that considerable work has already been carried out to give effect to these aspirations.

Four statements of evidence were presented in support of the Lincolnshire Farm submission.

Mr Rodney Callender on behalf of Lincolnshire Farm Ltd outlined the general concerns with the proposed retail restrictions and the work that had been undertaken in reliance upon the current zoning.

Mr Chris Gollins a commercial real estate agent and Mr Donald Stott who has extensive experience in commercial development highlighted the lack of suitable land for large format retailing in Wellington and the suitability of the Lincolnshire Farm site.

Mr Dave Gibson, Planner, commented on the planning implications of the proposed retail restriction and raised the possibility of a compromise outcome where restrictions would be accepted in the neighbourhood centre and most of the employment areas except the land between the motorway and the former landfill. At the hearing a further refinement was put forward that suggested splitting the employment areas into areas 1 and 2 and encouraging large format retail activities over 500m² GFA (excluding supermarkets) in Employment Area 2. (see extent of Employment Area 2 in Appendix 1 attached). Amended rule provisions were presented to address the above proposals.

Consideration

By way of background to the submissions the Committee was advised that under the Operative District Plan, retailing was included as a permitted activity in all suburban centre zones. The Suburban Centre zones were an amalgamation of all of the former industrial and retail zones that in terms of land use had come to contain a diverse mix of industrial, service, retail and other commercial activities. Retailing had therefore been made a permitted activity in accordance with the effects based approach to planning at the time and also to facilitate mixed use development which was seen as being fundamental to the promotion of sustainable city objectives.

Although retailing is freely permitted under the Operative Plan most is still concentrated in established shopping centres or town centres. However, in more recent times the Council had become increasingly concerned about the possibility of large format or 'big box' retailing being established outside existing town centres. It was feared that such development might undermine the viability and vitality of existing town centres. Proposed Plan Change 52 (DPC 52) was therefore introduced in October 2006 as an interim measure to ensure that the economic impact of out-of-centre, large format retailing could be assessed. This plan change also included measures to address urban design issues. The Committee noted that the decision on Plan Change 52 was released on 10 October 2007.

Further to Plan Change 52, the Council has now commenced a full review of the suburban centre chapter of the District Plan and a central focus of this project will be issues pertaining to retailing. When the review is completed it is expected that the Council will have a comprehensive, updated policy on retaining in the suburbs.

In light of these developments relating to large format retailing the Committee was not inclined to remove the limitations on this form of retailing as initially requested by Submitter 17. It was agreed that the policy of retaining the proposed employment centres within the structure plan area primarily for non-retail employment related uses was appropriate and necessary to protect the viability and vitality of existing town centres.

However, the Committee accepted that some adjustment might be warranted in respect of the proposed employment centre area between the motorway and the road to the former landfill. The Committee acknowledged that a portion of this land was zoned suburban centre under the Operative District Plan and under this zoning the owner enjoyed development rights for retailing subject to Plan Change 52.

The Committee also acknowledged that at the hearing the submitter suggested a compromise solution whereby the limitations on retailing would be retained over the main employment centre area adjacent to the neighbourhood centre but removed from the area between the motorway and the landfill road. As part of this proposal it was noted that the submitter did not wish the DPC 52 retail provisions to apply, but the Committee did not agree. The Committee could see no reason why the policies and rules in DPC 52 should apply to every suburban centre except this one. It was considered that unfettered retailing could encourage the development of a retail centre adjacent to the motorway that might challenge the economic health of existing town centres and in the longer term frustrate the planning of the structure plan area as a whole.

In this regard the Committee was mindful of not undermining the recent Council decision on Plan Change 52 and accruing a significant development advantage to the submitter for retailing on this site.

It was also noted that in other recent decisions i.e. the rezoning of the 'Takapu Island' site near the Tawa interchange for suburban centre purposes (DPC 47) and the provision for non-airport related activities at Wellington Airport (DPC 57) the same or similar provisions were imposed on retailing as under DPC 52.

The Committee was therefore of the view that if retailing was to be permitted within the Lincolnshire Farm area then the controls should align as best as could be achieved with the DPC 52 provisions.

Consideration was given to importing the key elements of the DPC 52 decision through the retention of the existing suburban centre zoning and the extension of the employment centre to the north as had been requested by the submitter but this was found to be problematic. The Committee agreed that the employment centre should be extended but scope of the submissions did not permit the rezoning of employment centre land to suburban centre. As a consequence it would be necessary for the commercial land adjacent to the motorway to have a split zoning and it was believed that would result in complexities and complications for the administration of the Plan. The Committee was anxious to avoid this and was firmly of the view that this land should have unified provisions.

The Committee agreed therefore that a better approach would be to retain all of the land as a separate employment area (re-titled Employment Area 2) under the Urban Development Area zoning and to permit retailing generally in line with the provisions under DPC 52. It was the view of the Committee that this was within the ambit of Submission 17 that requested the deletion of all restrictions on retailing in the proposed employment centres.

The Committee was satisfied that this approach would maintain reasonable consistency with the proposed suburban centre provisions for sites outside the main town centres. Large format yard-based retailing would be permitted subject to traffic assessment and other large format retail operations would be assessed in terms of the effects on the viability and vitality of existing retail centres and other matters.

To achieve this result a range of amendments and additions would be required to the Urban Development Area policies, rules and related structure plan. These are detailed in the decision below.

Decision

That the submission from Lincolnshire Farm Ltd relating to the controls on retailing be accepted in part and the submissions from Armstrong Jones Management (PTY) Ltd and Kiwi Income Property Trust be accepted to the extent that retailing be provided for in Employment Area 2 as shown on Map A (Amended Structure Plan) appended to this report but subject to the following amendments and additions to the Urban Development Area policies, rules and structure plan provisions:

Urban Development Area Policies

- (i) Amend Policy 27.2.1.11 to read:

Ensure that most employment centres land is retained primarily for non-retail employment related uses and are well designed, compact and well connected with a high level of amenity.

(new wording underlined)

- (ii) Include a new Policy 27.2.1.12 (with consequential renumbering of following policies) to read:

Ensure that large out-of-centre retail developments do not adversely impact on the efficiency and effectiveness of other town centres and do not compromise Wellington's compact urban form, lead to an inefficient use of resources and compromise the use and future development of sustainable transport options.

- (iii) After the third paragraph in the italicised explanatory statement to the policies include an additional paragraph on retailing as follows:

With particular regard to retailing the Council will manage any large out-of-centre retail developments in the Urban Development Area to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands). In such cases an impact assessment report will generally be required.

Urban Development Area Rules

- (iv) In Rule 28.3.4 add a further matter over which the Council will exercise discretion as follows:

28.3.4.8 In Employment Area 2 the effect of any retail activity over 500m² GFA on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).

- (v) Under the heading ‘Standards and Terms’ in Rule 28.3.4 after the third bullet point re-order and amend the last two paragraphs as follows:

In neighbourhood centres, no retail activity shall exceed 500m² GFA.

In Employment Area 1 and 2, any retail activities must be ancillary to the primary activity on the site ~~or~~ and not exceed 500m² of GFA.

In Employment Area 2 an application may be made for resource consent for a retail activity that occupies a gross floor area exceeding 500m², but a report must be supplied that addresses:

- the extent to which the retail activity avoids any adverse effect on the overall vitality and viability of existing retail centres*
- the extent to which the activity promotes the efficient use of resources and a compact urban form*
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces*
- how the activity promotes accessibility, manages traffic and parking demand, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities*
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above.*

Where an application for resource consent is for an office product supplier, second hand goods dealer or yard based supplier that occupies a gross floor area exceeding 500m², a report must be supplied that addresses:

- the matters referred to in bullet point four above .
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above with respect to accessibility, traffic and parking demand, sustainable transport choices, and trip generation.

Structure Plan

- (vi) In Section 6.1.3 under the fifth bullet point delete the final words “in particular no ‘big box’ retail” and replace with a new sentence as follows:

In Employment Area 2, any retail activity over 500m² GFA will be managed to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).

- (vii) In Section 6.2.7 after the heading “Employment” add the words “Area 1”

- (viii) Add a new Section 6.2.7A as follows:

6.2.7A Employment Area 2

<i>Principle</i>	<i>1 Ensure a well designed compact and well connected employment area with a high level of amenity for commercial uses.</i>
<i>Requirements</i>	<p><i>1: Development of each stage of Employment Area 2 shall be in accordance with an approved detailed development plan for the phase in order to achieve the Principle for this land use area. Matters which will need to be included in the development plan include the matters listed below:</i></p> <ul style="list-style-type: none"> • <i>General layout and scale of buildings: these may be to a maximum of 15m in height providing a strong relationship to the street. Building coverage should not exceed 70% of each site</i> • <i>No buildings shall be located generally within 20m of the boundary with the</i>

	<p><i>motorway (SH1)</i></p> <ul style="list-style-type: none"> • <i>Street layout: provision will need to be made for access by trucks, and should also provide for rear servicing of development fronting the Avenue / Principal road, walking and cycling</i> • <i>Location of carparking and servicing: No off-street car parking should be located at the front of buildings adjoining the Avenue. On all sites car parking should be provided either on-street, or at the rear or side of buildings where possible</i> • <i>Scale of development sites: Development should be at a graduated scale and intensity with smaller, finer grained development adjoining the Avenue and larger development sites away from more sensitive landuse areas</i> • <i>Front façade: All development sites should present a well designed, attractive frontage to the street</i> • <i>The quality of public space: including footpaths and roads and places to meet within the Employment area</i> • <i>Landscaping: the development of sites not fronting onto the Avenue shall include details of how these will be landscaped in order to present an attractive frontage to the street</i> • <i>Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality</i> <p><i>2: All land use within Employment Area 2 shall be of an employment / manufacturing / distribution or supporting retail focus.</i></p> <ul style="list-style-type: none"> • <i>Any residential development should be on upper floors and linked to the employment uses located on the site.</i> • <i>No industries with noxious, offensive discharges or contaminants including odour, air pollution, waste water or hazardous substances shall be established in the area</i> <p><i>3. landscaping including the planting of trees of sufficient density and height shall be undertaken between any development and the motorway to mitigate the visual effects of proposed building(s)</i></p>
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	<i>when viewed from the motorway (including the motorway overbridge)</i>
<i>Results anticipated and explanation</i>	<p><i>Development of a vibrant, attractive and successful place to work and do business.</i></p> <p><i>While other parts of the District Plan provide general guidance on the scale, intensity and type of landuse appropriate for this area, the Principle and Requirements above provide more detailed guidance as to what is appropriate in this area in order to address the resource management issues identified and achieve the Principles of the structure plan.</i></p>

Retailing - Standards and terms under Rule 28.3.4.

Related to the issue of retailing activities were submissions from Lincolnshire Farm Ltd (Submitter 17), Armstrong Jones Management (PTY) Ltd (Submitter 18) and Kiwi Income Property Trust (Submitter 19). They commented on the standards and terms under Rule 28.3.4.

Submitter 17 strongly opposed the maximum limit of 500m² for retail activities.

Submitters 18 and 19 expressed uncertainty regarding the application of the floor area limitation provisions.

Consideration

Concerning the 500m² floor area limit for retail activities the Committee was advised that this had been set with the intent of encouraging the employment centres to be developed for manufacturing, distribution, servicing or similar activities. Larger retail uses would become non-complying activities and would face more stringent tests should a resource consent application be made. The specified limit was determined following an assessment of existing suburban centre building development in the city and the consideration of similar rules adopted by other Territorial Authorities around the country. The Committee agreed that the 500m² requirement was appropriate and should therefore be retained.

In addition, submitters 18 and 19 identified that the section 32 report states that:

'In employment centres retailing must be ancillary to other activities on the site and not exceed 500m² GFA'

However, in Rule 28.3.4, under Standards and Terms it is stated that:

'In employment areas, any retail activities must be ancillary to the primary function on the site or not exceed 500m² of GFA.'

It was argued that the rule would allow 500m² of retail activity in any form, as opposed to retail activity ancillary to other activities on a site. The Committee agreed that there is uncertainty with the way the rule is currently drafted. As the intent was to require all retail activities to be ancillary to the primary activity on the site and not to exceed 500m² GFA, the Committee recommended that in Rule 28.3.4 the word “or” be replaced by the word “and”.

With regard to the above, it was also agreed that a consequential amendment should also be made to the penultimate bullet point in section 6.2.7 in the Structure Plan to avoid confusion. It was therefore recommended that the words “over 500m²” in the provision be deleted

Submitters 18 and 19 have also questioned whether the 500m² limitation is to be applied on a per site, or per premise basis as unanticipated outcomes might arise. The rule clearly specifies “site” so it is not believed that there is any confusion in this regard. The rule will still undoubtedly permit a reasonable amount of retailing but not as much if the calculation was on a per premise basis.

In addition to the concerns about the 500m² GFA limitation, submitter 17 also opposes the other standards and terms for development in employment centres namely, site coverage, building height and limitation on ground floor residential use. As it is considered that these provisions are appropriate to achieve the desired form of development in the employment centres including provision for commercial/light industrial uses and supporting activities it is recommended that they be retained.

It is noted however that the preamble to the provisions states that “*the following more restrictive conditions apply*”. As the building height provision is actually more permissive, rising from 12m to 15m the words “*more restrictive*” should be deleted from the preamble and it is recommended accordingly.

Decision

That the submission from Lincolnshire Farm Ltd in respect of Rule 28.3.4 not be accepted but that the submissions from Armstrong Jones Management (PTY) Ltd and Kiwi Income Property Trust be accepted to the extent that the following changes be made to the Standards and Terms under Rule 28.3.4:

That in the preamble to the building requirements the statement that reads “*the following more restrictive conditions apply*” be amended by deleting the words “*more restrictive*”.

That the statement that reads:

‘In employment areas, any retail activities must be ancillary to the primary function on the site or not exceed 500m² of GFA.’

The word ‘or’ be changed to ‘and’.

That a consequential change be made to the penultimate bullet point in section 6.2.7 of the Structure Plan by deleting the words “over 500m²”.

Structure Plan Map 4 – Mark Avenue extension

T Watson (Submission 1) and the Tawa Community Board (Submission 14) endorsed the completion of the Collector road from Mark Avenue to Grenada North.

Consideration

The Committee noted that the proposed collector road from Mark Avenue to Grenada North is an essential part of the transport infrastructure for the Northern Growth Management area and will be retained in the planning documents. It was also noted that the Mark Avenue extension is currently under construction and is programmed to be completed early in 2008.

Decision

That the submissions from T Watson and the Tawa Community Board endorsing the completion of the Collector road from Mark Avenue to Grenada North, be accepted.

State Highway 1 to Petone link

Ms A Page (Submission 3), P T Rowland (Submission 4), P T Graham (Submission 5) the Tawa Community Board (Submission 14) and the Greater Wellington Regional Council (Submission 20) all concerned the proposed arterial link road from State Highway 1 to Petone.

Submitter 3 is a tenant who resides near the alignment of the road and expressed concern about relocation if the road is constructed. Submitter 4 opposed the construction of the road because of the possible environmental impacts. It was requested that the proposed road be deleted. Submitters 5, 14 and 20 supported the proposed road link.

Consideration

With regard to Submission 3 the committee noted that the construction of the proposed road is unlikely to be an issue for many years and that in any event the relocation of existing occupiers would be a matter to be resolved between the property owner and existing tenants at the time.

Concerning Submission 4 and the possible environmental effects arising from the construction of the proposed road the Committee was of the view that it was too early to determine the impacts. At this stage, the link road is simply a proposal and the precise alignment and design is yet to be determined. It was also noted that as the proposed road would traverse rural land beyond the Structure Plan area it would involve other resource consent or District Plan processes in future. If progressed this would provide further opportunities for challenge and enable specific environmental issues to be assessed. In the meantime it is recommended that the proposal be retained as part of the Structure Plan.

The Committee noted support for the proposal from Submitters 5, 14 and 20.

Decision

That the submissions from Ms A Page and P T Rowland opposing the proposed arterial link road from State Highway 1 to Petone not be accepted.

That the submissions from P T Graham (Submission 5), the Tawa Community Board (Submission 14) and the Greater Wellington Regional Council (Submission 20) supporting the proposed arterial link road from State Highway 1 to Petone be accepted.

Connection to Hillcroft Road

L E and G Eustace (Submission 7) were concerned about protecting the rural residential lifestyle community in Horokiwi and opposed the proposed road connection to Hillcroft Road.

Consideration

The Committee acknowledged Council's policy objective to maintain the low density/rural nature of Horokiwi. However, the Committee was also of the opinion that the longer term proposal to connect Horokiwi to the west made sound planning sense. The urbanisation of the Lincolnshire Farm area was inevitable and physical connections to Horokiwi could easily be accomplished. It is understood that it is the desire of Transit NZ to close the existing access to the Hutt Road or at least to restrict right-hand turns for safety reasons.

