

South Wairarapa District Council

HEARING

**PROPOSED PLAN CHANGE No. 9 TO THE WAIRARAPA COMBINED DISTRICT PLAN:
GREYTOWN DEVELOPMENT AREA STRUCTURE PLAN**

**Schedule of Proposed Plan Change No. 9 Hearing -
Submissions/Further Submissions to be heard.**

Attending Commissioner: Rob van Voorthuysen

Monday 16th and Tuesday 17th April, 2018 9:00am to 5:00pm

South Wairarapa District Council Chambers

19 Kitchener Street, Martinborough

**Schedule of Proposed Plan Change No. 9 Hearing - Submissions/Further Submissions to be heard.
Submitters given approx. 30 minutes**

Monday 16 April 2018	
9am - 10.30am	Scene setting/Statutory Requirements (Commissioner) s.42A Report (Honor Clark, Consultant Planner) Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 1. David Wilks & Bruce Eglinton (Trustees of Wilks Family Trust) 2. Kevyn Rendell & Michael Allen (Trustees of Molewood Orchard Trust) c/- Ed & Juliet Cooke
10.30am - 11am	Morning Tea break
11am - 12.30	Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 3. Rodger Ward (Unable to attend) 4. Neil Hoey c/- John Porter, Sievwrights Law 5. Richard & Jacqueline Simmonds c/- Mark Hinton, WCM Legal Powerpoint Presentation
12.30 – 1.30pm	Lunch break
1.30pm - 3pm	Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 6. Maura Marron & John Stamp 7. Richard Harvey 8. Abe David
3pm – 3.30pm	Afternoon Tea break
3.30pm - 5pm	Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 9. Blair Stevens & Vanessa Bourke (Unable to attend) 10. Robert MacDonnell & Sylvia Smith (Unable to attend) 11. Richard Winder
Tuesday 17 April 2018	
9am - 10.30am	Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 12. Neil Galbreath 13. Michael & Jacinta Sinclair 14. Greater Wellington Regional Council
10.30am - 11am	Morning Tea break
11am - 12.30	Submitters/Further Submitters to be heard: <ol style="list-style-type: none"> 15. Stephen Pattinson 16. Co-Design Architects Ltd (Stephen Pattinson, Director) 17. Save Our Hills (Upper Hutt) Inc Society (Steve Pattinson, President; Darryl Longstaffe, Committee Member)
12.30 – 1.30pm	Lunch break
1.30pm - 3pm	Questions of Council Staff/Consultants (Commissioner)
3pm – 3.30pm	Afternoon Tea break
3.30pm - 5pm	Any other matters Summing Up (Commissioner)



SOUTH WAIRARAPA DISTRICT COUNCIL

REPORT TO HEARINGS COMMISSIONER

SUBJECT: **PROPOSED PLAN CHANGE No. 9 TO THE WAIRARAPA
COMBINED DISTRICT PLAN: GREYTOWN DEVELOPMENT
AREA STRUCTURE PLAN**

DATE: 29 March 2018

REPORT PREPARED BY: Honor Clark, Consultant Planner

REVIEWED AND APPROVED

FOR RELEASE BY: Murray Buchanan, Group Manager Planning and
Environment

1.0 PURPOSE OF THIS REPORT

- 1.1 Under Section 42A (1AA) of the Resource Management Act 1991 (RMA) a local authority, in this case the South Wairarapa District Council (Council), may commission a consultant to prepare a report before a hearing on any matter described in Section 39(1) of the RMA, including a proposed plan change.
- 1.2 This Section 42A report provides a summary of Proposed Plan Change No.9 to the Wairarapa Combined District Plan (District Plan), including the proposed designation as “road” of an access leg and additional 2 metre wide strip off West Street; background and rationale of the Plan Change; a summary of the Structure Plan and Plan Change development process undertaken; details of the public notification of the Plan Change; and an assessment of the matters raised in submissions and further submissions.

2.0 SUMMARY OF PROPOSED PLAN CHANGE No. 9

- 2.1 Proposed Plan Change No. 9 to the District Plan has been prepared by South Wairarapa District Council (the local authority) as follows, to:
- a) Include the Greytown Development Area Structure Plan as Appendix 15 in the District Plan;
 - b) Change Planning Map 59 of the District Plan to exclude the property on the corner of Wood Street and Mole Street, Greytown (Lot 15 Deeds Plan 310) from the Greytown Development Area and re-zone the property back to the Rural Zone (Primary Production) as shown in Figure 1 below;

- c) Change Planning Map 59 of the District Plan to uplift the “Future” deferred development status from the Greytown Future Development Area (remove the FDA stripes notation) and rename and denote the area as the Greytown Development Area as shown in Figure 1 below;



Figure 1: Part of District Plan Map 59 showing the Proposed Plan Changes

- d) Change all references to the Greytown Future Development Area (FDA) throughout the District Plan to the Greytown Development Area;
- e) Change Policy 18.3.11(e) of the District Plan to read:
To manage the form and pattern of subdivision and development within the Greytown Development Area to achieve the objectives of the approved Structure Plan for the area.
- f) Designate the 15m wide access leg off West Street (Lot 7 DP 70079) and a 2m wide strip on the northern adjoining parcels of land (Lot 5 DP 70079 and Lot 2 64859) shown hatched and dotted in the Notice of Requirement as “road” in accordance with Section 168A of the RMA (see Figure 2 below).

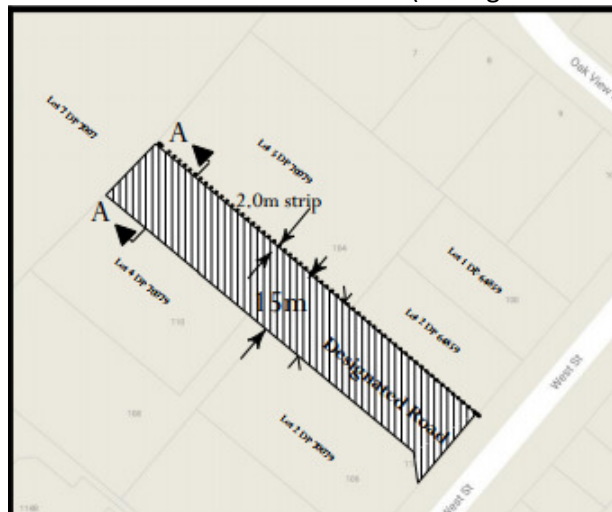


Figure 2: Plan of Notice of Requirement under S. 168A of the RMA: land to be designated as “road”

- 2.2 As outlined in section 4 of the Section 32 Evaluation Report dated 16 October 2017 (Section 32 Report), a Notice of Requirement in accordance with Section 168A(1) of the RMA for a public work (road) off West Street, as referred to in f) above, will provide certainty over access to the Development Area. This short designated corridor will form the first part of the proposed collector or 'spine' road included in the Structure Plan.

3.0 **RATIONALE FOR PROPOSED PLAN CHANGE No. 9**

- 3.1 As part of the formation of the draft Wairarapa Combined District Plan (District Plan) in the early 2000's the supply of land for industrial, commercial and residential development was considered across the entire Wairarapa region. As part of that process, decisions were made to provide land for future housing in Greytown in the area between Kuratawhiti Street and Wood Street, and between Mole Street and West Street. These decisions were based on locational and physical characteristics of the land, demand and growth rates and broad infrastructure requirements.
- 3.2 Consequently, when the District Plan was publicly notified in 2006, the land was rezoned for urban development (from Rural to Residential Zone). This covered approximately 35 hectares, in multiple ownerships. However, as future road and infrastructure connections and development patterns were unknown, Variation 1 to the District Plan denoted the area as a FDA (see Figure 3 below) and restricted development within the area until such time as a Structure Plan was developed.

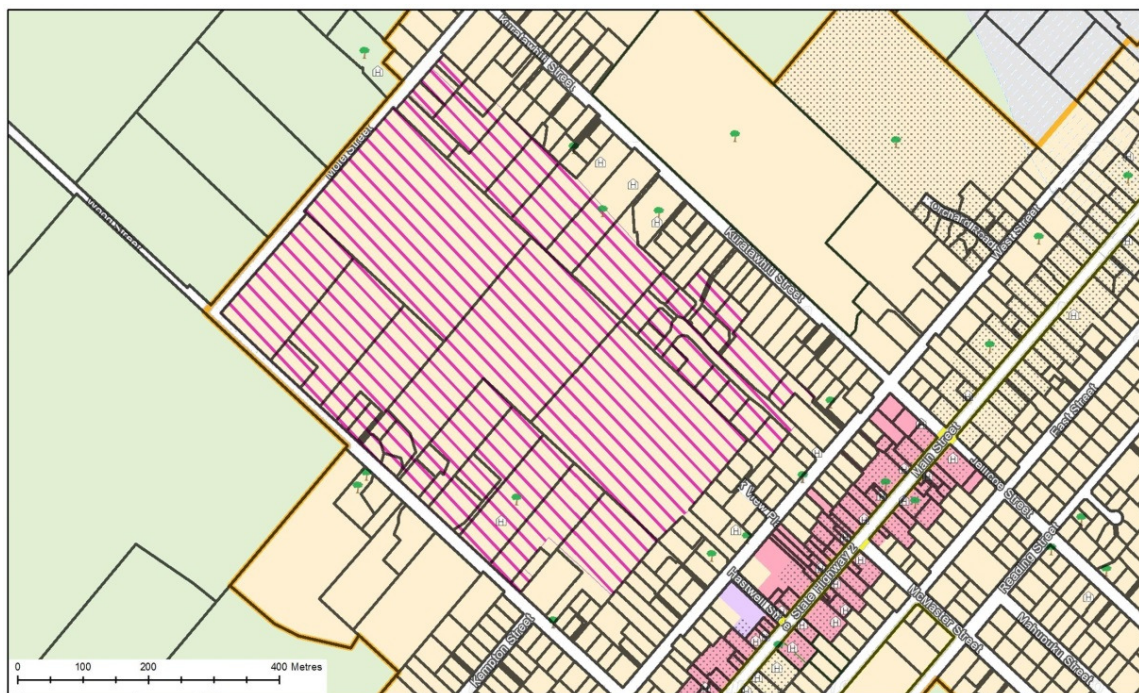


Figure 3: Part of the Combined District Plan Map 59 showing the Greytown FDA (striped area)

- 3.3 The Structure Plan process was therefore identified in the District Plan as the method to manage urban growth within the Greytown FDA. This was reflected in a number of specific Policies, Rules and Standards relating to a Structure Plan within the District Plan, as referred to in section 3 of the Section 32 Report.

- 3.4 Since about 2014 Council has been made aware by developers, surveyors and others involved in land development that the available land for residential development within Greytown was in short supply. With increased pressure, Council decided it was timely to complete a Structure Plan for the Greytown FDA with the primary aim of uplifting the deferred development status currently applied in the District Plan and releasing the land for residential development.
- 3.5 The key tasks underpinning the Structure Plan were set out in a work brief prepared by Council, as summarised in section 1.5 of the Section 32 Report. This included the preparation of a Plan Change to give effect to the Structure Plan.