The Committee also noted that as outlined in the staging requirements in the Structure Plan the proposed connection to Hillcroft Road is not permitted until such time as the proposed link road or alternative improved access to State Highway 2 has been completed. This is regarded as essential to avoid additional traffic pressure on the State Highway 2/Horokiwi Road intersection and on Horokiwi Road itself. The proposed road link is likely to be many years away and in the meantime it is intended that the Horokiwi community continue to be serviced via the existing access to the Hutt Road. However, should the proposed link road or a suitable alternative be constructed, it is anticipated that Horokiwi residents would demand access to the State Highway 1. The proposed road connections provide for this eventuality.

Decision

That the submission from L E and G Eustace opposing the proposed road connection to Hillcroft Road not be accepted.

Structure Plan- Maps 4 Movement and Map 6 (Land Use)

Various amendments to Movement and Land Use provisions - Structure Plan Maps 4 and 6 – Lincolnshire Farm land

Lincolnshire Farm Ltd (Submitter 17) commented on a range of matters relating to Maps 4 and 6 and sought various amendments relating to road alignments and land use boundaries. The submitter appeared at the hearing in support of the proposed amendments and presented a map (Map W06487 CS 04A) depicting the final form of the requested changes.

Consideration

The Committee was of the view that some of the changes could be supported as they involved adjustments necessary to ensure that the development envisaged by the Structure Plan could be achieved. It was accepted that while the Structure Plan maps were indicative and this was highlighted in the document it was nevertheless appropriate to minimise future debate over roading alignments and development area boundaries by positioning these to reflect more closely the underlying typography or landscape features.

However, there were several changes or amendments proposed by the submitter that the Committee did not support. To make it clear what was agreed or not agreed the Committee requested that a modified version of Map W06487 CS 04A be prepared. This modified map identified as Map A (Amended Structure Plan) is appended to this report.

All matters raised by Submitter 17 in respect of the land use map that have not been supported are subject to separate decisions below.

Decision

That the submission from Lincolnshire Farm Ltd in respect of Maps 4 and 6 of the Structure Plan be accepted to the extent that the maps be redrawn as shown in Map A (Amended Structure Plan) appended to this report.

The existing Suburban Centre zoning between the Motorway and the former Northern landfill.

Lincolnshire Farm Ltd (Submitter 17) opposed changes in the status of the existing suburban centre zoning between the motorway and the former Northern Landfill.

The submitter also requested that the employment centre area (and by implication the suburban centre zoning) be extended to cover the former landfill area up to and beyond the proposed collector road. Specifically, the submission sought that the employment area between the motorway and the former landfill be increased in size by:

- Extending the boundary to the motorway boundary (rather than having a ‘buffer’ of rural/residential land running along side the motorway)

- Extending the boundary to the east to the edge of the collector road (i.e. to include the area of the former landfill).

At the hearing an additional request was made to extend the boundary further to the east beyond the Collector Road.

Consideration

The Committee heard that the existing suburban centre zoning was introduced into the District Plan as the result of an Environment Court appeal settlement in the late 1990's. To mitigate the effects of possible new development, additional provisions were agreed for the site and included a special appendix to the suburban centre rules. The main provision required new building development to be assessed as a Discretionary Activity (Restricted) against various criteria to mitigate visual impacts.

The Committee noted that apart from earth working, the site has not yet been developed.

Under DPC 45 the existing suburban centre land and additional adjacent areas to the north were zoned as part of the new Urban Development Area and made subject to the proposed Structure Plan for the area. The primary reason for this was to encourage the development of a new employment centre within the context of a comprehensive plan for the entire Urban Development Area. It was also proposed that significant retailing such as 'big box' retail uses be excluded from the employment areas to minimise the possibility of undermining the vitality and viability of existing town centres.

With regard to the zoning of this land the Committee was guided by the decision made on retailing in the proposed employment centres discussed in the section headed 'Retailing' above. To address the submissions on retailing it has been recommended that the proposed employment area between the motorway and the road to the former landfill be retained and extended but re-titled as Employment Area 2. In this case it is proposed that new provisions be included to manage the effects of large-format retailing and related site works such as landscaping adjacent to the motorway. The effect of this decision is to generally apply the provisions of Proposed Plan Change 52 (Suburban Centres, Rule Amendments) to the land which specifically aims to protect existing town centres from out of centre retailing.

The Committee accepted that as the proposed Employment Area 2 adjacent to the former landfill road (including the land zoned suburban centre in the Operative District Plan and the extension to the north bounded generally by the Key Local Road) formed a contiguous whole it was agreed that this land should be subject to unified planning provisions and 'zoned' accordingly. The Committee was of the view that the wider employment area should extend up to the boundary of the proposed Collector Road but not beyond that to the east. It was considered that the Collector Road would provide a sensible boundary between any future commercial development and other uses to the east. It was noted that the former tip site and the existence of high voltage transmission lines impose significant development constraints in this locality and an extended employment area to the Collector Road would provide greater opportunity for establishing viable land uses.

With regard to the extending Employment Area 2 to the boundary of the motorway and eliminating the proposed 'buffer strip' of rural/residential land the Committee was strongly of the view that development of the site not be visible from the motorway. It was considered that there should not be continuous development apparent from the motorway north of Wellington. The Committee accepted that the intent of retaining this land as a buffer could be covered by including appropriate requirements in the structure plan reflecting the special provisions that apply under the suburban centre zoning.. It has therefore been recommended that control of development be maintained in respect of landscaping and consideration given to the extent to which the density and height of landscaping between the motorway and proposed buildings will mitigate any adverse visual effects.

Decision

That the submission from Lincolnshire Farm Ltd supporting the retention of the existing suburban centre zoning between the motorway and the former Northern Landfill not be accepted but that the employment area under the structure plan be amended by:

- (i) extending the employment area to the Collector Road as shown as item 1 on Map A (Amended Structure Plan) appended to this report.
- (ii) Identifying the employment area between the motorway and the Key Local Road as Employment Area 2 as shown as item 2 on Map A (Amended Structure Plan) appended to this report.

This decision reflects the recommendation on the issue of retailing above i.e. that the proposed employment area between the motorway and the road to the former landfill be retained and extended and that retailing be permitted subject to specified development controls on large-format retail uses and landscaping of the 'buffer area' between future buildings and the motorway.

Residential land at the end of Mark Avenue

Lincolnshire Farm Ltd (Submitter 17) opposed the loss of the existing residential zoning on the area of land at the end of Mark Avenue and the incorporation of this land as part of the Structure Plan within the Urban Development Area zoning. This land has not yet been developed but a subdivision consent has been approved. A contract has also been let to commence the construction of the Mark Avenue extension to link Mark Avenue with the road to the former landfill which is expected to be completed in early 2008.

Lincolnshire Farm Ltd spoke to this issue at the hearing and requested an outer residential zoning for approved subdivisions within the Lincolnshire Farm area.

The Committee noted that this was consistent with submissions from Submitter 16 in respect of approved subdivisions within the Woodridge Estate.

Consideration

In principle the Committee supported the rezoning of land where subdivisions within the structure plan area were approved as this was in accordance with the intended process for the Urban Development Area. As land subject to the 'interim' or 'transitional' Urban Development Area zoning was developed it would be progressively rezoned to have the normal District Plan zonings apply.

The Committee noted that in the introduction to the Urban development area provisions (District Plan implementation – fourth paragraph) it is stated that following the depositing of subdivision plans, further District Plan changes will be initiated to rezone land within structure plan areas to reflect the intended future land uses. The intent behind this was to ensure that site boundaries would be fixed and the new zone boundaries would equate to these. Rezoning prior to depositing could result in incorrect zone boundaries that would require further adjustment.

In the view of the Committee the depositing of subdivision plans was the appropriate stage for initiating rezoning. As this stage had not been reached in respect of the Mark Avenue extension, or other areas within Lincolnshire Farm, The Committee was not inclined to accept the submission.

The Committee also noted the owner had received a 'blanket' land use consent as part of the subdivision consent that would provide for the erection of new housing until such time as a rezoning was undertaken.

It was also agreed that areas to be subdivided should remain subject to the structure plan provisions at least until the time of depositing to enable any relevant structure plan staging requirements to be addressed. However, it was agreed that the boundaries between the Reserve 1 and Residential 1 areas should be amended to generally reflect the likely form of subdivision.

Decision

That the submission from Lincolnshire Farm Ltd requesting a Residential (Outer) zoning for the land covered by the approved subdivision for the Mark Avenue extension not be accepted but that the submission be allowed in part by amending the boundary between Reserve 1 and Residential 1 areas as shown as items 3 and 4 on Map A (Amended Structure Plan) appended to this report.

Increased size of Residential Area 1

Lincolnshire Farm Ltd (Submitter 17) requested that the Residential 1 area to the north-east of Intersection 1 be increased in size.

Consideration

After visiting the site the Committee agreed that it would be reasonable to extend the residential area as requested by the submitter but not for the terraced area below the proposed reservoir site. This area is at a much higher elevation than the rest of the

residential area and the Committee was of the view that it was not suitable for standard residential development and should remain for rural residential purposes.

Decision

That the submission from Lincolnshire Farm Ltd requesting extensions to the Residential 1 area to the north-east of Intersection 1 be accepted in part and the residential area be shown as Item 5 on Map A (Amended Structure Plan) appended to this report

Boundaries between reserve areas and residential areas

Lincolnshire Farm Ltd (Submitter 17) also requested that the boundaries between the Reserve Areas 1 and Residential Areas 1 in the south-west side of the structure Plan area be amended to follow the topography for which residential subdivisions have been preliminarily designed.

Consideration

The Committee did not support proposals to truncate four proposed areas of reserve land. It was considered important to maintain pedestrian and visual linkages from the main reserve areas to streets in the future residential areas and to protect existing bush areas. It was acknowledged that some adjustment of the reserve areas were necessary to accommodate agreed roading amendments in response to other submissions but the Committee was strongly of the view that the ‘fingers’ of reserve land should not be truncated and should have direct connections to future streets. It was also noted that all structure plan boundaries remained indicative and there would be some scope for further adjustment as detailed design work progressed.

Decision

That the submission from Lincolnshire Farm Ltd requesting the truncation of the ‘fingers’ of reserve in the south-west side of the Structure Plan area not be accepted and that the reserve areas be shown as Items 6, 7, 8 and 9 on Map A (Amended Structure Plan) appended to this report

Reserve area near Hillcroft Road

Lincolnshire Farm Ltd (Submitter 17) requested that part of the Reserve 1 area at the end of Hillcroft Road, be amended to rural residential as the ability to develop additional housing adjacent to the proposed link road to Hillcroft Road would be facilitated.

Consideration

The Committee did not support this submission. It was noted that the proposed reserve area would adjoin an existing Council reserve in the Hillcroft rural residential subdivision and would provide a continuous link with the main reserve area through Lincolnshire Farm. The Committee noted that as the boundaries of the structure plan are indicative, some minor amendment to the boundaries in this location might be appropriate in the future as more detailed planning and design is undertaken. However, this would not mean the reserve area being removed.

Decision

That the submission from Lincolnshire Farm Ltd requesting that part of the Reserve 1 area at the end of Hillcroft Road, be amended to rural residential not be accepted.

Requested buffer area

L and G Eustace (Submitter 7) requested that a buffer area be maintained between the existing rural residential development in Horokiwi, centred on Hillcroft Road and Van der Velden Way, and the future urban development in Lincolnshire Farm.

Consideration

The proposed Structure Plan provides a buffer of open space or reserve land and rural residential land adjacent to the boundary of the Hillcroft subdivision. The width of the buffer will be in the order of 150 metres. The Committee considered that the buffer would provide an appropriate transition in this area to future urban development in Lincolnshire Farm to the west.

Decision

That the submission from L and G Eustace requesting that a buffer area be maintained between the existing rural residential development in Horokiwi, centred on Hillcroft Road and Van der Velden Way, and the future urban development in Lincolnshire Farm be accepted to the extent that the proposed future land uses remain as shown on the Structure Plan maps.

Amendments to Structure Plan Map 6 – Woodridge Estate land

Proposed road link to Horokiwi

Woodridge Estate Ltd (Submitter 16) requested that the Key Local Road through the Woodridge Subdivision include a link to Horokiwi Road.

Consideration

The Committee was of the view that as the Structure Plan already proposed two connections to Horokiwi Road it would be reasonable to make provision for an additional connection. If established, this would provide a more direct link to the Newlands for residents in the southern end of Horokiwi. As a consequence of including this new road notation on Map 6 of the Structure Plan the Committee agreed that similar wording would need to be included in the staging requirements as appears for the proposed connection through Stage RA 13.

Decision

That the submission from Woodridge Estate Ltd regarding the linkage of the Key Local Road through the Woodridge Subdivision to Horokiwi Road be accepted and Map 6 of the Structure Plan be amended as shown as Item 10 on Map A (Amended Structure Plan) appended to this report.

That as a consequence of amending Map 6, as provided for above, the requirements for Stages RA 7 and RA 12 in the Structure Plan include the following additional text:

Under the heading “Description and Issues” add at the end the following:

“A link road to Horokiwi Road is possible but this must not be constructed unless alternative access to State Highway 2 such as by way of the Link Road is constructed first

Under the heading “Stage to include” add at the end the following:

If the link Road or alternative improved access to State Highway 2 has been completed, then the construction and vesting of the Key Local Road from RA07/RA12 to Horokiwi Road.”

Proposed clean fill area

Woodridge Estate Ltd (Submitter 16) also requested the provision of a clean fill area abutting the eastern boundary of the Woodridge Estate land for the purpose of disposing of excess and unusable material resulting from subdivision.

Consideration

The Committee agreed that to facilitate the development of remaining areas of the Woodridge Estate that it would be appropriate to provide an area for depositing clean fill material. It was noted that a similar area has been provided for the Lincolnshire Farm area. The Committee also noted that establishment of a clean fill would be covered by Rule 28.3.6 that would provide the necessary controls for managing future development.

Decision

That the submission from Woodridge Estate Ltd regarding the provision of a clean fill area be accepted and Map 6 of the Structure Plan be amended as Item 11 on Map A (Amended Structure Plan) appended to this report.

That as a consequence of amending Map 6 as provided for above, the staging requirements in Appendix A of the Structure Plan include an additional table under the heading “Clean Fill Areas: Stages and Precursors” as follows:

<i>Stage</i>	<i>CA02</i>
<i>Description and Issues</i>	<i>This stage includes the development of the Clean Fill site. Specific issues and matters to be considered are set out above in Section 6.2</i>
<i>Development Plan Requirements</i>	<i>No specific requirements</i>
<i>Stage to Include</i>	<i>No specific requirements</i>
<i>Required works to occur prior to the stage</i>	<i>No specific requirements</i>

The Woodridge Estate land on east side of ridge

Woodridge Estate Ltd (Submitter 16) appeared in support of their submission to have the land generally on the east side of the ridge through the Woodridge Estate changed in the Structure Plan from Rural/Residential to Residential 1. A realignment of the proposed Key Local Road through the area was also requested.

At the hearing a detailed presentation was made by Boffa Miskell on behalf of the submitter outlining how that land might be developed for residential purposes. This included:

- Two areas where residential development could be clustered on less prominent land which would not require major earthworks
- The identification of distinctive high points and upper slopes that would provide an undeveloped hilltop and ridgeline viewed from nearby residential areas and distant parts of the city.
- The realignment of the proposed Key Local Road to follow the formation of the existing farm track through the area.
- The retention of some rural residential land on the southwest slopes.

The development proposals were accompanied by a Design Statement that was suggested could form the basis for amended Structure Plan provisions for the site.

Consideration

As background to this issue the Committee was advised that under the operative rural zoning special provisions currently apply to the Woodridge Estate land on the east side of the ridge. These arose from the settlement of an Environment Court appeal from the owners, Woodridge Estate Limited in 1999. The settlement recognised that the land was suitable for rural/residential subdivision subject to the application of controls relating to the permitted number of household units, lot size, subdivision and the visual effects of building development and earthworks. These special provisions were carried over as part of the rural review in 2004 which became District Plan Change 33.

It was noted that a resource consent for the subdivision of the land under the existing provisions was granted several years ago and expires in 2009. Any new proposal would now also require assessment under the proposed DPC 45 provisions.

After hearing the evidence for the proposed residential use of the land the Committee visited the site to gain a better appreciation of the topography and the development issues in general.

The Committee acknowledged the effort that had been made to design a housing development that integrated as best as possible with the existing landscape on what is a prominent ridgeline and the wider setting of the harbour amphitheatre.

However, the Committee was concerned about the visual impacts of expanding the level of development. It considered that despite any efforts being made the proposal would remain intrusive. The Committee was also very concerned about the wider planning implications of the proposal including the creation of a less accessible and efficient subdivision that would be heavily reliant on private vehicle use. It didn't consider that an effective public transport route was going to eventuate.