4.0 **SUMMARY OF THE STRUCTURE PLAN AND PLAN CHANGE PROCESS**

- 4.1 The following diagram outlines the process that has been followed in the development of the Greytown Development Area Structure Plan and subsequent Proposed Plan Change No. 9 to the Wairarapa Combined District Plan.

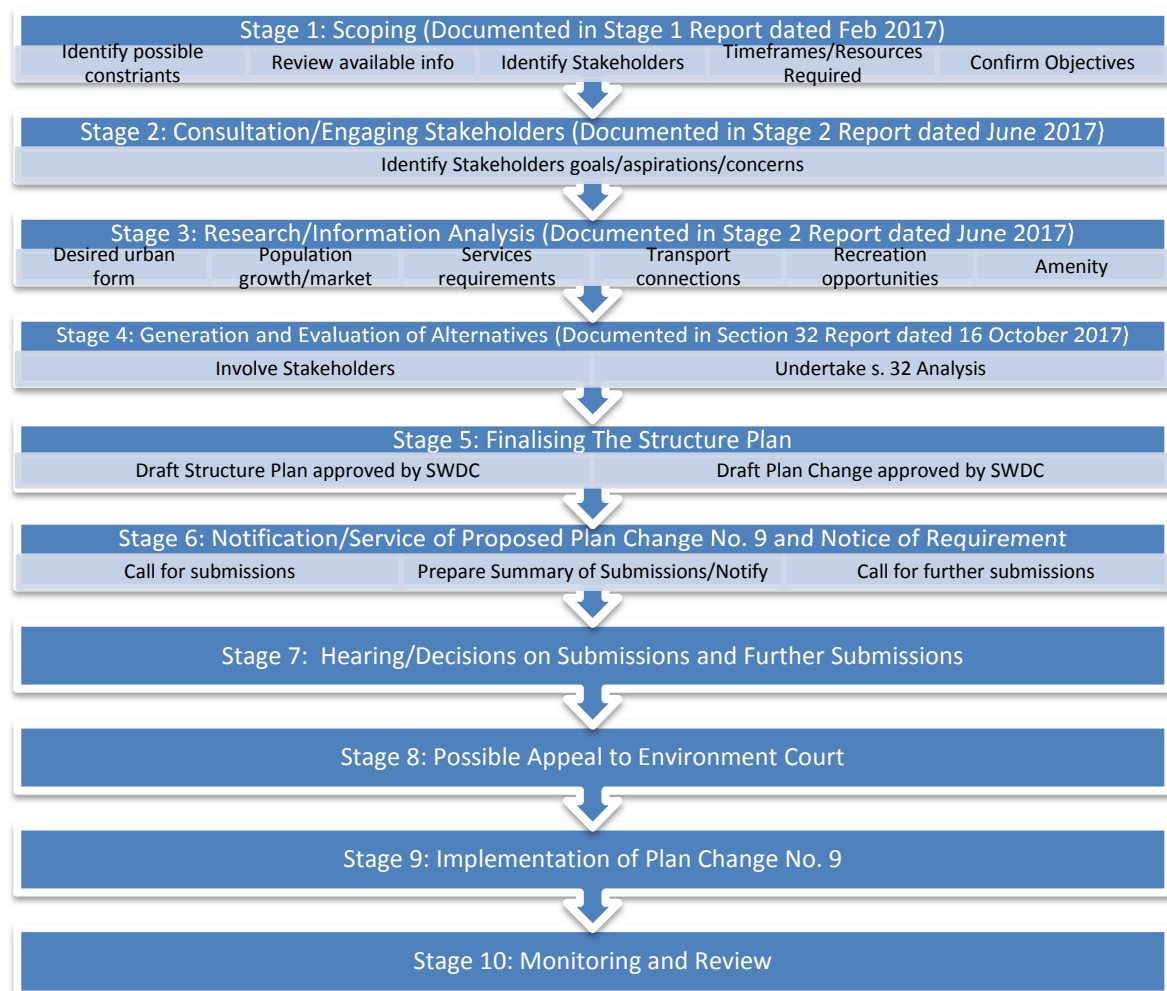


Figure 4: Greytown Development Area Structure Plan and Plan Change No. 9 process diagram

- 4.2 This process has been guided by statutory requirements, information from the Quality Planning website, a resource designed to promote good planning practice in New Zealand, and the requirements of the Council work brief.

5.0 NOTIFICATION AND SUBMISSIONS/FURTHER SUBMISSIONS RECEIVED

5.1 Pursuant to the First Schedule Part 1 Clause 5 of the RMA, Proposed Plan Change No. 9 and the Notice of Requirement to designate an access leg (including an additional 2 metre wide strip) as “road” off West Street was publicly notified on Wednesday 8 November 2017. The Proposed Plan Change No. 9 document was also served on public bodies in accordance with the First Schedule of the RMA. The closing date for submissions was 4.00pm on Wednesday 6 December 2017.

5.2 A total of 17 submissions were received, 3 of those submissions were out of time. Table 1 below is the summary of submissions received in date order.

Submissions received in time				
#	Submitter	Support (S) /Oppose (O)	Wish to be heard (Y/N)	Points raised in submission
1	NZ Transport Agency	S	N	<ul style="list-style-type: none"> Interest in the Plan Change as Road Controlling Authority of primary transport connection route to and through Greytown (SH 2). Supports managing urban growth in a structured and planned way; a Structure Plan is a good tool for this. Specific elements of the Structure Plan acknowledged: <ul style="list-style-type: none"> - Proximity of Development Area (DA) to the railway line and station, and the thought given to pedestrian and cycle facilities within/connected to the development - Council identifying the need to address ribbon development and its negative impact on the effectiveness and efficiency of SH2
2	David Wilks & Bruce Eglinton (Trustees of Wilks Family Trust – Landowner of the Wilks Block)	Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> The “Wilks Block” on the corner of Wood St and Mole St (Lot 15 DP 310) should remain zoned as FDA along with adjoining “Molewood Orchard” (Lot 2 DP 87867 & Lot 9 DP 70079). See Plan B attached to submission. No direct consultation with the owners of the Wilks Block other than for gaining access for soil sampling. The Wilks Block once formed part of Tate’s Orchard. Do not question findings of soil tests that show arsenic levels currently above the acceptable level for residential development. Note likely to be similar levels to areas already developed to the north. Take exception to presumption that they are unable to take remedial action in the future to address arsenic levels – takes away rights of landowner to choose this future action. Reports acknowledge remedial action is possible to return land to acceptable levels for residential development. No immediate action is required as NES only applies when a change in the use of land occurs. No reason why in the future the land cannot be remediated as part of any planned development. <p>Support submission made by Kevyn Rendell & Michael Allen.</p>

3	Rodger Ward (128 West St, Greytown)	Plan Change 9 not accepted until concerns are met	N	<ul style="list-style-type: none"> • Para 2f) Designation of 17m access leg off West St does not allow for the efficient flow of traffic onto West St as it is too close to Hastwell St. Further design should be conducted to create a t-intersection or roundabout. Proximity of super-market entrances to the intersection needs to also be considered. • Appendix 15 Para 4.5.3a) Proposed levy for water does not equal 80% of estimated cost. Contributions levied should be born wholly by developer(s) of the GDA. • Appendix 15 Para 4.5.3d) Proposed levy for roading does not relate to actual cost of roading nor cater for development requirements on other roads. The addition of 400 sections to the Western side of Greytown will increase traffic volumes on feeder roads and SH2. Concern West St will become a “bypass road”. Marginal costs of roading development including upgrades of West St, North St Woodside Road should be born wholly by developer(s) of the GDA.
4	Jan Eagle	Wants Plan Change 9 amended	N	<ul style="list-style-type: none"> • Heritage significance of the Joseph Meads Oaks and Elm trees on Wood St recorded by Burstall, NZ Forest Service researcher as being the first exotics to be planted in the region in 1856 (Wood St road reserve stands 5 English Elms and 1 Oak; and an Avenue of 17 Oaks and 3 Elms lining a private driveway). See plan & photos attached to submission. • To have these trees recognized as a natural historic asset to the GDA. • That consideration is given to the added value these heritage trees bring to the GDA to enhance the character of the project. • That the welfare of the trees are taken into account in the placement of the proposed corridor/sewer line as outlined in 4.4 of the Structure Plan.
5	Richard Harvey (54 Kuratawhiti St, Greytown)	O Wants Plan Change 9 to be rejected	Y	<ul style="list-style-type: none"> • Object to the overall proposal as it significantly reduces the rural style of the surrounds to Kuratawhiti and Wood St, changing the nature and ambience of all properties adjoining the DA. His residence would look out on houses rather than fields/orchards. • Insufficient consultation, enforced development irrespective of the views of the owners of the land. • Siting of road between 54, 52 and 50 Kuratawhiti St – all houses with historical heritage status. The 3 houses, together with Memorial Park opposite form an iconic area of Greytown style and history. To propose a road through the middle is poor planning and unacceptable. • Design Obj “recognizing owner preferences” has not been fulfilled. • Design Obj 9 - Road through the oldest houses is not in keeping with preserving Greytown’s village and heritage character.
6	Abe David	Wants	Y	<ul style="list-style-type: none"> • Proposal to create a road corridor from the indicative ‘A’

	(46 Kuratawhiti St, Greytown)	Plan Change 9 amended		<p>collector road to Kuratawhiti Street affects the unique and iconic collection of large heritage homes at 40, 46 and 54 Kuratawhiti St which date from the 1890's. Also Max Edridge designed home at 42 Kuratawhiti St. All have large gardens/trees and provide a fitting historical context for Soldiers Memorial Park across the road. The proposed connector road is a threat to this core heritage asset, must be removed from the Plan Change, and is at odds with Obj 9 as it is not in keeping with preserving Greytown's village and heritage character.</p> <ul style="list-style-type: none"> Connector road opposite Memorial Park will negatively impact the recreational and amenity values of the park, swimming pool and children's playground, and will pose a risk to the public during summer holidays and winter sports periods. Requests further analysis of traffic flows including weekend flow. Traffic Impact Assessment (TIA) is based on questionable assumptions and am/pm peak flows, not weekend flows. If 15m wide connector road ran through 46 Kuratawhiti St it would run within 2m of the house, resulting in the removal of very large trees, sheds, old brick walls and heritage gate posts – vandalizing Mataa Mahupuku house and its garden.
7	Powerco Limited	Neutral	N	<ul style="list-style-type: none"> Submission seeks to ensure electricity infrastructure can be provided to developments and the upgrading of infrastructure can be undertaken in an appropriate and timely manner. Existing power pole (#861177) shown in Appendix B to the submission requires relocation or undergrounding at the council's cost prior to the road designation. It is unclear if other existing Powerco assets may be affected by the proposed new local or collector roads. Powerco seeks recognition of its existing assets to ensure that they are appropriately taken into account in relation future works or development particularly new or relocated trees near infrastructure and major changes to ground level.
8	Richard & Jacqueline Simmonds (67 Wood St, Greytown)	O Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> Oppose the corridor road through 67 Wood St linking to the spine road, want it removed from the Structure Plan. All consultation material prior to document dated 8 Nov 2017 showed road on neighbouring property (on western boundary) which would not impact their property. Actual location of proposed road is unclear. No analysis of why road is required – ill-considered. TIA states (pg 4, 2.1.2) that trips from the DA would not use Wood Street, therefore the road is superfluous. Support view that West St is considered main collector road of DA and TIA that West St junction is adequate. No modeling/testing in TIA which justifies corridor over 67 Wood St – indicated access was "beneficial" not critical.

				<ul style="list-style-type: none"> Undeveloped rear sections of Wood St properties can be accessed from central collector road. Adequate connectivity for walking & cycling using Mole & West St entry points. Two entrances from DA onto Wood St are not justified. Proposed corridor will adversely affect the amenity value of their property, remove approx 3000m² from their title, and destroy outdoor living space/gardens/mature trees, contrary to goals of the DA. Map attached to submission showing proposed corridor (assumed 15m wide). If corridor from West St is justified, believe appropriate place is on vacant land at 37 Wood St, as it is closer to West St with less adverse effects.
9	Neil Hoey (104 West St, Greytown)	O As so far as it affects his property	Y	<ul style="list-style-type: none"> Objects to taking an area of his existing property at 104 West St for the proposed new roadway off West Street. Roadway adjacent to and partly on his land will result in loss of amenity values, including increase road noise levels, affect property security and diminish existing enjoyment.
10	Kevyn Rendell & Michael Allen (as Trustees of Molewood Orchard Trust)	Amend	Y	<ul style="list-style-type: none"> Own Lot 2 DP 87867 & Lot 9 DP 70079, total of 10.48ha, planted as an apple and pear orchard. No intention now or in the future to subdivide the land. Property contains Greytown's best soils, with operating orchard providing employment and export dollars. Consultation process flawed – their goals, concerns and aspirations have been totally over-ridden. Property should, along with the property on the corner of Wood & Mole St, remain FDA and the plan of the GDA amended in keeping with attached Plan B to the submission. This option is flexible, does not remove the rights of the property owners yet preserves possible developments wanted by Council sometime in the future. <p>Support submission made by David Wilks.</p>
11	Richard Winder	S With exception of matters raised	Y	<ul style="list-style-type: none"> Layout Plan to include Westwood Ave. Uncertainty around access from the spine/collector road to Westwood Ave. 4.1.6 of the Structure Plan states through access is to be provided, yet current consent for subdivision of the Westwood Ave extension is a cul de sac and pedestrian/cycleway. Westwood development has a design concept which needs to carry through to new extension. Westwood Ave was not intended as a local road. If Westwood Ave is to be linked to the spine road, transition needs to be signaled similar to access from West St, i.e. raised concrete and pavement across entrance and sign. Incorporate single lane, speed humps or chicane to slow traffic and dissuade use of Westwood Ave as a traffic loop. Included 2 plans in submission with suggestions of road positions. Inclusion of provision to require for at least 10,000 litre

				<p>water storage on each section, which allows for reduction in storm water, potential to reduce flooding, and reduces demand on town water supply. Requirement for all properties in Westwood Ave, should be consistently applied throughout GDA.</p> <ul style="list-style-type: none"> • Other potential HAIL sites within the GDA that have not been tested for potential contamination.
12	Maura Marron & John Stamp (35 Wood St, Greytown)	Neutral	Y	<ul style="list-style-type: none"> • Overall see Proposed Plan Change 9 as positive but have concern their property falls within connection point range for a road onto Wood St. • May prove more costly to join road off the spine road and limit development potential of the rear of their property. Access on western side of their property would be much less costly than eastern side due to a sizable culvert. • Want further discussion around connection point ranges.
13	Neil Galbreath (51 Wood St, Greytown)	Amend	Y	<ul style="list-style-type: none"> • Branch of Moroa Water Race should remain where it is currently located, as poses no risk of flooding. The Moroa Water Race Bylaw 2007 specifies the primary purpose of the water race system is to supply stock water. Loss of use for stock watering not addressed in reports. • Amend 4.1.5 of Structure Plan to delete references to any water race. • Amend 4.2.1 of Structure Plan to delete “shall incorporate a branch of the Moroa Water Race”. • Amend 4.2.3 by replacing “In the long-term the bunds along the water race” by “The lineal reserve”. • Delete 4.4.4 of the Structure Plan. • Amend 4.5.3c) of the Structure Plan by replacing “seating and water race relocation and formation” by “and seating”, and amending calculated costs accordingly. • Delete depiction of water race in three drawings. • Change Planning Map 59 and Section 4.1.10 of the Structure Plan to exclude already developed properties at the perimeter of the GDA, particularly those fronting Wood St other than those properties which have access corridors.
14	Greater Wellington Regional Council	S Amend where noted	Y	<ul style="list-style-type: none"> • Support the removal of property on the corner of Wood and Mole St (Lot 15 DP 310) from the FDA as is a known contaminated site, as per Policy 34 of the Regional Policy Statement (RPS). • Support amended wording of Policy 18.3.11(e) of the District Plan. • Support the designation for the new access road ‘Farley Ave’ as will provide connecting link to West St. • Support Design Objectives 2.1.4, 2.1.5, 2.1.11 as they reflect Policies 10, 55 and 57 of the RPS. • Support Design Policies 4.1 and 4.2 as they reflect Policies 10, 55 and 57 of the RPS. • Support/amend Design Policy 4.2.2 to include reference to species listed in Wellington Regional Native Planting

				<p>Guide.</p> <ul style="list-style-type: none"> • Support/amend stormwater management Design Policy 4.4.3 to include “with an allowance for overland flow”. • Support/amend Design Policy 4.4.4 to include the following amendment or words to similar effect “... to safely convey overland flows through the site”. • Amend Design Policy 4.3 to include an additional policy re: permeability standard to maintain stormwater quality. • Amend Design Policy 4.3 to include an additional policy re: houses designed with floor levels raised above the 100yr flood return period, and have provisions for safe access to and from the site.
Submissions received out of time				
#	Submitter	Support (S) /Oppose (O)	Wish to be heard (Y/N)	Points raised in submission
15	Stephen Pattinson	Neutral	Y	<ul style="list-style-type: none"> • Not clear in reports what actual 1-in-100 year flood levels are in GDA. Question whether ‘freeboard’ included in flood depth and its affect on flooding and storm water control. • Requests Council: <ul style="list-style-type: none"> - determine predicted 100yr flood levels without freeboard, using NSW Government method for defining Low, Medium and High flood hazard according to water depth x flow velocity, and eliminating areas where depth < 100mm; - differentiate the freeboard zone in flood maps; and - introduce hydraulic neutrality provisions to ensure new development does not make current flooding any worse.
16	Blair Stevens & Vanessa Bourke (21a Westwood Ave, Greytown)	Amend	Y	<ul style="list-style-type: none"> • Would like Proposed Plan Change 9 to make it clear that access from the spine/collector road to Westwood Ave (4.1.6 of the Structure Plan) should be pedestrian and cycle way only (like Arnold Way). • Through road would negatively impact exclusiveness, character and property values of Westwood Ave.
17	Co-Design Architects Ltd (Stephen Pattinson, Director)	Oppose	Y	<ul style="list-style-type: none"> • Important to consider sustainability, ‘walkable urbanism’ (living, working, shopping, schooling, entertainment and recreation within easy walking/cycling distance from home – mixed-use development). • No sense, long term, to put drivable suburb with low density housing in heart of Greytown. • Section 32 Evaluation Report assumed low density residentially zoned suburb is the best option. • Wants Plan Change 9 to be re-considered before adopted into District Plan, take time to explore/evaluate more sustainable lively urban forms for the heart of Greytown.

Table 1: Summary of Submissions received on Proposed Plan Change No. 9

- 5.3 It is noted that Greater Wellington Regional Council were given an extension of time by Council so their submission, although received on 15 December 2017, was not considered to be out of time as a late submission.
- 5.4 Furthermore, as the submissions from Stephen Pattinson and Co-Design Architects Ltd (also Stephen Pattinson) were received by Council on 6 December 2017 (via email at 5.57pm), and the submission from Blair Stevens and Vanessa Bourke was received on 7 December 2017 (via email at 9.45am), it is recommended that these 3 late submissions be accepted. The reasons being that these submissions were received less than a full day after the closing date for submissions and do not raise any substantive issues beyond matters raised in either other submissions or further submissions received.
- 5.5 The summary of submissions was notified in accordance with the First Schedule Part 1 Clause 7 of the RMA on Monday 10 January 2018 and further submissions were called for. The closing date for further submissions was 4.00pm on Wednesday 31 January 2018.
- 5.6 10 further submissions were received. Table 2 below is the summary of the further submissions received in date order.

Further Submissions received				
#	Further Submitter	Submission # that further submission relates to	Support (S)/Oppose (O) original submission Reasons stated	Wish to be heard (Y/N)
F1	Robert MacDonnell & Sylvia Smith (4 Westwood Ave, Greytown)	16	S As opposed to any extension of Westwood Ave that removes its status as a cul-de-sac and creates a through road to Wood Street and other streets.	Y
F2	Jan Eagle	4	S Reinforcing her original submission re: concern for welfare of Joseph Meads Oaks and Elms by placement of new sewer line.	N
F3	Kevyn Rendell & Michael Allen (as Trustees of Molewood Orchard Trust) c/- Ed & Juliet Cooke (57 Wood St, Greytown)	2 13	S Opposition to the removal of the Wilks Block from the Future Development Area. S As oppose the proposed removal of the branch of the Moroa Water Race from current position within the Galbreath land (and Sinclairs).	Y
F4	Save Our Hills (Upper Hutt) Inc. Society c/- Steve Pattinson, President	15	S Questions 1-in-100 year flood depths and extents; inclusion of freeboard zone; and hydraulic neutrality provisions regarding stormwater management	Y
F5	Michael & Jacinta Sinclair (43 Wood St, Greytown)	13	S Water race runs through their property.	Y

F6	Maura Marron & John Stamp (35 Wood St, Greytown)	12 13 8	O Now wish to Oppose the plan until further consideration is given to points raised, particularly placement of possible local roads. S Water race - No change to current location or require further consultation. Seek clarification as to what submission refers to as "Vacant land at 37 Wood St"?	Y
F7	Save Our Hills (Upper Hutt) Inc. Society c/- Steve Pattinson, President	14	O in part GWRC support of stormwater management Policy 4.4.3 and Policy 4.4.4 of the Structure Plan	Y
F8	Stephen Pattinson	1	O in part Efficiency of State Highway 2	Y
F9	Neil Galbreath	13	S Reinforcing his original submission in all parts relating to the relocation of an existing branch of the Moroa Water Race.	Y
F10	Neil Galbreath	10	S That Lot2 DP 87869, Lot 9 DP 70079 and Lot 15 DP 310 remain as part of a FDA.	Y