The Committee saw the creation of housing clusters on the east side of the ridge as essentially being a cul-de-sac development that would remain divorced from the established and planned communities on the west side of the ridge. It was considered highly unlikely that any services or amenities would be located within walking distance of the development. Such isolated development would not support the concepts espoused in the Northern Growth Management Framework of promoting more integrated, accessible and sustainable communities as almost all residents would be obliged to travel for employment, recreational, community and other activities.

Although a local road has been proposed to traverse the land on the east side of the ridge that would eventually linking the main Woodridge subdivision with Lincolnshire Farm the Committee was of the view that this would unlikely to ever be a meaningful public transport route. The proposed development is not of a scale that would warrant a bus service and there is no other immediately adjacent land available for subdivision that would have the potential to boost the patronage of public transport. The Committee considered that future residents would be committed to private road transport involving high energy use.

The Committee was also concerned that the relative isolation and elevation of the land might also have implications for efficient infrastructure servicing. No evidence was

presented on infrastructure issues but it was understood that the disposal of waste water would require pumping systems.

Overall the Committee tended to the view that the ‘rezoning’ to permit more intensive residential development on the east side of the Woodridge Estate land would in be inconsistent with the overriding objective of providing for sustainable urban growth in the northern suburbs. In particular the Committee was not convinced at this point that the proposed urban expansion would support the aim of achieving highly efficient and accessible developments that are well connected to surrounding communities.

It was considered that low intensity rural residential development would be more appropriate.

Decision

That the submission from Woodridge Estate Ltd requesting that the land generally on the east side of the ridge through the Woodridge Estate be changed in the Structure Plan from Rural/Residential to Residential 1, with consequential amendments, not be accepted.

STRUCTURE PLAN STAGING REQUIREMENTS

(Note: All submissions were from Woodridge Estate Limited (Submission 16))

Stage RA9 - Requirements

The Stage RA9 provisions require that the development of the rural residential area be undertaken with regard to matters set out in section 6.2 (specific land use guidance). The submitter requested that this provision be deleted as Stage RA9 does not include any rural residential development.

Consideration

The Committee agreed with the submitter that the Stage RA9 be deleted because the stage does not include any rural residential development.

Decision

That the submission from Woodridge Estate Limited be accepted and that in Stage RA9 under the heading “Development Plan Requirements” the second bullet point which states “*Development of the Rural Residential Area with regards to the matters set out in 6.2*” be deleted.

Stage RA9 – Stage to Include

This provision states that Stage RA9 is to include any substantial earthworks required in order to extend Woodridge Drive through to the boundary of RA 5 and RA 6 with the legal road to be vested in Council. The submitter commented that this work is not

required at this stage of the development and should best be provided as part of stage RA10, as RA10 adjoins the boundary with the other stages. It was requested that the provision be deleted.

Consideration

The Committee did not support the deletion of this provision. It was considered that although the land abutting Stages RA5 and RA6 is Stage RA10 it was possible that the work to extend Woodridge Drive might be initiated as part of Stage RA9. The Committee agreed to retain the provision in RA9 as a “belt and braces” approach to cover this eventuality.

Decision

That the submission from Woodridge Estate Limited in respect of the provision to undertake earthworks in order to extend Woodridge Drive in Stage RA9 not be accepted.

Stage RA10 – Stage to Include

This provision states that the Stage RA10 is to include any substantial earthworks required in order to extend Woodridge Drive through to RA 5 and RA 6 with the legal road area vested in Council. It was argued that it is not possible for these works to be completed prior to stage RA10. The Submitter requested that the requirement be deleted.

Consideration

The Committee did not support this submission. It was considered that the provisions under the headings “Stage to Include” and “Required works to occur prior to the stage” were not inconsistent and should be retained.

However, the Committee noted that Stage RA10 does not require the formation of the key local road from RA9 to RA12. It was accepted that this was an oversight and should be addressed.

Decision

That the submission from Woodridge Estate Limited in respect of Stage RA10 not be accepted but that to correct an oversight in the provisions that under the heading “Stage to Include” the following text be included:

“Construction and vesting of the Key Local Road from RA 9 to RA 12.”

Stage RA 11 – Stage to Include

This provision requires the construction and vesting of the Key Local Road from RA9 to RA 12. The submission requested the deletion of this requirement as the proposed road does not pass through Stage RA11.

Consideration

The Committee supported this submission as it has been recommended that reference to the construction of the key local road be dealt with in Stage RA10.

Decision

That the submission from Woodridge Estate Limited in respect of Stage RA11 be accepted and that under the heading “Stage to Include” the words “*Construction and vesting of the Key Local Road from RA9 to RA12*” be deleted and replaced by the words “*No specific requirements*”.

Flexibility for staging requirements

Finally, Lincolnshire Farm Ltd sought greater flexibility for altering staging requirements. They requested an appropriate provision that would clarify the ability for some works to be undertaken across stages without necessarily having to implement all of the particular stages and therefore only the relevant ‘prior works’ and ‘works included in the stage’ need to be addressed by the ‘detailed development plan’ at the consent application stage.

Consideration

The Committee was advised that the Standards and Terms under the various activity rules in the Urban Development Area zone require any application to be supported by a detailed development plan addressing the matters specified in the structure plan. The Committee considered that the use of the word ‘addressing’ in this statement provided the ability to determine the scope of work to be undertaken in any particular stage.

Decision

That the submission from Lincolnshire Farm Limited requesting additional wording to provide greater flexibility for altering staging requirements not be accepted.

CONCLUSION

This report has addressed all of the submissions to proposed District Plan Change 45 either generally in respect of particular issues or specifically in respect of Plan rules or other provisions. It has addressed matters raised in the original submissions and those elaborated on at the hearing.

The Committee has concluded that the Plan Change as a whole be adopted but amendments, additions and deletions have been recommended to address various matters raised through submissions or otherwise to improve the content or future operation of the provisions. It is noted that as a result of the recommended amendments to a number of the Structure Plan maps, notably Map 4 (Movement) and

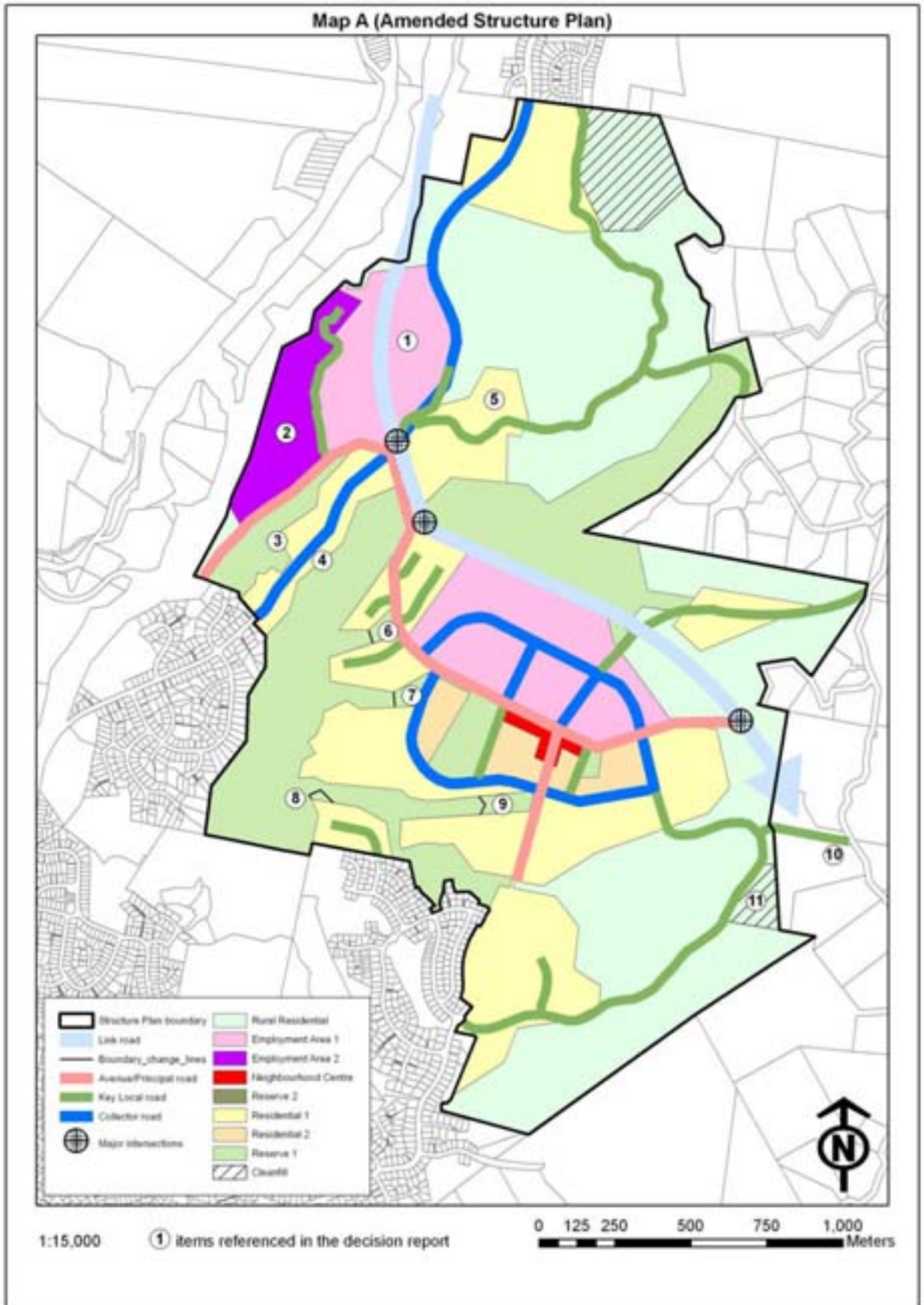
Map 6 (Land use), consequential amendments will be required to all of the Structure Plan maps.

Andy Foster
Chair of the Hearing Committee on Plan Change 45 – Urban Development Area and Structure Plans

ATTACHMENT 1 – Annotated Chapters 27 & 28

ATTACHMENT 2 – Annotated Lincolnshire Farm Structure Plan

Map A (Amended Structure Plan)



**Proposed District Plan Change 45 –
Urban Development Area and Structure Plans**

**Annotated version of chapters 27, 28 and Lincolnshire Farm
Structure Plan including changes approved by Council on 28
February 2008.**

Note – This document is not part of the formal plan change and is for information purposes only.

Key to annotated text:

*Text added by the Hearing Committee as a result of the hearing of submissions is shown as **highlighted***

Text to be removed is shown as ~~struckthrough~~

27. URBAN DEVELOPMENT AREA

27.1 Introduction

The land between Johnsonville and Tawa forms part of the natural land corridor that provides one of the two main access routes to and from the city. The recent history of the area has been one of progressive urbanisation. Pastoral farming has continued to decline and has been replaced, in the main, by suburban residential development.

The urbanisation of the area was first planned by the former Hutt County administration in the 1960's and has continued in various forms since this time. Following the incorporation of the area into Wellington City in April 1973 a detailed study of the area was initiated. The Churton-Bridgetown-Grenada Development Report that resulted was adopted by Council in November 1976. This provided the basis for the planning of the area for the next two decades or more.

The introduction of the Resource Management Act in 1991 and the preparation of the new District Plan under this Act signalled changes in the approach to planning and land development in the area. The management of urban development on the edge of the city was identified as a significant resource management issue for the city and an initial step was taken through the adoption of the Subdivision Design Guide to achieve development consistent with the aim of promoting a more sustainable urban form.

To further advance the planning of the area Council decided in 2000/01 to undertake a comprehensive planning review of the northern suburbs of the city. The purpose of the review was to create a growth management plan for the northern suburbs with the following objectives:

- *To consolidate the northern part of Wellington City into a highly attractive, efficient and accessible urban area that realises its potential of contributing to the city as a whole.*
- *To enhance, protect and link significant landscape, ecological and natural features of the area as a foundation for sustainable urban living.*

After an intensive consultative process the Northern Growth Management Framework (NGMF) was adopted by the Council in October 2003.

The NGMF is predicated on a growth of 9000 people over the next 20 years and is based on the premise of building on existing communities. The proposed growth is intended to be accommodated in three main areas: Stebbings Valley to the north of the existing Churton Park subdivision; the Lincolnshire farm block between the motorway and the Horokiwi rural area; and land around the lower Takapu Valley.

Planning for the urbanisation of these development areas involves a wide range of initiatives to be applied progressively. The actions for the ten years from 2003 are detailed in the Implementation Plan that accompanies the NGMF.

The key contribution of the District Plan to the wider planning process is to provide an appropriate regulatory framework for the assessment of future land development proposals. In this respect the Council has decided that the first requirement is to establish a zoning that will provide certainty to the landowners, developers and adjacent communities regarding the future use of the land for various urban purposes.

District Plan implementation

Before urban development processes occur a structure plan must be adopted as part of the Urban Development Area provisions. A structure plan is a framework to guide the development of land by defining the future development and land use patterns, areas of open space, the layout of nature and infrastructure (including transportation links), and other features for managing the effects of development. It is intended that structure plans will be prepared by the Council in consultation with land owners and other interested parties and will reflect the values and principles of the NGMF. Structure plans will be introduced progressively over time in advance of new urban development.

Under the Urban Development Area provisions a resource consent will be required for all subdivision and associated earthworks. Applications will be assessed against approved structure plans that will apply to various areas, the Subdivision Design Guide and the Code of Practice for Land Development.

The rules provide for the continuation of existing rural activities as 'interim' uses and for the establishment of cleanfills that might be required to facilitate subdivision development. Provision is also made for some residential activities to enable building development to proceed prior to the completion of subdivision processes.

It is intended that following the depositing of subdivision plans, further District Plan changes will be initiated to rezone land within structure plan areas to reflect the intended future land uses. New urban development will then proceed in accordance with the provisions of the respective area based provisions that apply.

As the structure plans may seek outcomes that are not covered by existing area based provisions consideration will be given to the initiation of further District Plan changes for the introduction of appropriate new provisions, for example:

- Minimum requirements to promote more intensive residential development in residential areas close to employment or neighbourhood centres
- The planning and design of employment or neighbourhood centres through the assessment of comprehensive development plans or similar methods
- The limitation of inappropriate uses in employment or neighbourhood centres

27.2 Urban Development Area Objective and Policies

OBJECTIVE

- 27.2.1 To provide for sustainable urban growth in the northern suburbs of the city consistent with the vision, objectives, themes and values of the Northern Growth Management Framework.**

POLICIES

To achieve this objective, Council will:

- 27.2.1.1 Identify existing rural land suitable for new urban development and progressively rezone this land to facilitate development in accordance with approved Structure Plans.**
- 27.2.1.2 Allow all permitted rural activities to continue until urban development occurs.**
- 27.2.1.3 Ensure that Structure Plans are responsive to the physical and ecological context of the area to which they apply, establish a sound public space structure, promote the coordinated and integrated provision of infrastructure and transport networks and otherwise reflect the vision, objectives, themes and values of the approved Northern Growth Management Framework.**
- 27.2.1.4 Require all development proposals, including subdivision, land use and associated earthworks to be assessed against approved Structure Plans.**
- 27.2.1.5 Ensure at the early design stages that developments proposed near high voltage transmission line corridors comply with all relevant regulations and codes of practice.**
- 27.2.1.6 Ensure the sound design, development and servicing of subdivisions.**
- 27.2.1.7 Promote a variety of residential densities and housing types including more intensive residential development, close to employment or neighbourhood centres.**
- 27.2.1.8 Encourage mixed use development but ensure that non residential uses are appropriately integrated as part of the overall design of new developments.**
- 27.2.1.9 Ensure that employment or neighbourhood centres are developed in a coordinated manner and are integrated with and protect the amenities of the surrounding neighbourhood.**
- 27.2.1.10 Ensure that neighbourhood centres are well designed, compact and well connected with a high level of amenity to provide facilities for local people as opposed to destination retailing.**

- 27.2.1.11 Ensure that **most employment centres land is are** retained primarily for non-retail employment related uses and are well designed, compact and well connected with a high level of amenity.
- 27.2.1.12 **Ensure that large out-of-centre retail developments do not adversely impact on the efficiency and effectiveness of other town centres and do not compromise Wellington’s compact urban form, lead to an inefficient use of resources and compromise the use and future development of sustainable transport options.**
- 27.2.1.13 Provide for rural /residential development on steeper hillside areas while ensuring that subdivisions and building development are designed to fit the natural features and landscape of the site.
- 27.2.1.14 Ensure that proposed landuse and subdivision activity will not compromise the future development or subdivision of land for urban development purpose.

METHODS

- Rules
- Structure Plans
- Design Guides (Subdivision and Multi-Unit Housing)
- Code of Practice for Land Development
- Northern Growth Management Framework
- Operational activities (management of infrastructure)
- Advocacy (Partnership for the North)

The policies and implementation methods for the Urban Development Area are designed to facilitate the change of existing rural land to urban use. The provisions cover mainly ‘greenfield’ land between Johnsonville/Newlands and Tawa.

The Urban Development Area provisions are ‘interim’ to the extent that future plan changes will rezone land to reflect intended uses. The Urban Development Area provisions will however provide certainty to land owners that their land is clearly identified for urban development.

Land development, including subdivision and earthworks have been included as a Discretionary Activity (Restricted) to enable all relevant aspects of land development to be fully assessed.

With particular regard to retailing the Council will manage any large out-of-centre retail developments in the Urban Development Area to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands). In such cases an impact assessment report will generally be required.

A key assessment tool will be Structure Plans that are included as part of the Urban Development Area provisions. Structure Plans establish the essential urban structure for the land to be developed, including infrastructure and transport networks.

The processes for assessing and implementing land development proposals will work to ensure that developments reflect the vision, objectives, themes and values of the Northern Growth Management Framework, i.e. developments that:

- *Achieve highly liveable and attractive urban environments for communities*
- *Protect the landscape and ecology of the area*
- *Acknowledge the heritage and culture of the area*

- *Provide infrastructure to meet the areas needs*
- *Have a high level of accessibility and are well connected to surrounding communities*

28. URBAN DEVELOPMENT AREA RULES

28.1 Permitted Activities

The following activities are permitted in Urban Development Areas provided that they comply with any specified conditions.

28.1.1 All permitted activities in the Rural Area are permitted activities in the Urban Development Zone provided that the additional conditions below are met:

28.1.1.1 There shall be no clearance of indigenous vegetation in any of the reserve or Limited Development areas shown on a structure plan appended to chapter 28.

28.2 Controlled Activities

Section 28.2 describes which activities are Controlled Activities in the Urban Development Area. A Controlled Activity requires a resource consent but cannot be refused by Council. Conditions may be imposed relating to the matters specified. The decision on whether or not a resource consent application will be notified will be made in accordance with the notification provisions in the Act.

28.2.1 All controlled activities in the Rural Area are controlled activities in the Urban Development Zone provided the standards and terms are met.

The non-notification provisions, ~~standards and terms~~ and assessment criteria for the respective rules apply.

28.3 Discretionary Activities (Restricted)

Section 28.3 describes which activities are Discretionary Activities (Restricted) in the Urban Development Area. Consent may be refused or granted subject to conditions. Grounds for refusal and conditions will be restricted to the matters specified in rules 28.3.1 and 28.3.2.

28.3.1 Those Rural Activities and Buildings as provided for in Rules 15.3.1, 15.3.2, 15.3.3a, 15.3.4, 15.3.5 and 15.3.6 are Discretionary Activities (Restricted) in the Urban Development Zone.

The non-notification provisions, standards and terms and assessment criteria for the respective rules apply.

28.3.2 Subdivision and associated earthworks, provision of infrastructure, development of reserves, in accordance with a structure plan appended to Chapter 28 are Discretionary Activities (Restricted) in respect of:

28.3.2.1 The degree of modification of landforms, and natural features

28.3.2.2 The retention of indigenous vegetation

28.3.2.3 Public space structure and public space design

28.3.2.4 Road location and design, access and interconnections.

28.3.2.5 The extent and design of earthworks

28.3.2.6 Subdivision design and layout and provision for future land uses

28.3.2.7 Utilities and/or services provision

28.3.2.8 Stormwater management and the effect on waterbodies

28.3.2.9 The staging and phasing of the application

28.3.2.10 Separation distances between proposed development and landscape planting and high voltage transmission lines

Non-notification

The written approval of affected persons will not be necessary in respect of items 28.3.2.1 to 28.3.2.9. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and Terms

Any application for resource consent must be supported by a detailed development plan addressing the matters specified by the structure plan .

For any subdivision incorporating new roads, all services must be reticulated underground ~~and include fibre optic cable.~~

For any subdivision incorporating new roads, all new residential, employment and commercial lots must be provided with a connection to a fibre optic cable.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:

28.3.2.10 The requirements of s106 of the Act.

- 28.3.2.11 The extent of compliance with the Principles and Requirements in the Structure Plan for the land.
- 28.3.2.12 The extent to which proposed earthworks are necessary to implement the approved Structure Plan for the land.
- 28.3.2.13 The extent of impact on any identified Ridgeline or Hilltop overlay.
- 28.3.2.14 The extent of compliance with the Subdivision Design Guide.
- 28.3.2.15 The extent of compliance with the Code of Practice for Land Development.

28.3.3 Residential activities including work from home activities and the construction, alteration of, and addition to, residential buildings and residential structures are Discretionary Activities (Restricted) in respect of:

28.3.3.1 Noise

28.3.3.2 Vehicle parking

28.3.3.3 Site access

28.3.3.4 Number of household units

28.3.3.5 Yards, site coverage, sunlight access, maximum fence height

28.3.3.6 Bulk and massing, including building height

Non-notification

The written approval of affected persons will not be necessary in respect of items 28.3.3.1 to 28.3.3.6. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and Terms

Subject to any provisions in the structure plan regarding the exact location of the boundaries shown, the application must be for land in a structure plan area identified as Residential 1 or 2.

For the Residential 1 and Residential 2 areas all development shall comply with the relevant requirements of Rules 5.1.1, 5.1.2 and ~~5.1.3~~ in the Residential (Outer) Area, except that, in the Residential 2 area:

- development shall be a minimum density of 25 household units per hectare of gross land area; and
- there shall be no limit on the number of household units per site.
- height shall not exceed 9 metres
- site coverage shall not exceed 50%.

Any application for resource consent must be supported by a detailed development plan addressing the matters as specified by the structure plan.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:

- 28.3.3.7 Where multi-unit development is proposed, the extent of compliance with the multi-unit design guide.
- 28.3.3.8 The extent of compliance with the Principles and Requirements in the Structure Plan for the land.
- 28.3.3.9 The extent of impact on any identified Ridgeline or Hilltop overlay.
- 28.3.3.10 The extent of compliance with the bulk and location requirements for residential development under Rule 5.1.3 for the Residential (Outer) Area.

28.3.4 Any development and associated use of neighbourhood and employment centres identified in a structure plan appended to chapter 28 is a discretionary activity (restricted) in respect of:

28.3.4.1 Site design and layout

28.3.4.2 Public space structure and public space design

28.3.4.3 Design, bulk, massing and siting of building

28.3.4.4 Landscaping and open space values

28.3.4.5 Stormwater management and the effect on waterbodies

28.3.4.6 Traffic effects

28.3.4.7 Location and layout of parking and site access

28.3.4.8 In Employment Area 2 the effect of any retail activity over 500m² GFA on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).

Non-notification

The written approval of affected persons will not be necessary in respect of items 28.3.4.1 to 28.3.4.7. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and Terms

Any application for resource consent must be supported by a detailed development plan addressing the matters specified by the structure plan.

The development of an employment centre or neighbourhood centre must comply with the following:

All development shall comply with the relevant requirements of rules 7.1.1 and 7.1.2 of the Suburban Centre zone except that the following ~~more restrictive~~ conditions apply:

- site coverage shall not exceed 70%
- building height shall not exceed 15m.
- there shall be no residential use or development on the ground floor.

In neighbourhood centres, no retail activity shall exceed 500m² GFA.

In Employment Areas 1 and 2, any retail activities must be ancillary to the primary activity on the site ~~or~~ and not exceed 500m² of GFA.

In Employment Area 2 an application may be made for resource consent for a retail activity that occupies a gross floor area exceeding 500m², but a report must be supplied that addresses:

- the extent to which the retail activity avoids any adverse effect on the overall vitality and viability of existing retail centres
- the extent to which the activity promotes the efficient use of resources and a compact urban form
- the extent to which the activity affects existing public investment and minimises the need for additional public investment in infrastructure and public spaces
- how the activity promotes accessibility, manages traffic and parking demand, enables sustainable transport choices (including public transport), and minimises trip generation through the co-location of similar activities
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above.

Where an application for resource consent is for an office product supplier, second hand goods dealer or yard based supplier that occupies a gross floor area exceeding 500m², a report must be supplied that addresses:

- the matters referred to in bullet point four above .
- a detailed assessment may not be required if the applicant can show the proposed development is unlikely to have any significant impact on the matters referred to above with respect to accessibility, traffic and parking demand, sustainable transport choices, and trip generation.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:

- 28.3.4.8 The extent of compliance with the Principles and Requirements in the Structure Plan for the land.

28.3.5 Residential activities, and the construction, alteration of, and addition to residential buildings and structures and associated use in Rural/Residential Areas identified in a structure plan appended to chapter 28 is a discretionary (restricted) activity in respect of:

28.3.5.1 Design, external appearance and siting of buildings

28.3.5.2 Site and access landscaping and earthworks

28.3.5.3 Construction type and maximum building height

28.3.5.4 The effect on existing native vegetation and other natural features

28.3.5.5 Stormwater management and the effect on waterbodies

Non-notification

The written approval of affected persons will not be necessary in respect of items 28.3.5.1 to 28.3.5.5. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and Terms

There is no minimum lot size and no restriction on the number of lots.

Any application for resource consent must be supported by a detailed development plan addressing the matters specified by the structure plan.

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:

- 28.3.5.6 The extent of compliance with the principles and requirements in the Structure Plan for the land.
- 28.3.5.7 The extent of compliance with the Rural area design guide.
- 28.3.5.8 The extent of impact on any identified Ridgeline or Hilltop overly.
- 28.3.5.9 Measures proposed to avoid, remedy or mitigate impacts of development on the natural features of the land on an ongoing basis.

- 28.3.6 Cleanfills not provided for as a permitted activity under Rule 15.1.8 are a Discretionary Activity (Restricted) in respect of:**
- 28.3.6.1 Location of the cleanfill**
 - 28.3.6.2 The extent and level of fill**
 - 28.3.6.3 Vehicular access, traffic management and effects**
 - 28.3.6.4 Stormwater management and the effect on waterbodies**
 - 28.3.6.5 The effect on existing native vegetation**
 - 28.3.6.6 Noise and dust**
 - 28.3.6.7 Site remediation, and future use**

Non-notification

The written approval of affected persons will not be necessary in respect of items 28.3.6.1 to 28.3.6.7. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and Terms

Any application for resource consent must be supported by a detailed development plan addressing the matters specified by the structure plan .

Assessment Criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to, but will not be limited to, the following criteria:

- 28.3.6.8 The extent of compliance with the Principles and Requirements in the structure plan for the site.
- 28.3.6.9 The extent of impact on any identified Ridgeline and Hilltop overlay.

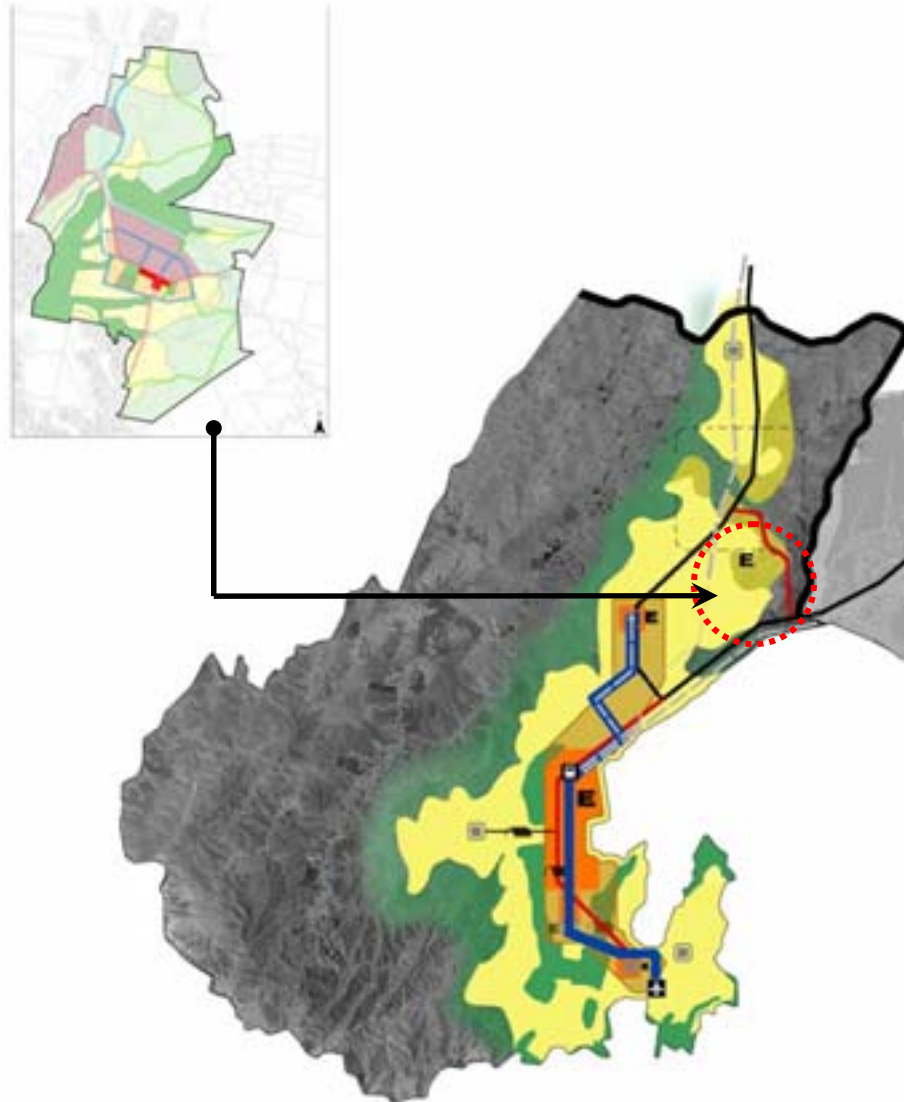
28.4 Non-Complying Activities

Activities that contravene a rule in the Plan, and which have not been provided for as Controlled Activities or Discretionary Activities (Restricted) are Non-Complying Activities. Resource consents will be assessed in terms of section ~~104D~~ 104B of the Resource Management Act.

The decision on whether or not a resource consent application will be notified will be made in accordance with the provisions on notification in the Act.

Lincolnshire Farm Structure Plan

Annotated version including recommendations to the hearing
Committee (annotations are shown as highlighted)



Wellington City Council

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Maps:

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MAP 8:	STAGING

**Note – All maps will be updated further to recommendations of the Hearings Committee upon completion of the plan change.*

Part I: Issues

1. Introduction

1.1 Overview

1.1.1 The structure plan

This document sets out a structure plan (the structure plan) for the development of an area generally referred to as Lincolnshire Farm as shown on Map 1.

A structure plan is a series of maps and diagrams with supporting text to guide the development of a particular area by defining the pattern of development and landuses, areas of open space, the layout and nature of infrastructure, and other key features to manage the effects of development.

Implementation of the structure plan provides an opportunity to realise the Council's strategic vision and implement the principles of the Northern Growth Management Framework (NGMF). This would be achieved through high-quality integrated urban development and protection of significant features in accordance with the provisions set out in this structure plan.

1.1.2 The Site

Lincolnshire Farm is strategically located between State Highways 1 and 2, close to all three major Wellington urban centres of Porirua, Hutt Valley and Wellington City.

The structure plan area is roughly the area bound by State Highway 1, Grenada North, Woodridge / Newlands and Horokiwi ridge. This approximately 400 hectare area is the largest remaining opportunity for greenfield development in Wellington City and one of largest and most strategically located in the whole Wellington region.

1.1.3 Proposed development

The structure plan proposes that staged development of the site (over approximately a 10-15+ year period) will include:

- New road connections, as well as recreation and ecological links and protection
- A business area with local employment opportunities of around 45 hectares in size
- 800-900 new households in a variety of densities and styles
- A 4-lane link road from State Highway 1 between Tawa and Grenada interchange connecting to State Highway 2 between the Petone and Dowse interchanges in the Hutt Valley

1.1.4 Development of the Structure Plan

The structure plan has been developed through a process of review, analysis and consultation with stakeholders. This has focused on:

- The vision and guidance for the site provided by the NGMF (see below)
- The strategic context of the development opportunities of the site in relation to the emerging Wellington Regional Strategy (WRS), the Urban Development Strategy (UDS) and the Western Corridor Transport Study
- The site specific characteristics, opportunities and constraints
- Public consultation on the draft principles of the structure plan during May 2006

The structure plan will be implemented by way of a change to the District Plan as well as other interlinked actions by both the Council and other stakeholders (see Section 9 below).

Further information on the resource management issues, background and development principles of the structure plan are contained in “Lincolnshire Farm Structure Plan, Background Paper’ (the Background Paper), Wellington City Council, 2006.

1.2 Application of Structure Plan and further information

This structure plan relates directly to the site identified on the attached maps. It provides guidance to give effect to the Council’s Urban Development Strategy, Environmental Strategy, and the Northern Growth Management Framework. It provides design assessment criteria for both subdivision and landuse consent applications within this area and should be referred to in relation to development adjoining this area or impacting upon the implementation of the structure plan.