Table 2: Summary of Further Submissions received on Proposed Plan Change No. 9

6.0 **ASSESSMENT OF MATTERS RAISED IN SUBMISSIONS AND FURTHER SUBMISSIONS**

6.1 To assist the hearings process the matters raised in submissions and/or further submissions have been grouped into headings as follows:

- Soil Contamination and Extent of the Greytown Development Area – to include/exclude the "Wilks Block", "Molewood Orchard", and properties already developed and potential of other HAIL sites not tested
- Designation of "road" access from West Street
- Other Rooding Matters - proposed location of local road corridors, linkage to Westwood Ave, and rooding contributions
- Effects on historic heritage values – listed heritage dwellings, Soldiers Settlement Park and Joseph Meads Oaks and Elm trees
- Effects on rural character
- Water race relocation
- Flood hazard information
- Stormwater management / Hydraulic Neutrality
- On-site water storage
- Water contributions
- Recognising Biodiversity Values

- Urban Design
- Re-wording of District Plan Policy 18.3.11(e)

Soil Contamination and Extent of the Greytown Development Area

- 6.2 The submission by David Wilks and Bruce Eglinton (#2) supported by the submission by Kevyn Rendell and Michael Allen (#10) and further submissions by Kevyn Rendell and Michael Allen c/- Ed and Juliet Cooke (F3) and Neil Galbreath (F10) request that the “Wilks Block” (Lot 15 DP 310) and “Molewood Orchard” (Lot 2 DP 87867 and Lot 9 DP 70079) remain as FDA. The submission by Neil Galbreath (#13) also seeks that the already-developed properties at the perimeter of the FDA, in particular already-developed properties fronting Wood Street other than those with access corridors, be excluded. This affects parts a), b) and c) of Proposed Change No. 9 as set out in section 2.1 of this report as to the overall area and extent of the Greytown Development Area as shown on Planning Map 59. These requests, if allowed, would remove the sites from the Greytown Development Area and their management under the Structure Plan.
- 6.3 As notified in Proposed Plan Change No. 9, the “Wilks Block”, the orchard site on the corner of Mole and Wood Street, Greytown (Lot 15 DP 310), is proposed to be excluded from the Greytown Development Area and re-zoned back to the Rural Zone (Primary Production). This is because the site has been identified as being significantly contaminated with arsenic (well above applicable residential use standards) and to a lesser degree being contaminated with lead. As outlined in section 9 of the Section 32 Report, information provided by Esther Dijkstra of EcoAgriLogic Limited in the PSI Report dated 8 September 2017, including results of detailed on-site soil testing and an assessment of possible remediation methods, was reviewed by Council and formed part of the decision process to exclude the “Wilks Block” from the Greytown Development Area. It is noted that the Wilks/Eglinton submission (#2) does not dispute the results of the testing which states that: *“We do not question the findings of the soil tests that show arsenic levels currently above the acceptable level for residential development. We note that these are likely to be similar levels to areas that have already been developed for residential use to the north. We take strong exception to the presumption that we would be unable to take remedial action in the future to address the arsenic levels in order to carry out residential development.”*
- 6.4 As outlined in the section 9 of the Section 32 Report, activities such as soil disturbance, change of use or subdivision of potentially contaminated land are regulated under the Resource Management Regulations 2011 (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) (‘the NES’). Under the NES, land is considered to be actually or potentially contaminated if an activity or industry on the Ministry for the Environment’s Hazardous Activities and Industries List (HAIL, 2011) is more likely than not to have been undertaken on that land. Commercial orchards and market gardens are included as HAIL activities or industries.
- 6.5 The Section 32 Report noted that, although the implementation of the Structure Plan may not immediately result in a change in the use of the land i.e. from the current use as an orchard to a residential use, the intention of the Structure Plan is to facilitate residential development by uplifting the “deferred development” status

and releasing the land for that purpose. Based on the PSI report, the limited remediation options available to achieve the NES standard for residential use, and that the contamination was spread over the whole site, Council considered that the potential risk from soil contamination on future residential use was too high to zone the “Wilks Block” Residential.

- 6.6 Due to the lack of any evidence being provided through submissions that shows that the “Wilks Block” can be effectively remediated of soil contamination to the applicable NES residential standard, contrary to the earlier information provided by Esther Dijkstra in her PSI Report, it is recommended that the “Wilks Block” remain excluded from the Greytown Development Area and be re-zoned Rural (Primary Production).
- 6.7 The submission from Wellington Regional Council (#14) supports the removal of the “Wilks Block” from the area for future residential development. The submission states: *“Policy 34 of the RPS seeks that new land uses be avoided on contaminated land unless adverse effects associated with the contamination can be appropriately managed, remedied or mitigated to a level which is safe for the intended use. We support the decision as part of the District Plan Change No. 9 to exclude the property on the corner of Wood and Mole Street due to confirmed soil contamination of that site.”*
- 6.8 As notified in Proposed Plan Change No. 9, the “Molewood Orchard”, Greytown (Lot 2 DP 87867 and Lot 9 DP 70079), with a land area comprising of 10.48 hectares, is to be included in the Greytown Development Area. The Rendell/Allen submission (#10) states that: *“Despite our objections and advice that we have no intentions now or for the future to subdivide the land...The property contains Greytown’s best possible soils as shown in the soil map of Greytown...”* and want it to remain FDA. “Molewood Orchard” has formed part of the area of FDA since its inception. Through the Structure Plan development process, there have not been any resource management matters identified as reasons for excluding the “Molewood Orchard” from the Greytown Development Area. Although it is recognised that individual property owners may disagree with Proposed Plan Change No. 9, it is considered that for the purpose of achieving good urban design outcomes including connectivity, and the overall workability of the Greytown Development Area Structure Plan, that those properties “long since” identified as being suitable for future residential activity should be included in the Greytown Development Area. It is therefore recommended that the “Molewood Orchard” remain in the Greytown Development Area as notified.
- 6.9 The submission by Neil Galbreath (#13) has some merit with respect to the provisions of the Structure Plan not needing to apply to those properties that have already been developed, particularly those properties along Wood Street, with specific reference to the application of Policy 4.1.10 of the Structure Plan. It is perhaps more appropriate to amend the wording of the Policy than change the boundary of the Greytown Development Area in Planning Map 59 to exclude properties that have been already developed. The proposed boundary of the Development Area and Structure Plan (excluding the “Wilks Block”) reflects that of the Future Development Area currently shown in Planning Map 59.

- 6.10 The submission by Richard Winder (#11) states that: *“To date only part of the GDA has been identified as potential HAIL sites”* and that *“All potential HAIL sites should be identified and tested for potential contamination to make sure they are suitable for residential and road development”*. Section 4 of the Stage 1: Scoping Report dated February 2017 sets out the soil investigation method undertaken by Esther Dijkstra of EcoAgriLogic Limited, which addressed possible HAIL sites. As part of her investigations she reviewed historical photographs and researched property files. Composite testing was undertaken on identified HAIL sites and more detailed testing was undertaken on any sites that showed soil contamination from the initial testing. The testing was limited to those sites that were yet to be developed with residential dwellings, and did not include the sites within Westwood Avenue. It is noted that the date of the Westwood Avenue subdivision was July 2010, which is prior to the applicable NES coming into effect in 2012. It is considered that the level of soil contamination investigation undertaken as part of this Structure Plan development process has been relatively extensive. With respect to whether further soil contamination testing is required, it is noted that Council can, under the provisions of the NES, require more detailed investigations of sites at the time when subdivision or development occurs, should new facts deem this necessary.

Designation of “Road” Access from West Street

- 6.11 The location of the proposed Designation over the access leg at 104A West Street (Lot 7 DP 70079) and an additional 2 metre wide strip on the northern adjoining parcels of land (Lot 5 DP 70079 and Lot 2 DP 65859) has been raised in the submissions by Rodger Ward (#3) and Neil Hoey (#9). This affects part f) as set out in section 2.1 of this report.
- 6.12 The Ward submission (#3) states: *“The designation...does not allow for the efficient flow of traffic from the proposed subdivision onto West Street because it is too close to Hastwell Street”*. As identified in the Section 32 Report, there are limited access points from West Street into the Development Area, with the access leg into 104A West Street providing the only real opportunity for reasonable road access without major disruption to existing developed properties i.e. the removal of existing dwellings. The existing access strip has a legal width of 15 metres. The location of the access at 104A West Street, while acknowledging the access location being only slightly offset from Hastwell Street and near the supermarket entry/exit on West Street, was considered suitable by GHD Ltd in the Traffic Impact Assessment (TIA) Report dated 14 July 2017. Part of the conclusion and recommendations of the TIA states: *“If the proposed trip distribution logic is followed, access points onto the bordering roads will have sufficient sight distances to allow for safe access and egress to the site”*. Further to the GHD assessment, Council’s Roading Manager does not consider that the use of the access at the position of 104A West Street will create traffic safety concerns.
- 6.13 The submission by Neil Hoey (#9) of 104 West Street objects to taking an area of his property for the road as it will *“increase road noise levels, affect property security and diminish existing enjoyment and amenity values of my property”*. As outlined in section 4.6 of the Section 32 Report, taking part of the property at 104 West Street (2 metre strip) is considered necessary to ensure the safe and efficient functioning of the road and more so to allow for amenity improvements, including street berms and planting of trees and foot and cycle paths. The amenity improvements to the

road will also provide a level of amenity to Mr Hoey's property. This access forms a vital part of the 'spine road' to be known as Farley Ave. Without the widening the road will have to be constructed to minimum standards and this is likely to have a greater impact on the adjoining properties.

- 6.14 The submission by Wellington Regional Council (#14) supports the *"designation under Section 168A of the Act for the new access road 'Farley Avenue' will provide the connecting link from West Street into the Greytown development area and allow for the objectives of the structure plan to be met"*.
- 6.15 It is noted that the neutral submission by Powerco (#7) refers to an existing power pole within the area proposed to be designated as road, which will require relocation. There is also reference to the unknown location of other electricity infrastructure and assets. Procedures required to be followed are noted.
- 6.16 It is recommended to proceed with the Designation as outlined in the Notice of Requirement in section 2 f) of this report.