This structure plan forms part of the Wellington City Council District Plan (the District Plan) and should be read in conjunction with all other applicable sections of the District Plan. This includes:

- The Subdivision Design Guide in relation to the detail of subdivision consent applications
- The technical and engineering criteria relating to the implementation of development which are contained in the separate Code of Practice for Land Development.

The structure plan relates directly to resource management issues for the Lincolnshire Farm area and introduces a new policy direction for this area. On this basis this document is considered more applicable to the area than general provisions of the District Plan. As such, where conflict exists between the District Plan and the provisions of this structure plan, the structure plan should generally be considered to take precedence.

2. Resource Management Issues

2.1 Background

This land has been identified for potential future urban development since the 1970's. At this time the comprehensive development of the area between Newlands and Takapu was planned for future urban growth as a series of interconnected neighbourhoods forming a larger development area¹.

Of this area, only two major stages were developed – Grenada Village and Grenada North. As the remainder of the development, including the supporting roading infrastructure, was not completed, these new areas remain poorly connected and relatively isolated (particularly in the case of Grenada North).

The site was largely zoned for residential development until 1994, when as part of the development of the District Plan, all undeveloped land was 'down zoned' and the site became Rural. This decision was appealed and as a result of this a notation was included in the District Plan that the site was intended for future urban development.

2.2 Northern Growth Management Framework

The potential for development of the area was again considered as part of the detailed development of the NGMF in 2002 and 2003. At this time principles were agreed and adopted as Council policy that the land should be developed for not only residential growth, but also to provide a new employment centre for local people and the Wellington Region.

The development of the NGMF provided a strategic analysis of the appropriateness of development on the site, and outlined the potential form that such development should take.

The core goal of the NGMF is the creation of a highly attractive, efficient, and accessible urban area in order to realise the vision of "...an integrated, liveable, diverse, sustainable and prosperous community".

To achieve this vision, the NGMF set in place a programme of actions, including the development of the Lincolnshire Farm area. The NGMF specifically requires this to include a "major new employment centre" with a very high standard of design and accessibility with a focus on local employment to help manage travel demand for growth in the northern suburbs.

The NGMF also sets out objectives, themes and values to guide development in order to achieve the vision (see Background Paper). These principles have been applied to the structure plan to help realise this vision.

Ensuring a high quality of development which maximises the development opportunities of the site, while demonstrating best practice urban design and implementation of the principles of the NGMF have been key issues addressed by the structure plan.

2.3 Wellington Regional Strategy (WRS)

The WRS provides economic and regional land use development strategy for the region. In order to support the implementation of the WRS, the structure plan will need to manage development of the employment land in order to help maximise regional benefit.

Key issues addressed by the structure plan therefore include:

- The phasing of development in order to support the implementation of the WRS
- Ensuring both the quality of development and that this is employment focused

¹ Churton: Bridgetown: Grenada Development Report, Wellington City Corporation, 1976

- The need to use a variety of tools outside of the structure plan to support the successful development of the employment area

2.4 Regional Transport Connectivity

In April 2006 Greater Wellington approved a draft Regional Transport Programme which includes construction of a new link road between SH1 and Dowse Interchange by 2014/15.

A key issue for the structure plan is to make provision for a link road that is designed:

- to accommodate at least 25,000 VPD
- to allow high average vehicle speeds (70-80km/hr)
- to have a minimum number of intersections to maintain traffic speeds
- to provide connections to the structure plan area

A further implication is that due to the potential for demand by a substantial volume of traffic, care needs to be applied to ensure that the staging of development does not result in a substandard road connection being made available from SH1 to the Hutt Valley – including any connection via Horokiwi Road, which is incapable of safely servicing such volumes.

2.5 Urban Development Strategy

To ensure that future growth and change occurring within Wellington reinforces the physical and spatial characteristics that make the city so distinctive and contribute to the stimulating and intense urban experience it offers, the Council has developed an Urban Development Strategy (UDS).

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'.

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 potential link road from Grenada to the Hutt Valley.

A key issue addressed by 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.

2.6 Site Assessment

The location and area of the structure plan is shown on Map 1.

A full description and assessment of the site and its surrounding context is contained in the Background Paper. This assessment has been carefully considered and factored into the development of the structure plan.

From the assessment, key site constraints, opportunities and issues are shown on Map 2.

2.7 Urban Design

Key urban design issues for the creation of the structure plan to create a successful, attractive and vibrant urban environment include the following:

Legibility: through the creation of a sense of place, identifiable through clear links, nodes, landmarks and edges

Variety: through the creation of a mixture of uses within the development area, including a range of opportunities and choices for work, for living and for social interaction

Permeability: through a variety of choices for movement between high quality, sustainable, interesting and identifiable spaces

Vitality: through a mixture of uses surrounding the central neighbourhood centre area

Design that supports and encourages public transport provision, walking and cycling

High quality design and layout of buildings in key areas such as adjacent to public spaces, the neighbourhood centre and the employment area

Design that enhances public safety and reduces opportunity for crime and anti-social behaviour through application of “Crime Prevention Through Design” (CPTED) principles

Design that respects and relates to the ecological, landscape and contextual qualities of the site.

2.8 Resource Management Issues

Within the context outlined above, the following are considered the key resource management issues related to a structure plan for the Lincolnshire Farm area:

- In line with the NGMF, development of the land should achieve the following:
 - A high quality of development based upon the principles of best practice urban design to create an integrated, liveable, diverse, sustainable and prosperous community
 - A highly attractive, efficient and accessible urban area
 - Protection and linkage of significant landscape, ecological and natural features of the site
 - Inclusion of a major new employment centre design to provide local and regional employment opportunities. Such a centre should be of a high quality design with a variety of building a lot sizes, with no ‘big box’ retail
 - Inclusion of a neighbourhood centre to provide facilities for local residents and workers
 - Inclusion of a variety of housing and lifestyle choices to meet the needs of a cross section of the community
- Phasing of development needs to be managed in order to ensure that necessary infrastructure is put in place to support the development and connections are made between the surrounding communities
- The staging and quality of development of the employment centre should be managed in order to support the implementation of the Wellington Regional Strategy
- The structure plan and development must be designed and staged to support the implementation of the Urban Development Strategy
- The structure plan must include provision for a link road running from State Highway 1 / Grenada to State Highway 2 / Hutt Valley
- The structure plan must relate to the site specific characteristics and contextual form and location of the site

- The structure plan must promote and facilitate development based upon the principles of good urban design
- Protection of high voltage transmission line corridors

Part II: Structure Plan

3. Key Principles

3.1 Key Principles of the Structure Plan

From the resource management issues above the following are identified as being the key Principles for the structure plan:

<p>Principles</p>	<p>KP1: Quality of development. Development opportunities of the site should be maximised where possible to create a compact urban form, while demonstrating best practice urban design and implementation of the principles of the Northern Growth Management Framework. Development of the structure plan area should create a highly attractive, efficient and accessible urban area while protecting and linking the significant landscape, ecological and natural features of the site.</p> <p>KP2: Mixture of uses. Ensure that development includes range of opportunities and choices for work, for living and for social interaction. This must include a major new employment centre which has no ‘big box’ retail, an accessible and well designed neighbourhood centre, local parks and reserves and a range of housing types.</p> <p>KP3: Phasing of development and implementation of infrastructure. These aspects need to be managed in order to support the implementation of the Urban Development Strategy, Wellington Regional Strategy and ensure that necessary infrastructure is put in place to support the social and economic development of the structure plan area.</p> <p>KP4: Connectivity. Ensure legible and accessible connections are made through the site to link local communities, the region through the State Highway 1 to State Highway 2 link road, and ecological and recreational areas.</p>
<p>Results anticipated and explanation</p>	<p>The structure plan area will be developed in a way which creates an integrated, liveable, diverse, sustainable and prosperous community.</p> <p>These key Principles provide the overarching goals of the structure plan. All development proposals should first be considered in relation to these and then to the specific Principles and Requirements set out below in order to assess whether the vision of the structure plan is being put into practice.</p>

4. Pattern of Development

4.1 Resource Management Strategy

The structure plan area is a complex physical environment situated in the middle of four existing communities. The pattern of development is largely dictated by the constraints of the topography and ecological values of the site as well as opportunities to connect with and strengthen existing communities.

Through assessment of the qualities, location and context of each area of land, a pattern of potential development can be established which will help to ensure that development fits well within the environmental and contextual qualities of the site, while providing opportunities to create a well connected and vibrant central area.

As shown on Map 3, three broad areas are identified:

- Areas of Protection: which are not considered suitable for development and will generally become Council owned reserves
- Limited Development Areas: where limited development could occur provided that this does not compromise the existing values of the land
- Development Areas: where development should be encouraged and concentrated

It is noted that the boundaries of these areas are approximate only and will be determined through the consideration of specific development proposals and reference to types of land use as set out below.

4.2 Areas of Protection

Principle	APP1: Protect, retain and enhance the landscape, ecological or recreational values of Areas of Protection.
Requirements	APR1: The landscape, ecological or recreational values of Areas of Protection should be retained and protected from inappropriate or unnecessary development which compromises these values. APR2: Development in Areas of Protection should be limited to the provision of necessary infrastructure (such as sewerage, transport connections and tracks). Such infrastructure should be designed and located in order to not unduly compromise the values of these areas.
Results anticipated and explanation	These areas will provide a green corridor through the structure plan area which retains and protects the significant environmental values of the area and provides for a variety of recreational activities. Areas of Protection are generally considered unsuitable for development due to their landscape, ecological or recreational values. These areas combine to form a network open space through the structure plan area. Due to the size and location of these areas, there will be a requirement to construct some infrastructure such as tracks, roads, sewerage lines and reservoirs through these areas. Where this occurs, this should be designed in a way to minimise disturbance to these areas.

4.3 Limited Development Areas

Principle	LDP1: Allow for well designed, low intensity, generally rural residential type development provided that this does not compromise the landscape, landform or ecological values of Limited Development Areas or the integrity of the national Grid.
Requirements	<p>LDR1: Development in Limited Development Areas, including earthworks, vegetation clearance and construction should be sensitively designed in order to not compromise the landscape, landform and ecological values of the site.</p> <p>LDR2: Development should be at a low level of intensity to ensure that the environmental qualities of the land are not dominated by built structures or modifications as a result of development.</p> <p>LDR3: All earthworks and vegetation clearance should be limited to that necessary to create suitable access and building sites. Removal of significant or primary bush remnants should be avoided.</p>
Results anticipated and explanation	<p>The environmental qualities of these areas will be retained and enhanced, linking to and supporting the values of Areas of Protection while allowing for appropriate low intensity development.</p> <p>Limited Development Areas contain a range of qualities which should be retained and protected from inappropriate development which could compromise these values. Combined with the Areas of Protection they help form the sense of space through the structure plan area. These areas contain a range of qualities which should generally be retained and protected from inappropriate development which could compromise these values.</p>

4.4 Development Areas

Principle	DAP1: Concentrate the majority of development within Development Areas with a graduated increase in intensity of landuse towards an identifiable centre.
Requirements	<p>DAR1: Where possible, the environmental qualities of the land should be retained in Development Areas.</p> <p>DAR2: Higher density development should occur towards the centre of Development Areas with the intensity decreasing towards the periphery.</p>
Results anticipated and explanation	<p>The vast majority of development in the structure plan area will occur within the identified Development Areas thereby helping to protect more sensitive or less appropriate areas from development.</p> <p>Development Areas have been identified as being more suitable for development due to their landscape, topographical, ecological and locational characteristics. In order to support a walkable, compact, vibrant and high quality central area, which can link with public transport routes, the intensity of development should be concentrated towards the centre of the main Development Area.</p>

5. Movement and Connectivity

5.1 Resource Management Strategy

A well connected place will be a successful place. Improved connectivity offers choice, supports a variety of land uses and helps to strengthen links within and between communities.

Safe and attractive urban environments also rely on good connections to offer a variety of choices for movement between places. If good conditions are provided for pedestrians, this will also encourage more movement and create opportunities for interaction and recreation in the street environment.

Good linkages should therefore be made through the structure plan area to existing communities and within the new development which occurs. Where possible, such links should be anchored by identifiable spaces. Quality spaces will encourage people to interrupt their journey in order to rest, enjoy the space and interact with others.

The movement network within the structure plan area will be made up by roads (with provision for walking, cycling, private vehicles and public transport) and dedicated pedestrian / cycle links. These should interlink to create a safe, accessible and legible network which encourages sustainable forms of transport.

A hierarchy and network of road links is required by the structure plan, linking to the pattern of development. An indicative layout of these links is shown on Map 4. **It is noted that with detailed design, the exact location of these roads is likely to alter.**

Indicative public transport routes and the 400m walkable catchment of these are shown on Map 5.

The key roads include the following:

- Link road / Arterial – providing regional connectivity between State Highway 1 / Grenada and State Highway 2 / Hutt Valley. At present principal access to the structure plan area is via the Grenada exit of State Highway 1. This interchange may require upgrade if it were to provide the main point of access to and from the completed Link road. The alternate preferred option to this is the construction of a new link from SH1 approximately 400m south of the existing Tawa interchange to the Link road as shown on Map 4. The Link road will be a limited access road meaning that there will be no direct property access onto or off the road in the structure plan area (including to the Employment Area). Access will instead be provided from the Major Intersections identified.
- Avenue / Principal Road – This is the 'main street' providing the backbone of the movement network in the structure plan area including the main public transport routes. This would connect directly onto the Link Road and also connect with the extended Woodridge Drive. The design and layout of this road will alter through the structure plan area to reflect how it integrates with and supports the adjacent landuses.
- Collector network – providing the key connections within the structure plan area and to the surrounding communities.
- Key local roads – providing secondary connection within the structure plan area and to the surrounding communities. These connections include links Horokiwi via Horokiwi Road and / or Hillcroft Road. Due to the nature of lower Horokiwi Road and its connection to State Highway 2, it is not suitable for any significant additional traffic and through access to this road would need to be tightly controlled (see staging requirements of stages RA13, RA16 and RA17 in Appendix 1).
- Track network – providing secondary pedestrian / cycle and recreational links through the Areas of Protection

- Track / road connections – identified locations where the local roading system will need to provide connection and frontage to the track and reserves network

5.2 Movement and Connectivity

Principles	<p>MCP1: Ensure that identified road connections are appropriately designed, provided for and constructed as part of the development of the structure plan area to create a well connected and legible place.</p> <p>MCP2: Create a movement network which supports and encourages sustainable forms of transport – in particular walking, cycling and public transport.</p> <p>MCP3: Create a track network linking from the urban areas and road network through the open space areas.</p>
Requirements	<p>MCR1: The design of all development, including subdivision and landuse must incorporate provision for and not compromise the identified road or track connections.</p> <p>MCR2: Road connections should be appropriately designed to reflect their status in the roading hierarchy and to facilitate a safe, accessible and sustainable movement network.</p> <p>MCR3: The Avenue / Principal Road should be designed to provide a main street environment with a high level of pedestrian amenity and public transport provision.</p> <p>MCR4: Roads should where possible provide safe and legible connection and frontage to reserves and the track network.</p> <p>MCR5: No through road access should be constructed to Horokiwi Road unless the Link Road is constructed or alternative or improved access onto State Highway 2 has been constructed.</p>
Results anticipated and explanation	<p>Development will result in the construction of a movement system which provides a high level of connectivity and legibility.</p> <p>The roading network forms an essential part of the movement network within the structure plan area. It is vital that as the development is staged, the future roading network is considered and provided for so that the ability to construct future connections is not compromised. This includes ensuring that roads are vested and constructed to the boundary of development areas.</p> <p>The road network is fundamental to sustainable forms of movement including walking, cycling and public transport. As such it needs to link to, and provide access to, the track system and the reserves and open space areas. The potential public transport routes through the structure plan area are shown on Map 5.</p>

6. Landuse

6.1 Resource Management Strategy

Appropriate land uses within the structure plan area have been determined with reference to the pattern of development and movement network identified above. This will both locate land uses to the areas most suitable for the activities that will occur, and will support a compact urban form which will support sustainable modes of transport.

As shown on Map 6, eight types of land use have been identified from the pattern of development. **It is noted that the boundaries of these areas are approximate only and will be determined through the consideration of specific development proposals and the final location of roads which generally provide separation between landuses.**

6.1.1 Areas of Protection

- Reserve 1: due to the significant environmental qualities of this land, and the opportunities it can offer for recreation, landscape protection or ecological enhancement, it will be protected by becoming the reserves network through the structure plan area, owned and managed by the Council.

6.1.2 Limited Development Areas

- Rural Residential Area: These areas are considered suitable for low intensity rural residential development provided such development does not compromise the landscape, landform or ecological values of the site. Any subdivision or development proposals in these areas will therefore need to be supported by detailed landscape and ecological assessments and measures required to avoid, remedy or mitigate the impacts of development – including the location and design of roads, driveways and buildings. On this basis, no minimum lot size is required, with the pattern of subdivision and development instead required to fit the environmental qualities of the land and provide sufficient space for onsite sewage and stormwater disposal. This also provides for the possibility of land being held in communal ownership arrangements.

6.1.3 Development Areas

- Reserve 2: These areas are central public open spaces which will be developed in order to provide high quality amenity space for recreation and social activity and will be owned and managed by the Council. They are centrally located adjoining the neighbourhood centre to ensure that they are highly accessible to as many people as possible – both residents and workers. Requirements are set to ensure the quality of design of surrounding landuses which are essential to ensure the safety and quality of the spaces.
- Residential 1: These areas are considered most suitable for general housing. A range of densities, styles and sizes of houses is encouraged to meet the needs of the wider community.
- Residential 2: This area is situated in close proximity to the Neighbourhood Centre and to public transport routes and other amenities. As such it is considered more suitable for a higher density residential development. Requirements guide density and the mixture of housing types to encourage a range of housing stock to meet the needs of a cross section of the community.
- Neighbourhood Centre: This is the heart of the structure plan area. It will provide the location for local shops (serving both local residents and workers), a place to meet and community facilities. Requirements are set to ensure the quality of urban design and suitability of landuses.
- Employment: There are two employment areas. These areas are considered the most suitable locations for employment uses due to their good transport access, position in the movement network and unsuitability for residential development due to the location of the

Link Road and State Highway 1. Requirements are set to ensure the quality of urban design and suitability of landuses. ~~in particular no 'big box' retail.~~ In Employment Area 2, any retail activity over 500m2 GFA will be managed to assess the impact on the vitality and viability of surrounding town centres (particularly Tawa, Johnsonville and Newlands).

- Clean Fill Site: One major site for clean fill has been identified. This area adjoins the existing Grenada North sports fields which were created from clean fill. Development of the structure plan area is likely to result in a surplus fill from earthworks and this site has been selected as a suitable location for this spoil. Long term, it is intended that the clean fill site could be developed as an extension of the existing sports fields. This will require that the clean fill site is managed and filled in such a way to ensure long term stability and suitable drainage. Additional Clean Fill sites may be identified through the development process and the relevant principles and requirements set out below will apply to these also.
- Community facilities including schools have not been identified as specific development areas but there is the potential for such uses to be established on appropriate sites in most of the land use areas. The designation of sites for new public schools is a responsibility of the Ministry of Education and will follow the relevant procedures under the Resource Management Act 1991.

6.2 Specific Land use Guidance

The Principles and Requirements set out below provide specific guidance on the development of each of the land use areas.

Refer to Section 1.2 above for guidance on the general application of the structure plan.

6.2.1 Reserve 1

Principle	RS1P1: Protect and enhance the environmental qualities of this land as a public reserve for landscape, ecological or recreation purposes.
Requirements	RS1R1: The landscape, ecological or recreational values of Reserve 1 areas should be retained and protected from inappropriate or unnecessary development which compromises these values. RS1R2: Development in Reserve areas should be limited to the provision of necessary infrastructure (such as sewerage, transport connections and tracks). Such infrastructure should be designed and located in order to not unduly compromise the values of these areas.
Results anticipated and explanation	The Reserve 1 areas will provide a publicly owned network of open space through the structure plan area which links to the Outer Greenbelt, retaining and protecting the significant environmental values of the area. Reserve 1 areas are generally considered unsuitable for development due to their landscape, ecological or recreational values. Due to the size and location of these areas, there will be a requirement to construct some infrastructure such as tracks, roads, sewerage lines and reservoirs through the area, however the impacts of such works shall be minimised.

6.2.2 Reserve 2

Principle	RS2P1: Development of high quality centrally located public open spaces providing amenity space for recreation and social activities.
Requirements	RS2R1: Reserve 2 areas should be centrally located, adjoining the Neighbourhood Centre, well connected to pedestrian and cycle links

	and fronted by roads to provide public access and passive surveillance. RS2R2: Development of sites adjoining Reserve 2 areas should be designed in order to enhance the amenity values of these spaces and provide passive surveillance.
Results anticipated and explanation	High quality attractive urban open space areas which provide for a variety of active and passive recreational activities. Reserve 2 areas are areas of public open space which are managed for recreation and social activities. They are centrally located adjoining the neighbourhood centre to ensure that they are highly accessible to as many people as possible – both residents and workers.

6.2.3 Rural Residential

Principle	RRP1: Allow for well designed, low intensity, generally rural-residential type development provided that this does not compromise the landscape, landform or ecological values of this area.
Requirements	RRR1: Subdivision and development proposals will be assessed in relation to the Rural Area Design Guide. RRR2: Development in Rural Residential areas, including earthworks, vegetation clearance and construction shall be sensitively designed in order to avoid, remedy or mitigate effects on the environmental qualities of the land. RRR3: Development should be at a low level of intensity and sustainably designed to ensure that the environmental qualities of the land are not dominated by buildings or the impacts of earthworks. RRR4: All earthworks and vegetation clearance should be limited to that necessary to create suitable access and building sites. Removal of significant or primary bush remnants should be avoided. RRR5: Any subdivision or development proposals shall generally include methods such as building design (height, cladding, location, construction methodology) landscaping, habitat enhancement, consent notices or covenants to avoid, remedy or mitigate the impacts of development to ensure the environmental qualities of the land are protected or enhanced on an ongoing basis.
Results anticipated and explanation	The environmental qualities of these areas will be retained and enhanced, linking to and supporting the values of Reserve 1 areas while allowing for appropriate low intensity development. Rural Residential areas generally form a buffer between Areas of Protection and Development Areas. These areas contain a range of qualities which should be retained and protected from inappropriate development which could compromise these values. Combined with the Areas of Protection they help form the open space network through the structure plan area.

6.2.4 Residential 1

Principle	R1P1: Ensure well designed, well connected residential areas which offer a range of living choices.
Requirements	R1R1: Subdivision of Residential 1 areas shall provide for a variety of lot sizes in order to facilitate a variety of housing types and sizes. R1R2: Subdivision and development proposals in the Residential 1 area shall provide for the passive surveillance of adjoining Reserve 1

	and Reserve 2 areas.
Results anticipated and explanation	<p>Through compliance with the pattern of development set by the structure plan, attractive, compact and accessible residential areas will be developed.</p> <p>Guidance on the development of residential areas – location, links, proximity to other activities, layout and design is generally contained in other sections of the structure plan and through the relevant provisions of the District Plan.</p>

6.2.5 Residential 2

Principle	R2P1: Ensure well designed, well connected residential areas which offer a range of living choices at a medium density of development within generally multi-unit development.
Requirements	<p>R2P1: Subdivision of the Residential 2 area shall be designed to provide for future medium density residential development, including multi-unit housing developments.</p> <p>R2P2: Subdivision and development proposals in the Residential 2 area shall provide a minimum density of 25 household units per hectare of gross land area.</p> <p>R2P3: Multi-unit housing developments in the Residential 2 area shall include a range of housing sizes and types.</p> <p>R2P4: Subdivision and development proposals in the Residential 2 area shall provide for the passive surveillance of adjoining Reserve 1 and Reserve 2 areas.</p>
Results anticipated and explanation	<p>An area of medium density residential development, incorporating a range of living choices will be created within easy walking distance of local amenities including shops, parks, public transport routes and community facilities.</p> <p>Guidance on the development of residential areas – location, links, proximity to other activities, layout and design is generally contained in other sections of the structure plan and through the relevant provisions of the District Plan.</p>

6.2.6 Neighbourhood Centre

Principle	NCP1: Ensure a well designed, compact and well connected neighbourhood centre with a high level of amenity which provides amenities and facilities to serve the needs of local residents and workers.
Requirements	<p>NCR1: Development of the Neighbourhood Centre shall be in accordance with an approved detailed development plan for the whole area in order to achieve the Principle for this area. Matters which will need to be included in the development plan include the matters listed below:</p> <ul style="list-style-type: none"> • Layout and scale of buildings: these should generally be of two to three stories in height providing a strong and active relationship to the street • Location of carparking and streets: No off-street car parking should be located at the front of buildings adjoining the Avenue or the extension of Woodridge Drive. Car parking should be provided either on-street, or at the rear of buildings where

	<p>possible</p> <ul style="list-style-type: none"> • Relationship to the Reserve 1 and Reserve 2 areas: Development should present an active edge and strong connection with the Reserve 1 and Reserve 2 areas in order to provide passive surveillance and sense of ownership. The neighbourhood centre should be separated from the Reserve 1 and Reserve 2 area by way of a local road which is significantly traffic calmed • Creation of active frontages: onto the Avenue / Principal Road and the extension of Woodridge Drive through the use of a fine grain of tenancies / activities, doorways and glazed facades • Public transport: provision needs to be made for the location of public transport routes and waiting areas, as the Neighbourhood Centre will provide the hub for public transport • The quality of public space: including footpaths and roads, places to meet, landscaping, sunlight and wind protection • Relationship to surrounding residential development • Mixture of uses: these shall generally be commercial / community facilities on the ground floor and residential or commercial on upper floors. Residential access should be provided from the rear of development as opposed to from the Avenue or Woodridge Drive extension • The design of commercial tenancies shall include a variety of sizes in order to provide a finer grain of development to allow for a mixture of smaller business rather than the centre being dominated by singular large retail / commercial activities • Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality • Any residential development should be on upper floors only
<p>Results anticipated and explanation</p>	<p>The creation of a high quality, popular, commercially successful and attractive neighbourhood centre which provides a focal point for the local community.</p> <p>The Requirements above provide guidance as to what is appropriate on this site in order to address the resource management issues identified and achieve the Principles of the structure plan. These will need to be addressed through the development of a detailed development plan for the area.</p>

6.2.7 Employment Area 1

<p>Principle</p>	<p>EMP1: Ensure a well designed compact and well connected employment area with a high level of amenity for non-retail commercial uses.</p>
<p>Requirements</p>	<p>EMR1: Development of each stage of the Employment Area shall be in accordance with an approved detailed development plan for the phase in order to achieve the Principle for this land use area. Matters which will need to be included in the development plan include the matters listed below:</p> <ul style="list-style-type: none"> • General layout and scale of buildings: these should generally be a maximum of 15m in height providing a strong relationship to the street. Building coverage should not exceed 70% of

	<p>each site</p> <ul style="list-style-type: none"> • Street layout: provision will need to be made for access by trucks, and should also provide for rear servicing of development fronting the Avenue / Principal road, walking and cycling • Location of carparking and servicing: No off-street car parking should be located at the front of buildings adjoining the Avenue. On all sites car parking should be provided either on-street, or at the rear or side of buildings where possible • Scale of development sites: Development should be at a graduated scale and intensity with smaller, finer grained development adjoining the Avenue and larger development sites away from more sensitive landuse areas • The Avenue / Principal road: Development fronting the Avenue opposite the Reserve 2 and Neighbourhood Centre areas should present an active frontage to the street with servicing to occur from the rear of the buildings • Front façade: All development sites should present a well designed, attractive frontage to the street • The quality of public space: including footpaths and roads and places to meet within the Employment area • Landscaping: the development of sites not fronting onto the Avenue shall include details of how these will be landscaped in order to present an attractive frontage to the street • Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality <p>EMR2: All land use within the Employment Areas shall be of an employment / manufacturing / distribution focus.</p> <ul style="list-style-type: none"> • Any residential development should be on upper floors and linked to the employment uses located on the site. • Any retail activity over 500m² on any site shall be ancillary to the principal activity of the site. The principal activity of any site shall not be retail, including bulk retail activity. • No industries with noxious, offensive discharges or contaminants including odour, air pollution, waste water or hazardous substances shall be established in the area
<p>Results anticipated and explanation</p>	<p>Development of a vibrant, attractive and successful place to work and do business.</p> <p>While other parts of the District Plan provide general guidance on the scale, intensity and type of landuse appropriate for this area, the Principle and Requirements above provide more detailed guidance as to what is appropriate in this area in order to address the resource management issues identified and achieve the Principles of the structure plan.</p>

6.2.7.A Employment Area 2

<p>Principle</p>	<p>1 Ensure a well designed compact and well connected employment area with a high level of amenity for commercial uses.</p>
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<p>Requirements</p>	<p>1: Development of each stage of Employment Area 2 shall be in accordance with an approved detailed development plan for the phase in order to achieve the Principle for this land use area. Matters which will need to be included in the development plan include the matters listed below:</p> <ul style="list-style-type: none"> • General layout and scale of buildings: these may be to a maximum of 15m in height providing a strong relationship to the street. Building coverage should not exceed 70% of each site • No buildings shall be located generally within 20m of the boundary with the motorway (SH1) • Street layout: provision will need to be made for access by trucks, and should also provide for rear servicing of development fronting the Avenue / Principal road, walking and cycling • Location of carparking and servicing: No off-street car parking should be located at the front of buildings adjoining the Avenue. On all sites car parking should be provided either on-street, or at the rear or side of buildings where possible • Scale of development sites: Development should be at a graduated scale and intensity with smaller, finer grained development adjoining the Avenue and larger development sites away from more sensitive landuse areas • Front façade: All development sites should present a well designed, attractive frontage to the street • The quality of public space: including footpaths and roads and places to meet within the Employment area • Landscaping: the development of sites not fronting onto the Avenue shall include details of how these will be landscaped in order to present an attractive frontage to the street • Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality <p>2: All land use within Employment Area 2 shall be of an employment / manufacturing / distribution or supporting retail focus.</p> <ul style="list-style-type: none"> • Any residential development should be on upper floors and linked to the employment uses located on the site. • No industries with noxious, offensive discharges or contaminants including odour, air pollution, waste water or hazardous substances shall be established in the area <p>3. landscaping including the planting of trees of sufficient density and height shall be undertaken between any development and the motorway to mitigate the visual effects of proposed building(s) when viewed from the motorway (including the motorway overbridge)</p>
<p>Results anticipated and explanation</p>	<p>Development of a vibrant, attractive and successful place to work and do business.</p> <p>While other parts of the District Plan provide general guidance on the scale, intensity and type of landuse appropriate for this area, the Principle and Requirements above provide more detailed guidance as to what is appropriate in this area in order to address the resource management issues identified and achieve the Principles of the structure plan.</p>

6.2.8 Clean Fill

Principle	CFP1: Provide for a well managed spaces where clean fill from the development of the structure plan area can be placed in order to provide for a future recreation or development areas
Requirements	<p>CFR1: Prior to any fill being located on a Clean Fill site, a detailed development plan will need to be approved in order to achieve the Principle for this land use area. Matters which will need to be included in the development plan include the matters listed below:</p> <ul style="list-style-type: none"> • Quantity and quality of fill • Area of fill • Management and operation of the activity • Noise, dust, sediment and stormwater management • Traffic management and routes for trucks • Remediation of the site
Results anticipated and explanation	<p>Well managed clean fill sites where the effects of the operation are adequately avoided, remedied or mitigated. On the identified Clean Fill site a new recreation area will be established.</p> <p>The Clean Fill area identified in the structure plan adjoins the existing Grenada North sports fields which were created from clean fill. Development of the structure plan area is likely to result in a surplus fill from earthworks and this site has been selected as a suitable location for this spoil. Long term, it is intended that the clean fill site be developed as an extension of the existing sports fields. Additional Clean Fill sites may be identified through the development process and the relevant principles and requirements will apply to these also.</p>

7. Infrastructure

7.1 Resource Management Strategy

Infrastructure provides the necessary services required for development to occur such as power, road access and sewerage disposal. As shown on Map 7, the structure plan area will largely be serviced by infrastructure connections from the west and south of the site. This will direct the phasing of development, with infrastructure put in place in earlier stages servicing the subsequent stages of the structure plan.

Allowance for the future development of the entire structure plan area should therefore be made in the location and design of infrastructure. Detail of the design of key infrastructure components is set out in the Council's Code of Practice for Land Development.

The key infrastructure requirements of the structure plan area are as follows:

- **Electricity:** There are no known capacity issues in relation to the supply of electricity to the site, although there may be specific requirements in relation to local transformers and substations.
- **Gas:** There is currently no gas network in the area. Provision of a network system of gas will be at the discretion of the developer
- **Telecommunications:** While there are local telecommunications exchanges which can be connected to, there is no local cable or fibre optic network. Such a system will be required as part of the development of the structure plan although how this connects to a wider network will need to be negotiated between the developer and telecommunications suppliers.
- **Sewerage:** Connection can be made to the existing Council sewerage system which runs through Glenside and Tawa to the treatment plant in Porirua which is jointly operated with Porirua City. While there may be existing actual capacity within the plant to accommodate the development of the whole structure plan area, depending on the demands of other development in the catchment area of the plant, upgrade works to this treatment plant over the development life of the whole structure plan area may be required. Such works may require a review of current development contributions to pay for this work.
- **Stormwater:** The principal means of stormwater disposal from the structure plan area will be the Belmont Stream. As such the management of the quality of stormwater and control of flows are key considerations for development.
 - **Quality:** General principles for stormwater management are set by the Subdivision Design Guide with specific design guidance set by the Code of Practice for Land Development. This guidance, combined with the Requirements below, will encourage sustainable forms of stormwater management are utilised where possible as opposed to 'traditional' hard stormwater systems such as piping into streams. The quality of stormwater and impacts on the Belmont Stream are also able to be considered against a baseline assessment of water quality undertaken in 2004 (Boffa Miskell, NGMF Belmont Stream, 2004).
 - **Quantity:** Again, the Subdivision Design Guide and Code of Practice for Land Development provide guidance to ensure stormwater systems are designed so that flows are controlled to avoid major peaks. Downstream impacts are controlled through the Seton Nossiter retention dam to prevent such peaks and down stream flooding. In addition, development of the structure plan area has been modelled in terms of downstream stormwater impacts. This study links into the minimum floor levels set through Tawa in the District Plan (Connell Wagner Nov 1997 Porirua Stream Flood Mitigation- Mike11 Catchment Model 1997).