Other Roding Matters

- 6.17 The location of the indicative local road corridors onto Kuratawhiti and Wood Streets, as shown on the Structure Plan "Layout Plan", is a concern raised in a number of submissions, including the submissions by Richard Harvey (#5) of 54 Kuratawhiti Street, Abe David (#6) of 46 Kuratawhiti Street, Richard and Jacqueline Simmonds (#8) of 67 Wood Street, and the submission and further submission by Maura Marron and John Stamp (#12) (F6) of 35 Wood Street.
- 6.18 Of particular concern in the Harvey (#5) and David (#6) submissions is the potential loss of historic heritage to the dwellings at 40, 46, and 54 Kuratawhiti Street and Soldiers Memorial Park across Kuratawhiti Street as a result of a proposed local road extending through to Kuratawhiti Street at 46 Kuratawhiti Street. It is noted that the dwelling located at 46 Kuratawhiti Street (Maata Mahupuku House) is listed in the District Plan as a heritage item (Hs095), as are the dwellings on the neighbouring properties at 54 Kuratawhiti Street (Hs096) and 40 Kuratawhiti Street (HS Izard's House) (Hs094), although none of these buildings have a Heritage New Zealand listing. The submissions suggest that the placement of a road through this area would be contrary to Design Objective 9 of the Structure Plan "Maintaining Greytown's village and heritage character" as the 3 houses, together with the park, form an iconic area of Greytown's style and history.
- 6.19 The Simmonds (#8) submission opposes the proposed local road corridor through 67 Wood Street. The submission states that consultation material showed the corridor on the neighbouring property to the west, and questions the need for a road corridor that far along Wood Street.
- 6.20 The Marron/Stamp (#12) submission requested further discussion around connection points through 35 Wood Street. The submission notes that access along the western side of their property would be much less costly due to a sizeable culvert on the eastern side. Their further submission (F6) now opposes the Plan Change until further consideration is given to the possible local road corridor.

- 6.21 The Traffic Distribution Logic was developed by GHD Ltd as part of their Traffic Impact Assessment (TIA) dated 14 July 2017 and recommended areas where traffic should flow out onto the existing streets. The TIA states: *“Connectivity from the middle of the FDA and onto either Kuratawhiti or West Street would be critical in providing a level of permeability and distribution for generated trips, without solely focusing on one point of access into the FDA...No isolated testing has been completed at potential access points into the FDA – although, this impact would be considered minor if the correct connectivity between the proposed central local road and the parallel surrounding streets is provided.”*
- 6.22 The Layout Plan identifies local road corridors that are indicative based on the Traffic Distribution Logic. Using part of two properties, where effects on heritage items, amenity values, and existing buildings can be minimised, might be a possible solution.
- 6.23 Obviously, wherever proposed roads are linked through to existing streets there will be some loss of amenity to those properties. However there is a degree of “public good” to be gained from these connections, which has been recognised by Council through the Financial Contributions provisions of the Structure Plan. As outlined in section 14 of the Section 32 Report, and reflected in Policy 4.5 of the Structure Plan, those existing properties that provide land for either the construction of the ‘spine’ road and/or local roads are not required to pay an additional roading contribution per allotment created.
- 6.24 The level of roading contributions were raised in the submission by Rodger Ward (#3). The submission states that developers should bare all the costs required for road upgrades. Council’s Roding Manager has calculated the costs involved in upgrades required to surrounding streets, and levying 80% of these costs is current Council practice, with the other 20% component coming from rates and considered as a “public good” component.
- 6.25 The status of through access from Westwood Avenue has been raised in submissions by Blair Stevens and Vanessa Bourke (#16), and Richard Winder (#11) and the further submission by Robert MacDonnell and Sylvia Smith (F1). Policy 4.1.6 of the Structure Plan currently states that: *“Access is to be provided from the ‘spine’ road through to the extension of Westwood Avenue”*. Submissions have raised the question as to whether this access is intended to be pedestrian and cycle access only or a full road connection. This matter was addressed in the table in section 10.7 of the Section 32 Report. As assessed, a through connection to all traffic could improve connectivity for the Development Area, and the distribution of traffic from Westwood Avenue. The Council’s Roding Manager advises that a traffic link through to the ‘spine road’ should reduce traffic volumes in Westwood Avenue. Council acknowledge that most current residents of Westwood Avenue have a different view and oppose a vehicle connection. So as a minimum Council would require pedestrian and cycle linkages. Should the eventual developer of the land propose full vehicle access it will be considered as part of the subdivision proposal as is done for any other application of that type.
- 6.26 It is therefore considered that the proposed wording of Policy 4.1.6 of the Structure Plan is appropriate.

Effects on historic heritage values

- 6.27 As referred to in paragraph 6.18 above, the potential loss of the historic heritage value of the dwellings at 40, 46 and 54 Kuratawhiti Street and that of Soldiers Memorial Park is a concern to Richard Harvey (#5) and Abe David (#6). The dwellings have a degree of protection under the provisions of the District Plan, as listed buildings, but this is only afforded to them when additions and alterations are proposed to the heritage items themselves. It is considered that some form of access can be provided through to Kuratawhiti Street without resulting in a detrimental effect on the historic heritage value of the buildings.
- 6.28 The submission by Jan Eagle (#4) and further submission (F4) raise concern over the Joseph Meads Oaks and Elm trees in Wood Street. Of particular concern is the proposed location of a new sewer line through 21 Wood Street or in close proximity as referred to in Policy 4.4.5 of the Structure Plan. It is noted that these trees are not currently listed as protected within the District Plan. The Council is currently undertaking an assessment of trees within and around Greytown (and the district as a whole) with the intention of updating the District Plan protected trees list. However this review is some considerable time away (6 months or so) from completion and there can be no assumption that these trees would be protected.
- 6.29 It is considered that the independent process of updating the District Plan protected trees list will address these trees if they are in fact worthy of that level of protection. Having said that, the location of any proposed sewer main will be considered as part of the subdivision proposal as is done for any other application of that type.

Effects on rural character

- 6.30 The submission by Richard Harvey (#5) objects to the overall principle of the proposal on the grounds that it reduces the rural style of the surrounds to Kuratawhiti and Wood Streets changing the nature and ambience of properties adjoining the development area, and that the plan is incomplete. The submission seeks: *"No change in the current planning status of the area"*.
- 6.31 It is acknowledged that the outlook of Mr Harvey's property will change overtime as a result the Plan Change. The front of Mr Harvey's property is within the Urban Residential Zone, with well-established residential development already along Kuratawhiti Street. The Structure Plan process allows for the integrated management of the whole area behind his property, which provides more certainty and forward planning than ad-hoc development.
- 6.32 It also needs to be noted that the current FDA status does not absolutely prevent an application (as a discretionary activity) being lodged to develop land in the area for residential use. This would result in "change occurring" without the support of a comprehensive structure plan and the positive outcomes it seeks.

Water Race Relocation

- 6.33 The submissions by Neil Galbreath (#13) and further submissions by Galbreath (F9), Kevyn Rendell and Michael Allen c/- Ed and Juliet Cooke (F3), Michael and Jacinta Sinclair (F5) and Maura Marron and John Stamp (F6) all oppose moving the branch of

the Moroa Water Race from the current position within the Galbreath and Sinclair land.

- 6.34 The submission by Neil Galbreath (#13) makes specific reference to the numerous parts of the Structure Plan that refer to the branch of the Moroa Water Race including Policies 4.1 Vehicle, Cycle and Pedestrian Connectivity, 4.2 Reserves Provision, 4.4 Infrastructure and Services Provision and 4.5 Financial Contributions. For confirmation, the branch of the Moroa Water Race intended to be relocated alongside the 'spine road' does currently run along the "Molewood Orchard" boundary (as shown on Figure 8 Services Map on page 18 of the Stage 1 Scoping Report) and deviates through the Galbreath property and that of the Sinclair's. The further submission from Neil Galbreath (F9) gives reference to a Council letter dated 15 June 2001 which gives permission to allow the Water Race through the Galbreath and Sinclair properties. It is understood that, contrary to the letter, these properties have not been paying any rates to Council for the use of the water since 2001.
- 6.35 The use of the branch of the Moroa Water Race as a feature of the Structure Plan was first suggested through consultation with landowners. This was supported by Council's Engineering and Parks and Reserve Officers. The design concept of the Structure Plan, including lineal reserve, looks to incorporate a branch of the Moroa Water Race for increased recreation values, beautification of the 'spine road' and assistance with stormwater management.
- 6.36 The general feedback from consultation with landowners at the Landowner Consultation Meeting on 16 August 2017, the Greytown Community Board, local iwi and Greater Wellington Regional Council about incorporating the Moroa Water Race with the 'spine road' was overwhelmingly positive. It is noted that, although submitters Neil Galbreath, the Sinclair's and the Cooke's did not attend the 16 August landowner meeting, they were all emailed a copy of the slides presented at the evening meeting, which outlined the roading design incorporating the water race and included plans depicting this.
- 6.37 It is considered that the use of the Water Race alongside the 'spine road' is an integral part of the Structure Plan design and should be retained.

Flood Hazard Information

- 6.38 The submission by Steve Pattinson (#15) and Further Submission of Save Our Hills (Upper Hutt) Inc. Society c/- Steve Pattinson, President (F4) raise concerns over the flood hazard information provided in the work on the Structure Plan, in particular firstly determining the predicted 100-year flood levels without freeboard, secondly differentiating the freeboard zone in Greytown's flood maps, and thirdly introducing hydraulic neutrality provisions to ensure new development does not make flooding worse. There is reference in the submission by Wellington Regional Council (#14) to the flood hazard mapping and flood risk and subsequently a request for an additional policy in 4.3 Site Development of the Structure Plan.
- 6.39 Since the notification of Proposed Plan Change No. 9 a significant amount work has been undertaken by Wellington Regional Council and a small working group made up of local Engineers and community representatives to remodel the flood hazard information for the Waiohine River Floodplain. A new flood hazard map, which

shows the revised 100yr flood level, plus climate change, plus freeboard has been recently released (refer to Figure 5 below). The revised flood hazard map shows no flood hazard on any part of the Greytown Development Area.