- Water: Connection can be made to the existing Council water system. Two major reservoirs are required to service the structure plan area.

The location of major elements of infrastructure are shown on Map 8. Generally, all other infrastructure will run along road corridors or will be identified in the development plan for each stage of the structure plan.

7.2 Specific Infrastructure Principles and Requirements

Principle	IFP1: Ensure the efficient and sustainable provision of infrastructure throughout the structure plan area.
Requirements	<p>IFR1: The design of all development, including subdivision and landuse must incorporate provision for, and not compromise the development of required infrastructure for the entire structure plan area.</p> <p>IFR2: Development shall include the provision of a fibre optics network capable of servicing all stages of the structure plan area.</p> <p>IFR3: All utilities and service infrastructure shall be located underground where possible.</p> <p>IFR4: Each stage of development shall include a concept plan for stormwater management to address the anticipated flows and quality of runoff. Such plans should seek to ensure that runoff flows are less than or equal to the run off flows prior to development and the water quality of the Belmont Stream is not adversely affected.</p>
Results anticipated and explanation	<p>Development will be efficiently and effectively serviced by the infrastructure required for both current and future stages of the structure plan area.</p> <p>Infrastructure provides the networks of essential services required to service development. In order to minimise future works, infrastructure needs to be designed taking into account the potential development of the whole structure plan area. Particular attention needs to be given to the impacts of stormwater disposal on the Belmont Stream to ensure the qualities of this waterway are not compromised.</p> <p>A fibre optics network provides the backbone of modern communication systems. These are becoming increasingly important in order to service a range of needs including broadband, cable television and opportunities for business and commerce.</p>

8. Staging

8.1 Resource Management Strategy

It is anticipated that the development of the structure plan area will be staged over a 10 to 15+ year period. Factors which will affect this staging of development – both in terms of where and when it occurs include the following:

- Implementation of infrastructure and how this services current and future stages. Development stages will have to follow the pattern of earlier infrastructure provision meaning that this will be the key determinant in when stages occur.
- Market forces and demand for development. This will be a key determinant for how quickly development occurs.
 - Current demand for new housing development in the NGMF area amounts to around 165-250 houses per annum. Assuming a high proportion of all demand occurred within the structure plan area (50%), this would mean that there is approximately 8-12+ years supply (to 2016 – 2020+).
 - Estimated demand for the employment land is around 3-5 hectares per annum. Based on such a level of demand, it is estimated the employment area would take at least 10-15+ years to be fully developed (to 2018 – 2023+).
- Specific stage requirements. The requirements for each stage set out in Appendix 1 will ensure that the land is developed in a coordinated and efficient manner by controlling the development of stages until required precursors have been completed.
- Linkage to the Wellington Regional Strategy and Urban Development Strategy – the implementation of both of these strategies may influence the timing of development of the employment area.

Map 8 shows the stages of the development. **These are not necessarily sequential and each stage may involve several phases.** The stages do show the approximate boundaries of each area to be comprehensively developed as a phase of the structure plan.

For each stage Appendix 1 sets out:

- Particular issues to be addressed
- Works which need to be undertaken as part of the stage
- Works or stages which need to be undertaken prior to the development of the stage

These are considered essential to ensure that the structure plan area is effectively and efficiently developed and that the required infrastructure and facilities are provided to service the development.

The actual implementation of required precursors or other works not specifically listed will be controlled through the use of conditions on resource consents (as will other matters such as internal servicing, provision of infrastructure etc). As such, the matters listed in Appendix 1 are not intended to be exhaustive, but rather note the key issues which need to be addressed at each stage.

For some stages, there are few, or no particular requirements to be addressed and some stages will be able to be undertaken simultaneously.

The Principles and Requirements below and in Appendix 1 set out the requirements and precursors for each stage. These have been broken into three broad areas: Employment Areas (EA1 – EA5), Residential Areas (RA1 – RA19) and the Cleanfill Area (CA1).

8.2 Staging Principles and Requirements

Principle	STP1: To ensure the efficient, sustainable and integrated design and development of each stage of the structure plan area to achieve high quality, well designed development to support future land uses
Requirements	STR1: Development of each stage of the structure plan shall be in accordance with an approved detailed development plan for the stage in order to achieve the Principle for staging. Matters which will need to be included in each detailed development plan are set out in Appendix 1
Results anticipated and explanation	<p>Development will be well designed and effectively managed throughout the anticipated 10-15 year development period of the site.</p> <p>Specific stage requirements have been included in the structure plan to ensure that these are clearly set out in order that developers, the Council and other stakeholders are clear about how the development can be staged, including the provision of major infrastructure.</p>

9 Implementation and Other Methods

9.1 Resource Management Strategy

Successful implementation of the structure plan will require a variety of tools and methods. The primary statutory tool will be a change to the District Plan to give effect to this structure plan. Key other methods include the following set out below.

9.2 Urban Design

Key urban design principles have been encapsulated into the structure plan. As a signatory to the Urban Design Protocol, the Council has a duty to continue to advocate for and strive to achieve good urban design outcomes within the structure plan area. This will require working with the developer to ensure that these principles are incorporated into the development proposals.

9.3 Partnership

A key principle of the NGMF is to work in partnership with stakeholders. The implementation of the structure plan will therefore require ongoing dialogue and communication with key stakeholders, including the communities of the surrounding areas (in particular Grenada Village, Grenada North, Horokiwi and Woodridge / Newlands / Paparangi).

Other key stakeholders will include developers, Transit New Zealand, the Wellington Regional Strategy forum, Greater Wellington, Hutt City, Porirua City and network utility providers.

9.4 Development Contributions

The Council's Development Contributions Policy sets out a policy framework for development contributions under Section 198 of the Local Government Act 2002.

In addition to the applicable City wide development contributions, the structure plan area is entirely included in a specific development contributions catchment, currently identified in the 2005 policy as Area J.

The Policy sets out the development contributions payable. It is reviewed through the LTCCP process, however changes may also be made through the Annual Plan to reflect changes in capital budgets.

It is anticipated that most of the infrastructure works within the structure plan area will be undertaken by the land owners / developers. If this is not the case, then there may be a requirement to review the development contributions for this area.

9.5 Employment Area implementation

In order to achieve regional economic benefits, the quality and staging of the Employment Area will need to be linked to the implementation of the Wellington Regional Strategy. This will require a partnership approach between the developer, the Council and other local authorities in the Region through the forum of the WRS.

9.6 Infrastructure

Some major infrastructure works will need to be implemented by the Council (paid for by development contributions). This may include roads, water and sewerage infrastructure, including, as noted above, possible works to augment the capacity of the Porirua sewerage treatment plant.

9.7 Link Road

The majority of funding for the Link Road will need to come from Transit New Zealand or the Crown. A decision on when and how to fund the Link Road will depend on the Regional Land Transport Strategy and the priority that is given to other projects in the region in relation to available funding. As such, detailed investigations are unlikely to proceed until funding has been identified.

Once funding is secured, identification of the alignment, detailed design and implementation of the Link Road will require a partnership approach between the Council, the developer, Transit and Hutt City.

Appendix 1: Specific Stage Requirements

Employment Areas: Stages and precursors

Stage	All EA Stages
Description and Issues	The following shall apply to all Employment Area stages
Development Plan requirements	<p>A detailed development plan showing the whole stage will be required for each stage of development in order to achieve the objectives of this structure plan. Matters which will need to be included in the development plan include the matters outlined in 6.2 and those listed below:</p> <ul style="list-style-type: none"> • Movement: internal access within the stage and to adjoining stages • Linkage and frontage to reserves areas and track network • Any areas to be vested as reserve, including the timing / phasing of when this will occur • Density of development including any higher density areas • Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality <p>Proposed phasing of each stage of the development</p>
Stage to include	See specific stage
Required works to occur prior to the stage	See specific stage

Stage	EA1
Description and Issues	<p>This is the first stage of the development of the Employment Area. As such it is important that this stage is developed to a standard and design that not only provides necessary infrastructure to the subsequent phases, but also sets the standard in terms of good urban design.</p> <p>EA1 adjoins the closed Northern Landfill, State Highway 1 and the access road to the Grenada Interchange. As such there is excellent existing road access. However, the function of this road should not be compromised by vehicle crossings onto this road from the area. Due to the visual prominence of the site, particularly in relation to State Highway 1, landscaping, screening or other mitigation of the visual impacts of development will need to be addressed. Access to EA2 will also need to be provided through EA1.</p> <p>EA1 also includes an area Rural Residential on the other side of the access road to Grenada Interchange and will need to address the future use of this land.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters:</p> <ul style="list-style-type: none"> • Access to EA2 • Internal servicing, in order to minimise vehicle crossings from the area onto Westchester Drive East • Landscaping and visual screening or other mitigation from the area towards State Highway 1 • Development of the Rural Residential area with regard to the matters set out in 6.2.3
Stage to include	Construction and vesting of access to the western boundary of EA2
Required works to occur prior to the stage	No specific requirements

Stage	EA2
Description and Issues	EA2 adjoins EA1. EA2 also includes the closed Northern Landfill site, part of proposed Link Road and significant power lines. Large areas of EA2 are therefore significantly compromised for development due to these constraints. It is possible that both EA1 and EA2 could be developed together as they potentially serve different uses due to the constraints on EA2. Access to EA2 will need to be through EA1 in order to not compromise the route of the proposed Link Road.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters: <ul style="list-style-type: none"> • Access to the stage, including: <ul style="list-style-type: none"> ○ The potential location and alignment of the Link Road from State Highway 1 to Major Intersection 2 ○ Concept layout for Major Intersections 1 and 2 ○ The location and alignment of the road linking Jamaica Drive to Mark Avenue extension from Major Intersection 1 to the existing Jamaica Drive ○ Internal servicing • Landscaping and visual screening or other mitigation from the area towards State Highway 1
Stage to include	Construction and vesting of the Collector road adjoining RA15 from Major Intersection 1 to the northern extent of EA2
Required works to occur prior to the stage	Prior to any building development in EA2 the major earthworks and infrastructure associated with EA1 shall be complete

Stage	EA3
Description and Issues	This is the first stage of the development of the main employment area. As such it is important that this stage is developed to a standard and design that not only provides necessary infrastructure to the subsequent phases, but also sets the standard in terms of good urban design. As the area is on the eastern side of the land bridge over the Belmont Gully, servicing and infrastructure will need to be provided over the bridge prior to development being able to occur. The area also adjoins the two main road corridors – the Link Road and the Avenue and will need to provide for the location and alignment of these both adjoining the site and their potential eastern extension to ensure that this is not compromised. Due to its central location, adjoining EA4, RA2 and RA3 the development plan will need to show how EA3 links to each of these areas. The stage also includes part of the Belmont Gully Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters: Access to the stage. This must show: <ul style="list-style-type: none"> Concept layout for Major Intersections 1 and 2 Works required to the land bridge The location and alignment of the Link Road from Major Intersection 1 to Major Intersection 3 The location and alignment of the Avenue from Major Intersection 1 to the junction with Woodridge Drive extension Access and linkage to stages RA2 and RA3 Access and linkage to stage EA4 Internal servicing of the stage, including provision for the HGV internal service route and rear servicing of development fronting the Avenue Landscaping and visual screening or other mitigation from the area towards the Link Road / Belmont Gully
Stage to include	The construction and vesting of the Avenue from Major Intersection 1 to the western edge of EA4 Any substantial earthworks required to the land bridge and for the construction of Major Intersections 1 and 2
Required works to	Prior to any building development in EA3 the major earthworks and infrastructure associated with

occur prior to the stage	EA1 and RA1 shall be substantially complete
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Stage	EA4
Description and Issues	<p>This stage adjoins stage EA3 and should largely follow on from the development of this stage rather than being undertaken independently.</p> <p>The quality of development is again a key priority, particularly adjoining the neighbourhood centre area and fronting the Avenue.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters:</p> <ul style="list-style-type: none"> • Access to the stage. This must show: <ul style="list-style-type: none"> The location and alignment of the extension of Woodridge Drive extension through into RA13 The location and alignment of the Avenue from Major Intersection 1 to Major Intersection 3 Access and linkage to stages EA5, RA3, RA4 and RA13 Internal servicing of the stage, including provision for the HGV internal service route and rear servicing of development fronting the Avenue Landscaping and visual screening or other mitigation from the area towards the Link Road / Belmont Gulley
Stage to include	<p>The construction and vesting of the Avenue from Major Intersection 1 to the western edge of EA5 / junction with Woodridge Drive extension</p> <p>Any substantial earthworks required build the extension of Woodridge Drive from the Avenue to the southern edge of RA13</p>
Required works to occur prior to the stage	<p>Prior to any building development in EA4:</p> <ul style="list-style-type: none"> • The major earthworks and infrastructure associated with EA1, EA3, RA1, RA2 and RA3 shall be substantially complete • Woodridge Drive extension shall be constructed to adjoin the Avenue

Stage	EA5
Description and Issues	<p>This is the final stage of the employment area and should follow on from the development of the previous stages rather than being undertaken independently.</p> <p>The quality of development is again a key priority, particularly adjoining the neighbourhood centre area. As this area is more elevated that the other employment areas, the height and bulk of development will need to be carefully considered.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters:</p> <ul style="list-style-type: none"> • Access to the stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA4, RA6 and RA13 • Internal servicing of the stage, including provision for the HGV internal service route and rear servicing of development fronting the Avenue • Landscaping and visual screening or other mitigation from the area towards the Link Road
Stage to include	The construction and vesting of the Avenue from Major Intersection 1 to Major Intersection 3
Required works to occur prior to the stage	<p>Prior to any building development in EA4:</p> <ul style="list-style-type: none"> • The major earthworks and infrastructure associated with EA1, EA3, EA4, RA1, RA2, RA3 and RA4 shall be substantially complete • Woodridge Drive extension shall be constructed to adjoin the Avenue

Residential Areas: Stages and precursors

Stage	All RA Stages
Description and Issues	The following shall apply to all Residential Area stages
Development Plan requirements	<p>A detailed development plan showing the whole stage will be required for each stage of development in order to achieve the objectives of this structure plan. Matters which will need to be included in the development plan include the matters listed below:</p> <ul style="list-style-type: none"> • Movement: internal access within the stage and to adjoining stages • Linkage and frontage to reserves areas and track network • Any areas to be vested as reserve, including the timing / phasing of when this will occur • Density of development including any higher density areas • Concept plan for infrastructure provision, including the location of any major infrastructure requirements and the management of stormwater flows and quality • Proposed phasing of each stage of the development
Stage to include	See specific stage
Required works to occur prior to the stage	See specific stage

Stage	RA1
Description and Issues	This area forms the extension of Mark Avenue and needs to be the first area of residential development to be completed in order that the link road from Mark Avenue to Grenada interchange is completed. A subdivision application for this area has already been approved, although this may require modification in order to allow for the location of the Link Road and Major Intersection 1.
Development Plan requirements	No specific requirements
Stage to include	Construction and vesting of Mark Avenue extension to Grenada interchange
Required works to occur prior to the stage	Agreement of a concept plan for the layout and location of Major Intersection 1

Stage	RA2
Description and Issues	<p>This is the first area of residential development on the eastern side of the Belmont Gully land bridge. As such the layout of roading connections and other infrastructure through this area are very important to ensure that future stages can be adequately serviced. The quality of development is also very important to ensure that it sets the standard for following stages. The area also includes a small area of Residential 2.</p> <p>In addition, the stage includes a large part of the Belmont Gully Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters:</p> <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Concept layout for Major Intersections 1 and 2 ○ Works required to the land bridge ○ The location and alignment of the Link Road from Major Intersection 1 to Major Intersection 3 ○ The location and alignment of the Avenue from Major Intersection 1 to the junction with Woodridge Drive extension ○ The location and alignment of the Collector and Key Local roads network within RA2 and RA3 to adjoin the extension of Woodridge Drive

	<ul style="list-style-type: none"> ○ Access and linkage to stages EA3 and RA3 ● The location and layout of the central Reserve 1 and Reserve 2 areas within RA3
Stage to include	Construction and vesting of the internal collector road to the boundary of RA3 Any substantial earthworks required to the land bridge and for the construction of Major Intersections 1 and 2
Required works to occur prior to the stage	Prior to any building development in RA2 Mark Avenue extension to Grenada interchange shall be substantially complete

Stage	RA3
Description and Issues	<p>This is a substantial residential development area which includes a large area of Residential 1, Residential 2 and a central Reserve 1 / Reserve 2 area. The design, layout and connection from this area to subsequent stages of development are therefore very important.</p> <p>The Reserve 1 / Reserve 2 area provides a connection from the wider Reserve 1 Area into the heart of the structure plan. The Reserve 1 area should provide an ecological corridor connecting through to the identified bush remnant which adjoins an area to be developed as a Reserve 2 area.</p> <p>In addition, the stage includes a large part of the Belmont Gully Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters:</p> <ul style="list-style-type: none"> ● The matters outlined in Section 6.2 ● Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of the Collector and Key Local roads network within RA4, RA5 and RA6 ○ Access and linkage to stages EA3, EA4 and RA3 ● The location, layout and concept design of the central Reserve 1 and Reserve 2 areas within RA3
Stage to include	All substantial earthworks and associated landscaping of the Reserve 2 / Reserve area Construction and vesting of the Collector road network and extension of Woodridge Drive through RA3 and RA5 to RA9
Required works to occur prior to the stage	<p>Prior to any building development in RA3 the following shall be substantially complete:</p> <ul style="list-style-type: none"> ● Mark Avenue extension to Grenada interchange ● All earthworks and provision of infrastructure in stages RA1 and RA2

Stage	RA4
Description and Issues	<p>This is the most important of the residential stages as it contains the majority of the Residential 2 area, the Neighbourhood Centre and is the focal point for movement and development of the structure plan area. Design and connectivity of the area is therefore vital.</p> <p>It is possible that the development of this stage will be split into two, with phases separated by the extension of Woodridge Drive.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters</p> <ul style="list-style-type: none"> ● In addition to those matters set out in 6.2 and 8.3 the development plan for this stage shall address the following matters: ● Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of the Collector and Key Local roads network within RA5, RA6 and RA7 ○ Access and linkage to stages EA3, EA4 and EA5 ○ The extension of Woodridge Drive through to RA13 ○ The extension of the Avenue through to Major Intersection 3 ● The location, layout and concept design of the central Reserve 1 and Reserve 2 areas within RA4

Stage to include	The construction and vesting of the Avenue from Major Intersection 1 to the western edge of RA4 Construction and vesting of Woodridge Drive extension from the Avenue to RA9 and RA10 Construction and vesting of the Collector and Key Local road network within RA4
Required works to occur prior to the stage	Prior to any building development in RA4 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA1, RA2, RA5 • The extension of Woodridge Drive from RA9 to RA4

Stage	RA5
Description and Issues	This stage adjoins the northern boundary of Woodridge and provides access through to RA4 and the Neighbourhood Centre. As such ensuring access through this phase by extending Woodridge Drive is a key issue. Development of the stage will largely be driven by the availability of sewerage and water infrastructure. In addition, the stage includes a small part of the Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of Woodridge Drive from RA9 to the Avenue ○ Access and linkage to stages RA3, RA4 and RA6
Stage to include	Construction and vesting of Woodridge Drive from RA9 to RA3 and RA4
Required works to occur prior to the stage	Prior to any building development in RA5 the following shall be substantially complete: <ul style="list-style-type: none"> • Construction of Woodridge Drive from RA9 to the boundary of RA5

Stage	RA6
Description and Issues	This stage includes includes both Residential 1 and Rural Residential areas with frontage onto the extension of Woodridge Drive. It is however a 'stand alone' stage which can be developed provided that the necessary infrastructure (in particular road access) from previous stages has been completed. However, in practice, as this will require most of the works in RA1 to RA5 to be completed, this will likely be a later stage of the development.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of Woodridge Drive from RA9 to the Avenue ○ Access and linkage to stages RA3, RA4, RA5, RA7 and RA12 • Development of the Rural Residential area with regard to the matters set out in 6.2
Stage to include	No specific requirements
Required works to occur prior to the stage	Prior to any building development in RA6 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA4 and RA5 • The construction of the extension of Woodridge Drive from RA9 to RA4 • The construction of the Avenue from RA4 to Major Intersection 1

Stage	RA7
Description and Issues	This stage includes both Residential 1 and Rural Residential areas. It is essentially a 'stand alone' stage which can be developed provided that the necessary infrastructure (in particular road access) from previous stages has been completed. However, in practice, as this will require most of the works in RA1 to RA6 to be completed, this will likely be a later stage of the development. A link road to Horokiwi Road is possible but should not be constructed unless alternative

	access to State Highway 2 such as by way of the Link Road is constructed first.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of the Avenue through to Major Intersection 3 ○ The location and alignment of the Link Road past the eastern boundary of RA7 ○ Access and linkage to stages RA6, EA5, RA12 and RA13 • Development of the Rural Residential area with regard to the matters set out in 6.2.
Stage to include	Construction and vesting of the link road from RA7 to RA12 to the eastern boundary of RA7 Construction and vesting of the Avenue from Major Intersection 1 to Major Intersection 3 If the Link Road or alternative improved access to State Highway 2 has been completed, then the construction and vesting of the Key Local Road from RA 07/RA12 to Horokiwi Road.
Required works to occur prior to the stage	Prior to any building development in RA7 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA4, RA5 and RA6 • The construction of the extension of Woodridge Drive from RA9 to the Avenue • The construction of the Avenue from RA4 to Major Intersection 1

Stage	RA8
Description and Issues	This relatively small stage will be serviced from the existing Woodridge development. As such it is a stand alone stage with little in the way of required precursors. It does however front onto a significant Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Track linkages through to RA5 and RA3 ○ Access through to Woodridge development area
Stage to include	Construction and vesting of the Key Local Road to join Blackpine Road
Required works to occur prior to the stage	No specific requirements

Stage	RA9
Description and Issues	This stage is currently being considered by way of a subdivision application. As such, there are few required works or precursors associated with the development of the area.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ The location and alignment of the extension of Woodridge Drive through to RA5 and RA6 • Development of the Rural Residential area with regard to the matters set out in 6.2
Stage to include	Any substantial earthworks required in order to extend Woodridge Drive through to the boundary of RA5 and RA6 with the legal road area vested in Council
Required works to occur prior to the stage	No specific requirements

Stage	RA10
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Description and Issues	This is the last substantial area of Residential 1 development in the Woodridge area. As such, most requirements should have already have been completed.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show access and linkage to stages RA9 and RA11
Stage to include	Any substantial earthworks required in order to extend Woodridge Drive through into RA5 and RA6 with the legal road area vested in Council. Construction and vesting of the Key Local Road from RA9 to RA 12.
Required works to occur prior to the stage	Prior to any building development in RA10 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA9 including any substantial earthworks required in order to extend Woodridge Drive through to the boundary of RA5 and RA6

Stage	RA11
Description and Issues	This stage includes a Rural Residential area above the Residential 1 area of Woodridge. As the development runs up to a ridge from a vegetated gully, particular attention will need to be applied to the location of building sites to avoid impacts on the skyline and ridgeline area as well as the waterway on the northern boundary and native vegetation in this area.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA9 and RA12 • Development of the Rural Residential area with regard to the matters set out in 6.2.
Stage to include	Construction and vesting of the Key Local road from RA9 to RA12 No specific requirements
Required works to occur prior to the stage	Prior to any building development in RA11 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA9 • The extension of Woodridge Drive from RA9 to RA6

Stage	RA12
Description and Issues	This stage includes a large area of Rural Residential predominately located on the eastern side of the ridge above Woodridge. As the development runs up to the ridge and is very elevated particular attention will need to be applied to the location of building sites to avoid impacts on the skyline and ridgeline area.. This area has an existing subdivision consent and is covered by a specific Appendix of the District Plan. If a new subdivision consent is sought under the provisions of this structure plan, then the relevant issues set out below will need to be considered. A link road to Horokiwi Road is possible but should not be constructed unless alternative access to State Highway 2 such as by way of the Link Road is constructed first.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA7, RA9 and RA11 • Development of the Rural Residential area with regard to the matters set out in 6.2
Stage to include	Construction and vesting of the Key Local road from RA11 through RA12 to RA7 If the Link Road or alternative improved access to State Highway 2 has been completed, then the construction and vesting of the Key Local Road from RA 07/RA12 to Horokiwi Road.
Required works to occur prior to the stage	Prior to any building development in RA12 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stage RA9 and RA11

Stage	RA13
Description and Issues	<p>This is a relatively large area of Rural Residential with a core area of Residential 1. It also includes part of the Belmont Gully Reserve 1 area. It adjoins the Horokiwi community and includes the alignment of the proposed Link Road. Due to the nature of Horokiwi Road, in particular the access with State Highway 2, this road is not suitable for any substantial increase in traffic. This area should therefore not have through road access to Horokiwi Road constructed unless alternative access to State Highway 2, such as by way of the Link Road, is constructed first.</p> <p>Development will also need to provide for the future alignment of the Link Road and access to and from this area if the Link road is built.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters</p> <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages EA5 and RA7 ○ The location and alignment of the Link Road through RA13 ○ The location and area required for the construction of Major Intersection 3 • Development of the Rural Residential area with regard to: <ul style="list-style-type: none"> ○ The matters set out in 6.2 above ○ The Horokiwi Rural Community Plan ○ Buffering between development on RA13 and the existing Horokiwi rural residential area. Such buffering shall consider size and location of allotments, location of building sites, use of covenants or consent notices and landscaping
Stage to include	<p>If the Link Road or alternative improved access to SH2 has been completed, then construction and vesting of the Key Local road from EA5 to Horokiwi Road</p> <p>If the Link Road or alternative improved access to SH2 has not been completed then construction and vesting of the Key Local road from EA5 to within 5m of Horokiwi Road with road vested to the boundary of Horokiwi Road</p>
Required works to occur prior to the stage	<p>Prior to any building development in RA13 the following shall be substantially complete:</p> <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA6 and RA7

Stage	RA14
Description and Issues	<p>This is the first stage of the residential areas in the northern part of the structure plan. It is located on the lower area of the western spur of the Horokiwi ridge and includes part of the Belmont Gully Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such..</p> <p>The stage adjoins the existing road connections from Grenada interchange and the substantial earthworks required for the development have largely been completed as part of the works to construct access to the reservoir further up the spur.</p> <p>Water and sewerage will also be available early in the development of the structure plan area meaning that this may be one of the earlier stages of development.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters</p> <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Concept layout for Major Intersections 1 and 2 ○ Works required to the land bridge ○ The location and alignment of the Link Road from Major Intersection 1 to Major Intersection 2 ○ Access and linkage to stages RA1, RA2, EA3, RA15 and RA16
Stage to include	Construction and vesting of the Key Local road from Major Intersection 1 to the western boundary of RA16
Required works to occur prior to the stage	<p>Prior to any building development in RA14 the following shall be substantially complete:</p> <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA1 and RA2

Stage	RA15
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Description and Issues	This stage of development includes a relatively constrained Rural Residential area adjoining the Collector road between Jamaica Drive and Mark Avenue extension. It is constrained by State Highway 1, the location of power lines, the road alignment, steep topography and the adjoining closed Northern landfill.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages EA2, RA14 and RA18 ○ The location and alignment of the Link Road from State Highway 1 to Major Intersection 2 ○ The location and alignment of the Collector road from Major Intersection 1 to the existing Jamaica Drive • Development of the Rural Residential area with regard to: <ul style="list-style-type: none"> ○ The matters set out in 6.2 above ○ Location of the power lines and Link Road
Stage to include	Construction and vesting of the Collector road from Major Intersection 1 to the southern boundary of RA18
Required works to occur prior to the stage	No specific requirements

Stage	RA16
Description and Issues	This stage includes a large area of Rural Residential development up the western spur of the Horokiwi ridge with potential through access to both Horokiwi Road and Grenada North. As the stage includes this spur, particular attention will need to be applied to the location of building sites to avoid impacts on the ridgeline. The stage also includes a significant part of the Belmont Gully Reserve 1 area and will need to provide detail of the extent and layout of the reserve, including access, as well as when and how this will be vested as such.
Development Plan requirements	In addition to those matters noted above the development plan for this stage shall address the following matters <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA14, RA17 and Hilcroft Road • Development of the Rural Residential area with regard to: <ul style="list-style-type: none"> ○ The matters set out in 6.2 above ○ Location of the power lines
Stage to include	Construction and vesting of the Key Local road from Major Intersection 1 to the southern boundary of RA17 If the Link Road or alternative improved access to SH2 has been completed, then construction and vesting of the Key Local road from RA16 to Hilcroft Road If the Link Road or alternative improved access to SH2 has not been completed then construction and vesting of the Key Local road from RA16 to within 5m of Hilcroft Road with road vested to the boundary of Hilcroft Road
Required works to occur prior to the stage	Prior to any building development in RA16 the following shall be substantially complete: <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA1, RA2, RA14 and RA15

Stage	RA17
Description and Issues	This stage includes a large area of Rural Residential development with potential through access to Grenada North. This includes some very steep country and particular attention will need to be applied to the location of house sites. The area can be serviced from either RA16 or from RA19 and the requirements below allow for this to occur to give flexibility to the staging of development.
Development Plan	In addition to those matters noted above the development plan for this stage shall address the

requirements	<p>following matters</p> <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA16, RA18, RA19, CA1 and Hilcroft Road • Concept plan for the Rural Residential area with regard to: <ul style="list-style-type: none"> ○ The matters set out in 6.2 above ○ Location of the power lines
Stage to include	<p>Construction and vesting of the Key Local road to through RA17</p> <p>If the Link Road or alternative improved access to SH2 has been completed, then construction and vesting of the Key Local road from RA16 to Hilcroft Road</p> <p>If the Link Road or alternative improved access to SH2 has not been completed then construction and vesting of the Key Local road from RA16 to within 5m of Hilcroft Road with road vested to the boundary of Hilcroft Road</p>
Required works to occur prior to the stage	<p>Prior to any building development in RA17 the following shall be substantially complete: EITHER</p> <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA16 <p>OR</p> <ul style="list-style-type: none"> • All earthworks and provision of infrastructure in stages RA19

Stage	RA18
Description and Issues	<p>This stage includes an area of land adjoining the existing Grenada North area and will primarily be serviced from this area. It has an existing rural residential type subdivision approval and basic infrastructure has already been put in place. The design of this development specifically allowed for a more intensive form of subdivision to occur at a later date. If more intensive subdivision is proposed in accordance with the provisions of the structure plan, then the matters outlined below will need to be addressed.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters</p> <ul style="list-style-type: none"> • Access to this stage. This must show: • Access and linkage to stages RA15 and RA19 • The location and alignment of the Collector road from Major Intersection 1 to the existing Jamaica Drive
Stage to include	<p>Construction and vesting of the Collector road from Jamaica Drive to the southern boundary of RA18</p> <p>Construction and vesting of the Key Local road to the boundary of RA19</p>
Required works to occur prior to the stage	No specific requirements

Stage	RA19
Description and Issues	<p>This stage includes an area of land adjoining the existing Grenada North and will be primarily serviced from this area. It also adjoins the identified Cleanfill site. Design and layout of the stage will therefore need to relate to the Cleanfill site and should be designed to provide passive surveillance of this area when it becomes a recreation area once the cleanfill site closes.</p>
Development Plan requirements	<p>In addition to those matters noted above the development plan for this stage shall address the following matters</p> <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA17 and RA18 ○ The location and alignment of the Key Local road from Nassau Drive to Hilcroft Road
Stage to include	<p>Construction and vesting of the Key Local road from Nassau Drive to the northern boundary of RA17</p> <p>Construction and vesting of the Key Local road to the boundary of RA18</p>
Required works to occur prior to the	Prior or concurrent to the approval of the development plan for this area, the development plan for

stage

CA1 must be approved.

Clean Fill Areas: Stages and precursors

Stage	All CA Stages / CA1
Description and Issues	This stage includes the development of the Cleanfill site. Specific issues and matters to be considered are set out above in Section 6.2
Development Plan requirements	In addition to those matters set out in 6.2 the approved development plan for this stage shall address the following matters: <ul style="list-style-type: none"> • Access to this stage. This must show: <ul style="list-style-type: none"> ○ Access and linkage to stages RA17, RA18 RA19 and Nassau Drive
Stage to include	Construction of the Key Local road from Nassau Drive to the northern boundary of RA17
Required works to occur prior to the stage	No specific requirements

Stage	CA02
Description and Issues	This stage includes the development of the Clean Fill site. Specific issues and matters to be considered are set out above in Section 6.2
Development Plan Requirements	No specific requirements
Stage to Include	No specific requirements
Required works to occur prior to the stage	No specific requirements