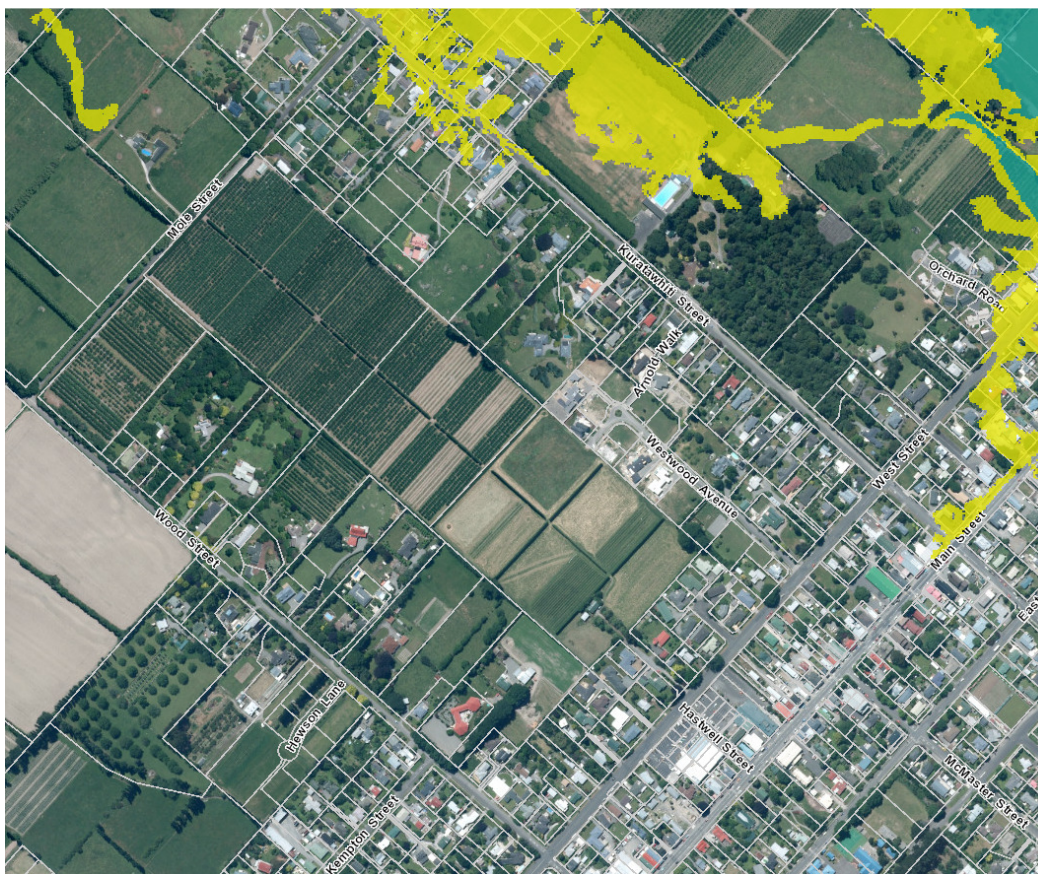


Figure 5: Revised WRC flood model (yellow is the 1 in 100 yr event and climate change and freeboard)

6.40 As a result of the revised flood hazard map, it is considered that the first two matters in the Pattinson submission (#15) and further submission (F4) have been addressed. Furthermore, it is also considered unnecessary to include a new Policy in Section 4.3 of the Structure Plan, as requested by the Wellington Regional Council submission (#14).

Stormwater Management / Hydraulic Neutrality

6.41 Stormwater Management and Hydraulic Neutrality has been raised in a number of submissions, including the submission by Steve Pattinson (#15) and Further Submission of Save Our Hills (Upper Hutt) Inc. Society c/- Steve Pattinson, President (F4) and the submission by Wellington Regional Council (#14) and the submission by Richard Winder (#11). Refer to paragraph 6.45 below.

6.42 The overall design components and Policies for stormwater management within the Greytown Development Area Structure Plan provide for a design standard much higher than that required by the current New Zealand Standard (NZS 4404), which designs to a 10 year flood return period. Soakpits and roadside swales require to be designed for a 100 year flood extent, plus climate change. The location of the Moroa Water Race beside the 'spine road' also enables it to be reformed to provide water retention capacity for stormwater control purposes.

- 6.43 The submission by Wellington Regional Council (#14) states that *“Policy 42 of the RPS seeks that stormwater design and treatment approaches are set out to reduce adverse effects of subdivision and development on the quality and quantity of stormwater”*. The submission also states that *“we support the decision to use the water race through the Greytown development area for stormwater purposes, and for primary stormwater treatment controls to be designed to manage a 100 year return period flood”*.
- 6.44 The changes requested by the submission by Wellington Regional Council (#14) to Infrastructure and Services Policies 4.4.3 and 4.4.4 regarding the capture and to help convey overland flows are considered appropriate.

On-site Water Storage

- 6.45 The submission by Richard Winder (#11) wants the inclusion of the provision for water storage on each section to reduce the load on the stormwater and potential flooding. The submission notes that underground water tanks with at least 10,000 litres storage is a requirement of the Westwood Avenue subdivision and a requirement in places such as the Kapiti Coast since 2008. It is noted that there are no rules/policies in District Plan that require onsite storage and no other subdivision has been required to do so.

Water Contributions

- 6.46 The level of water contributions were raised in the submission by Rodger Ward (#3). The submission states that developers should bare all the costs and that the contributions are re-calculated closer to the date of actual works commencing. Council’s Assets and Operations Manager has calculated the costs involved in upgrades, and levying 80% of these costs is current Council practice, with the other 20% component coming from rates and considered as a “public good” component.

Recognising Biodiversity Values

- 6.47 The Wellington Regional Council submission (#14) supports the inclusion of planting the lineal reserve alongside the Moroa Water Race, but requests that Policy 4.2.2 be amended to include reference to the Wellington Regional Native Plant Guide. It is noted that a planting plan was originally intended to accompany the Structure Plan, but it was deemed over-prescriptive, with Council wishing to give developers flexibility in the actual planting undertaken. It is considered however, that the inclusion of a reference guide to plants as suggested would be an intermediary step, being helpful but not prescriptive.

Urban Design

- 6.48 The submission by Co-Design Architects Ltd (#15) requests that Plan Change No. 9 be suspended to allow time to explore and evaluate more sustainable and lively urban forms. It is considered that through the Structure Plan process followed in this case that sufficient time and effort has been spent on assessing design alternatives, as outlined in the Section 32 Report.

- 6.49 The submission by the Wellington Regional Council (#14) supports that the urban design principles of the NZ Urban Design Protocol form part of Proposed Plan Change No.9 as: *“Policy 54 of the RPS seeks that the urban design principles are based on seven design qualities described in the New Zealand Urban Design Protocol”*.
- 6.50 The submission by The NZ Transport Agency (#1) *“supports Plan Change 9 as the plan change projects forward thinking, planning and good integration”*.

Re-wording of District Plan Policy 18.3.11(e)

- 6.51 The submission by Wellington Regional Council (#14) supports the proposed re-wording of Policy 18.3.11(e) and states *“the amended wording of Policy 18.3.11(e) of the District Plan provides a strong connection between the objectives of the design guide for the area and subdivision and development proposals”*. It is considered appropriate to amend the wording of Policy 18.3.11(e) of the District Plan as proposed for the reason given here.

7.0 STATUTORY PROVISIONS

- 7.1 The relevant statutory provisions are considered to be the Resource Management Act 1991, the *National Environment Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (NES)*, the *Wellington Regional Policy Statement (RPS)* and the *Wairarapa Combined District Plan*.
- 7.2 It is considered that Proposed Plan Change No. 9 would maintain the integrity of the objectives and policies of the RPS and the District Plan.

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

#	Submitter/ Further Submitter	Support (S)/ Oppose (O)/ Neutral (N)	Wish to be heard (Y/N)	Decision sought in submission / further submission	Recommendation: Accept (A)/ Reject (R)/ Accept In Part (AP) No Decision Needed (N)	Reasons
1	NZ Transport Agency	S	N	<ul style="list-style-type: none"> Supports managing urban growth in a structured and planned way; a Structure Plan is a good tool for this. Specific elements of the Structure Plan acknowledged: <ul style="list-style-type: none"> - Proximity of Development Area (DA) to the railway line and station, and the thought given to pedestrian and cycle facilities within/connected to the development - Council identifying the need to address ribbon development and its negative impact on the effectiveness and efficiency of SH2 	<ul style="list-style-type: none"> N N 	<ul style="list-style-type: none"> Note Support. No decision needed Note Support. No decision needed
F8	Stephen Pattinson	O in part	Y	<ul style="list-style-type: none"> More to quality of life than efficiency of SH through the middle of a town – wants discussion with community/affected parties 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> Considered that sufficient consultation has been undertaken
2	David Wilks & Bruce Eglinton (Trustees of Wilks Family Trust – Landowner of the Wilks Block)	Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> The “Wilks Block” on the corner of Wood St and Mole St (Lot 15 DP 310) remain zoned as FDA along with adjoining “Molewood Orchard” (Lot 2 DP 87867 & Lot 9 DP 70079). See Plan B attached to submission. (Support submission made by Kevyn Rendell & Michael Allen #10.) 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> Lack of evidence that shows the “Wilks Block” can be effectively remediated of soil contamination to the applicable NES residential standard, contrary to the earlier information provided by Esther Dijkstra in her PSI Report. No resource management matters identified as reasons for excluding the “Molewood Orchard” from the Greytown Development Area.
F3	Kevyn Rendell & Michael Allen C/- Ed & Juliet Cooke	S	Y		<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reasons given above
3	Rodger Ward (128 West St, Greytown)	Plan Change 9 not accepted until concerns are met	N	<ul style="list-style-type: none"> Para 2f) Designation of 17m access leg off West St does not allow for the efficient flow of traffic onto West St as it is too close to Hastwell St. Seek further design to create a t-intersection or roundabout. Appendix 15 Para 4.5.3a) Proposed levy for water does not equal 80% of estimated cost. Contributions levied should be born wholly by developer(s) of the GDA. Appendix 15 Para 4.5.3d) Proposed levy for roading does not relate to actual cost of roading nor cater for development requirements on other roads. Marginal costs of roading development including upgrades of West St, North St Woodside Road should be born wholly by developer(s) of the GDA. 	<ul style="list-style-type: none"> R R R 	<ul style="list-style-type: none"> Further design not required. Intersection is considered safe by GHD (TIA) and Council Roading staff Costings for contributions done by Council staff – considered sufficient. Costings for contributions done by Council staff – considered sufficient.

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

4	Jan Eagle	Wants Plan Change 9 amended	N	<ul style="list-style-type: none"> Seeks that consideration be given to the added value / heritage significance of the Joseph Meads Oaks and Elm trees, be recognized as a natural historic asset to the GDA. That the welfare of the trees are taken into account in the placement of the proposed corridor/sewer line as outlined in 4.4 of the Structure Plan. 	<ul style="list-style-type: none"> R R 	<ul style="list-style-type: none"> Review of the protected trees listed in the District Plan is being undertaken independently to Plan Change No. 9 Subdivision consent will govern location of sewer line.
F2	Jan Eagle	S	N	<ul style="list-style-type: none"> Reinforcing her original submission 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reasons given above
5	Richard Harvey (54 Kuratawhiti St, Greytown)	O Wants Plan Change 9 to be rejected	Y	<ul style="list-style-type: none"> Seeks no change in the current planning status of the area. Object to the overall proposal as it significantly reduces the rural style of the surrounds to Kuratawhiti and Wood St, changing the nature and ambience of all properties adjoining the DA. Siting of road between 54, 52 and 50 Kuratawhiti St – all houses with historical heritage status. 3 houses and Memorial Park opposite form an iconic area of Greytown style and history. To propose a road through the middle is poor planning and unacceptable. 	<ul style="list-style-type: none"> R AP 	<ul style="list-style-type: none"> Structure Plan allows for integrated management of whole area. Changes could occur as a Discretionary Activity under current FDA. Seek some access through to Kuratawhiti Street without resulting in detrimental effects on heritage values.
6	Abe David (46 Kuratawhiti St, Greytown)	Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> Proposal to create a road corridor from the indicative 'A' collector road to Kuratawhiti Street affects the unique and iconic collection of large heritage homes at 40, 46 and 54 Kuratawhiti St which date from the 1890's. Also Max Edridge designed home at 42 Kuratawhiti St. All have large gardens/trees and provide a fitting historical context for Solders Memorial Park across the road. The proposed connector road is a threat to this core heritage asset, must be removed from the Plan Change, and is at odds with Obj 9 as it is not in keeping with preserving Greytown's village and heritage character. Connector road opposite Memorial Park will negatively impact the recreational and amenity values of the park, swimming pool and children's playground, and will pose a risk to the public during summer holidays and winter sports periods. Requests further analysis of traffic flows including weekend flow. Traffic Impact Assessment (TIA) is based on questionable assumptions and am/pm peak flows, not weekend flows. 	<ul style="list-style-type: none"> AP AP 	<ul style="list-style-type: none"> Seek some access through to Kuratawhiti Street without resulting in detrimental effects on heritage values. Seek some access through to Kuratawhiti Street without resulting in detrimental effects on amenity values.
7	Powerco Limited	Neutral	N	<ul style="list-style-type: none"> Submission seeks to ensure electricity infrastructure can be provided to developments and the upgrading of infrastructure can be undertaken in an appropriate and timely manner. Existing power pole (#861177) shown in Appendix B to the submission requires relocation or undergrounding at the council's cost prior to the road designation. Powerco seeks recognition of its existing assets to ensure that they 	<ul style="list-style-type: none"> N N N 	<ul style="list-style-type: none"> Noted. No decision needed Existing procedures to be followed Existing procedures to be followed

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

				are appropriately taken into account in relation future works or development particularly new or relocated trees near infrastructure and major changes to ground level.		
8	Richard & Jacqueline Simmonds (67 Wood St, Greytown)	O Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> Oppose the corridor road through 67 Wood St linking to the spine road, seek the corridor road be removed from the Structure Plan. 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> Seek some access through to Wood Street without resulting in detrimental effects on amenity values. Using two properties, where effects on amenity values can be minimized, could be a possible solution.
F6	Maura Marron & John Stamp	Clarification	Y	<ul style="list-style-type: none"> Seek clarification as to what submission refers to as “vacant land at 37 Wood Street”? 	<ul style="list-style-type: none"> N 	
9	Neil Hoey (104 West St, Greytown)	O As so far as it affects his property	Y	<ul style="list-style-type: none"> Objects to taking an area of his existing property at 104 West St for the proposed new roadway off West Street. 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> 2 m strip is considered necessary to ensure safe and efficient functioning of the road and more so to allow for amenity improvements, including street berms and planting of trees and foot and cycle paths. The amenity improvements to the road will also provide a level of amenity to the property.
10	Kevyn Rendell & Michael Allen (as Trustees of Molewood Orchard Trust)	Amend	Y	<ul style="list-style-type: none"> Property should, along with the property on the corner of Wood & Mole St, remain FDA and the plan of the GDA amended in keeping with attached Plan B to the submission. This option is flexible, does not remove the rights of the property owners yet preserves possible developments wanted by Council sometime in the future. (Support submission made by David Wilks #2). 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> No resource management matters identified as reasons for excluding the “Molewood Orchard” from the Greytown Development Area. Lack of evidence that shows the “Wilks Block” can be effectively remediated of soil contamination to the applicable NES residential standard, contrary to the earlier information provided by Esther Dijkstra in her PSI Report.
F10	Neil Galbreath	S	Y		<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reasons given above
11	Richard Winder	S With exception of matters raised	Y	<ul style="list-style-type: none"> Seeks certainty around access from the spine/collector road to Westwood Ave. 4.1.6 of the Structure Plan states through access is to be provided, yet current consent for subdivision of the Westwood Ave extension is a cul de sac and pedestrian/cycleway. Completion of Westwood Subdivision - If Westwood Ave is to be linked to the spine road, transition needs to be signaled similar to access from West St, i.e. raised concrete and pavement across entrance and sign. Incorporate single lane, speed humps or chicane to slow traffic and dissuade use of Westwood Ave as a traffic loop. 	<ul style="list-style-type: none"> AP AP 	<ul style="list-style-type: none"> As a minimum Council require pedestrian and cycle linkages. Should the developer propose full vehicle access it will be considered as part of the subdivision proposal. See point above. Road locations considered through other submissions.

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

				<p>Included 2 plans in submission with suggestions of road positions.</p> <ul style="list-style-type: none"> Inclusion of provision to require for at least 10,000 litre water storage on each section, which allows for reduction in storm water, potential to reduce flooding, and reduces demand on town water supply. Other potential HAIL sites within the GDA that have not been tested for potential contamination. 	<ul style="list-style-type: none"> R R 	<ul style="list-style-type: none"> No rules/policies in the District Plan that require onsite water storage and no other subdivision has been required to do so. Level of soil contamination investigation, as part of Structure Plan development process, has been relatively extensive. Further investigations can be required by Council when subdivision or development occurs, should new facts deem this necessary.
12	Maura Marron & John Stamp (35 Wood St, Greytown)	Neutral	Y	<ul style="list-style-type: none"> Overall see Proposed Plan Change 9 as positive but have concern their property falls within connection point range for a road onto Wood St. Want further discussion around connection point ranges. 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> Seek some access through to Wood Street without resulting in detrimental effects on amenity values.
F6	Maura Marron & John Stamp	Now Oppose Plan Change	Y	<ul style="list-style-type: none"> Further consideration needs to be given to placement of possible local roads. 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> For reason above
13	Neil Galbreath (51 Wood St, Greytown)	Amend	Y	<ul style="list-style-type: none"> Branch of Moroa Water Race should remain where it is currently located with effect on the following parts of the Structure Plan: <ul style="list-style-type: none"> Amend 4.1.5 of Structure Plan to delete references to any water race. Amend 4.2.1 of Structure Plan to delete “shall incorporate a branch of the Moroa Water Race”. Amend 4.2.3 by replacing “In the long-term the bunds along the water race” by “The lineal reserve”. Delete 4.4.4 of the Structure Plan. Amend 4.5.3c) of the Structure Plan by replacing “seating and water race relocation and formation” by “and seating”, and amending calculated costs accordingly. Delete depiction of water race in three drawings. Change Planning Map 59 and Section 4.1.10 of the Structure Plan to exclude already developed properties at the perimeter of the GDA, particularly those fronting Wood St other than those properties which have access corridors. 	<ul style="list-style-type: none"> R AP 	<ul style="list-style-type: none"> Relocation of the water race alongside the ‘spine road’ is an integral part of the Structure Plan design. Rather than change the boundary of the DA and Structure Plan it may be more appropriate to amend the wording of Policy 4.1.10 so as to not apply to those properties already developed.
F3	Kevyn Rendell & Michael Allen C/- Ed & Juliet Cooke	S	Y	<ul style="list-style-type: none"> Oppose the proposed removal of the branch of the Moroa Water Race 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> Relocation of the water race alongside the ‘spine road’ is an integral part of the Structure Plan design.

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

F5	Michael & Jacinta Sinclair	S	Y	<ul style="list-style-type: none"> Moroa Water Race runs through their property 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reason above
F6	Maura Marron & John Stamp	S	Y	<ul style="list-style-type: none"> Seek no change in current location of water race or require further consultation 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reason above
F9	Neil Galbreath	S	Y	<ul style="list-style-type: none"> Reinforcing original submission in all parts relating to the relocation of branch of Moroa Water Race 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> For reason above
14	Greater Wellington Regional Council	S Amend where noted	Y	<ul style="list-style-type: none"> Support the removal of property on the corner of Wood and Mole St (Lot 15 DP 310) from the FDA as is a known contaminated site, as per Policy 34 of the Regional Policy Statement (RPS). Support amended wording of Policy 18.3.11(e) of the District Plan. Support the designation for the new access road 'Farley Ave' as will provide connecting link to West St. Support Design Objectives 2.1.4, 2.1.5, 2.1.11 as they reflect Policies 10, 55 and 57 of the RPS. Support Design Policies 4.1 and 4.2 as they reflect Policies 10, 55 and 57 of the RPS. Support/amend Design Policy 4.2.2 to include reference to species listed in Wellington Regional Native Planting Guide. Support/amend stormwater management Design Policy 4.4.3 to include "with an allowance for overland flow". Support/amend Design Policy 4.4.4 to include the following amendment or words to similar effect "... to safely convey overland flows through the site". Amend Design Policy 4.3 to include an additional policy re: permeability standard to maintain stormwater quality. Amend Design Policy 4.3 to include an additional policy re: houses designed with floor levels raised above the 100yr flood return period, and have provisions for safe access to and from the site. 	<ul style="list-style-type: none"> A A A A A A A A A R 	<ul style="list-style-type: none"> Support noted Support noted Support noted Support noted Support noted Amended wording to Policy is considered appropriate. Helpful for developers but not prescriptive. Amended wording to Policy is considered appropriate. Amended wording to Policy is considered appropriate. Amended wording to Policy is considered appropriate. The new flood hazard map has deemed an additional policy re: floor levels unnecessary.

Proposed Plan Change No. 9 Submissions / Further Submissions – Schedule of Recommendations

F7	Save Our Hills (Upper Hutt) Inc. Society	O in part	Y	<ul style="list-style-type: none"> Support of Policies 4.4.3 and 4.4.4 of the Structure Plan 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> Changes to Policies 4.4.3 and 4.4.4 address matter
15	Stephen Pattinson	Neutral	Y	<ul style="list-style-type: none"> Council determine predicted 100yr flood levels without freeboard, using NSW Government method for defining Low, Medium and High flood hazard according to water depth x flow velocity, and eliminating areas where depth < 100mm Council differentiate the freeboard zone in flood maps Council introduce hydraulic neutrality provisions to ensure new development does not make current flooding any worse. 	<ul style="list-style-type: none"> AP AP AP 	<ul style="list-style-type: none"> New flood hazard map New flood hazard map Overall design components and Policies for stormwater management within GDA Structure Plan provide for a higher standard than required by current NZ standards
F4	Save Our Hills (Upper Hutt) Inc. Society	S	Y	<ul style="list-style-type: none"> Reinforcing submission 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> See reasons above
16	Blair Stevens & Vanessa Bourke (21a Westwood Ave, Greytown)	Amend	Y	<ul style="list-style-type: none"> Would like Proposed Plan Change 9 to make it clear that access from the spine/collector road to Westwood Ave (4.1.6 of the Structure Plan) should be pedestrian and cycle way only (like Arnold Way). 	<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> As a minimum Council require pedestrian and cycle linkages. Should the developer propose full vehicle access it will be considered as part of the subdivision proposal.
F1	Robert MacDonnell & Sylvia Smith	S	Y		<ul style="list-style-type: none"> AP 	<ul style="list-style-type: none"> See reason above
17	Co-Design Architects Ltd (Stephen Pattinson, Director)	Oppose	Y	<ul style="list-style-type: none"> Wants Plan Change 9 to be re-considered before adopted into District Plan, take time to explore/evaluate more sustainable lively urban forms for the heart of Greytown. 	<ul style="list-style-type: none"> R 	<ul style="list-style-type: none"> Considered sufficient time and effort has been spent on assessing design alternatives as outlined in the s 32 Report.



SOUTH WAIRARAPA DISTRICT COUNCIL

PROPOSED PLAN CHANGE No. 9 TO THE WAIRARAPA COMBINED DISTRICT PLAN: GREYTOWN DEVELOPMENT AREA STRUCTURE PLAN

SUMMARY OF SUBMISSIONS

Proposed Plan Change No. 9 was publicly notified in accordance with the First Schedule of the Resource Management Act 1991 (RMA) on Wednesday 8 November 2017. The closing date for submissions was Wednesday 6 December 2017. The table below is a summary of submissions received by the South Wairarapa District Council.

Submissions received in time				
#	Submitter	Support (S) /Oppose (O)	Wish to be heard (Y/N)	Points raised in submission
1	NZ Transport Agency	S	N	<ul style="list-style-type: none"> Interest in the Plan Change as Road Controlling Authority of primary transport connection route to and through Greytown (SH 2). Supports managing urban growth in a structured and planned way; a Structure Plan is a good tool for this. Specific elements of the Structure Plan acknowledged: <ul style="list-style-type: none"> - Proximity of Development Area (DA) to the railway line and station, and the thought given to pedestrian and cycle facilities within/connected to the development - Council identifying the need to address ribbon development and its negative impact on the effectiveness and efficiency of SH2
2	David Wilks & Bruce Eglinton (Trustees of Wilks Family Trust – Landowner of the Wilks Block)	Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> The “Wilks Block” on the corner of Wood St and Mole St (Lot 15 DP 310) should remain zoned as FDA along with adjoining “Molewood Orchard” (Lot 2 DP 87867 & Lot 9 DP 70079). See Plan B attached to submission. No direct consultation with the owners of the Wilks Block other than for gaining access for soil sampling. The Wilks Block once formed part of Tate’s Orchard. Do not question findings of soil tests that show arsenic levels currently above the acceptable level for residential development. Note likely to be similar levels to areas already developed to the north. Take exception to presumption that they are unable to take remedial action in the future to address arsenic levels – takes away rights of landowner to choose this future action. Reports acknowledge remedial action is possible to

				<p>return land to acceptable levels for residential development.</p> <ul style="list-style-type: none"> • No immediate action is required as NES only applies when a change in the use of land occurs. • No reason why in the future the land cannot be remediated as part of any planned development. <p>Support submission made by Kevyn Rendell & Michael Allen.</p>
3	Rodger Ward (128 West St, Greytown)	Plan Change 9 not accepted until concerns are met	N	<ul style="list-style-type: none"> • Para 2f) Designation of 17m access leg off West St does not allow for the efficient flow of traffic onto West St as it is too close to Hastwell St. Further design should be conducted to create a t-intersection or roundabout. Proximity of super-market entrances to the intersection needs to also be considered. • Appendix 15 Para 4.5.3a) Proposed levy for wastewater does not equal 80% of estimated cost. Contributions levied should be born wholly by developer(s) of the GDA. • Appendix 15 Para 4.5.3d) Proposed levy for roading does not relate to actual cost of roading nor cater for development requirements on other roads. The addition of 400 sections to the Western side of Greytown will increase traffic volumes on feeder roads and SH2. Concern West St will become a “bypass road”. Marginal costs of roading development including upgrades of West St, North St Woodside Road should be born wholly by developer(s) of the GDA.
4	Jan Eagle	Wants Plan Change 9 amended	N	<ul style="list-style-type: none"> • Heritage significance of the Joseph Meads Oaks and Elm trees on Wood St recorded by Burstall, NZ Forest Service researcher as being the first exotics to be planted in the region in 1856 (Wood St road reserve stands 5 English Elms and 1 Oak; and an Avenue of 17 Oaks and 3 Elms lining a private driveway). See plan & photos attached to submission. • To have these trees recognized as a natural historic asset to the GDA. • That consideration is given to the added value these heritage trees bring to the GDA to enhance the character of the project. • That the welfare of the trees are taken into account in the placement of the proposed corridor/sewer line as outlined in 4.4 of the Structure Plan.
5	Richard Harvey (54 Kuratawhiti St, Greytown)	O Wants Plan Change 9 to be rejected	Y	<ul style="list-style-type: none"> • Object to the overall proposal as it significantly reduces the rural style of the surrounds to Kuratawhiti and Wood St, changing the nature and ambience of all properties adjoining the DA. His residence would look out on houses rather than fields/orchards. • Insufficient consultation, enforced development irrespective of the views of the owners of the land.

				<ul style="list-style-type: none"> • Siting of road between 54, 52 and 50 Kuratawhiti St – all houses with historical heritage status. The 3 houses, together with Memorial Park opposite form an iconic area of Greytown style and history. To propose a road through the middle is poor planning and unacceptable. • Design Obj “recognizing owner preferences” has not been fulfilled. • Design Obj 9 - Road through the oldest houses is not in keeping with preserving Greytown’s village and heritage character.
6	Abe David (46 Kuratawhiti St, Greytown)	Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> • Proposal to create a road corridor from the indicative ‘A’ collector road to Kuratawhiti Street affects the unique and iconic collection of large heritage homes at 40, 46 and 54 Kuratawhiti St which date from the 1890’s. Also Max Edridge designed home at 42 Kuratawhiti St. All have large gardens/trees and provide a fitting historical context for Solders Memorial Park across the road. The proposed connector road is a threat to this core heritage asset, must be removed from the Plan Change, and is at odds with Obj 9 as it is not in keeping with preserving Greytown’s village and heritage character. • Connector road opposite Memorial Park will negatively impact the recreational and amenity values of the park, swimming pool and children’s playground, and will pose a risk to the public during summer holidays and winter sports periods. Requests further analysis of traffic flows including weekend flow. Traffic Impact Assessment (TIA) is based on questionable assumptions and am/pm peak flows, not weekend flows. • If 15m wide connector road ran through 46 Kuratawhiti St it would run within 2m of the house, resulting in the removal of very large trees, sheds, old brick walls and heritage gate posts – vandalizing Mataa Mahupuku house and its garden.
7	Powerco Limited	Neutral	N	<ul style="list-style-type: none"> • Submission seeks to ensure electricity infrastructure can be provided to developments and the upgrading of infrastructure can be undertaken in an appropriate and timely manner. • Existing power pole (#861177) shown in Appendix B to the submission requires relocation or undergrounding at the council’s cost prior to the road designation. • It is unclear if other existing Powerco assets may be affected by the proposed new local or collector roads. Powerco seeks recognition of its existing assets to ensure that they are appropriately taken into account in relation future works or development particularly new or relocated trees near infrastructure and major changes to ground level.

8	Richard & Jacqueline Simmonds (67 Wood St, Greytown)	O Wants Plan Change 9 amended	Y	<ul style="list-style-type: none"> • Oppose the corridor road through 67 Wood St linking to the spine road, want it removed from the Structure Plan. • All consultation material prior to document dated 8 Nov 2017 showed road on neighbouring property (on western boundary) which would not impact their property. • Actual location of proposed road is unclear. • No analysis of why road is required – ill-considered. • TIA states (pg 4, 2.1.2) that trips from the DA would not use Wood Street, therefore the road is superfluous. • Support view that West St is considered main collector road of DA and TIA that West St junction is adequate. • No modeling/testing in TIA which justifies corridor over 67 Wood St – indicated access was “beneficial” not critical. • Undeveloped rear sections of Wood St properties can be accessed from central collector road. • Adequate connectivity for walking & cycling using Mole & West St entry points. • Two entrances from DA onto Wood St are not justified. • Proposed corridor will adversely affect the amenity value of their property, remove approx 3000m² from their title, and destroy outdoor living space/gardens/mature trees, contrary to goals of the DA. Map attached to submission showing proposed corridor (assumed 15m wide). • If corridor from West St is justified, believe appropriate place is on vacant land at 37 Wood St, as it is closer to West St with less adverse effects.
9	Neil Hoey (104 West St, Greytown)	O As so far as it affects his property	Y	<ul style="list-style-type: none"> • Objects to taking an area of his existing property at 104 West St for the proposed new roadway off West Street. • Roadway adjacent to and partly on his land will result in loss of amenity values, including increase road noise levels, affect property security and diminish existing enjoyment.
10	Kevyn Rendell & Michael Allen (as Trustees of Molewood Orchard Trust)	Amend	Y	<ul style="list-style-type: none"> • Own Lot 2 DP 87867 & Lot 9 DP 70079, total of 10.48ha, planted as an apple and pear orchard. • No intention now or in the future to subdivide the land. • Property contains Greytown’s best soils, with operating orchard providing employment and export dollars. • Consultation process flawed – their goals, concerns and aspirations have been totally over-ridden. • Property should, along with the property on the corner of Wood & Mole St, remain FDA and the plan of the GDA amended in keeping with attached Plan B to the submission. This option is flexible, does not remove the rights of the property owners yet preserves possible developments wanted by Council sometime in the future.

				Support submission made by David Wilks.
11	Richard Winder	S With exception of matters raised	Y	<ul style="list-style-type: none"> Layout Plan to include Westwood Ave. Uncertainty around access from the spine/collector road to Westwood Ave. 4.1.6 of the Structure Plan states through access is to be provided, yet current consent for subdivision of the Westwood Ave extension is a cul de sac and pedestrian/cycleway. Westwood development has a design concept which needs to carry through to new extension. Westwood Ave was not intended as a local road. If Westwood Ave is to be linked to the spine road, transition needs to be signaled similar to access from West St, i.e. raised concrete and pavement across entrance and sign. Incorporate single lane, speed humps or chicane to slow traffic and dissuade use of Westwood Ave as a traffic loop. Included 2 plans in submission with suggestions of road positions. Inclusion of provision to require for at least 10,000 litre water storage on each section, which allows for reduction in storm water, potential to reduce flooding, and reduces demand on town water supply. Requirement for all properties in Westwood Ave, should be consistently applied throughout GDA. Other potential HAIL sites within the GDA that have not been tested for potential contamination.
12	Maura Marron & John Stamp (35 Wood St, Greytown)	Neutral	Y	<ul style="list-style-type: none"> Overall see Proposed Plan Change 9 as positive but have concern their property falls within connection point range for a road onto Wood St. May prove more costly to join road off the spine road and limit development potential of the rear of their property. Access on western side of their property would be much less costly than eastern side due to a sizable culvert. Want further discussion around connection point ranges.
13	Neil Galbreath (51 Wood St, Greytown)	Amend	Y	<ul style="list-style-type: none"> Branch of Moroa Water Race should remain where it is currently located, as poses no risk of flooding. The Moroa Water Race Bylaw 2007 specifies the primary purpose of the water race system is to supply stock water. Loss of use for stock watering not addressed in reports. Amend 4.1.5 of Structure Plan to delete references to any water race. Amend 4.2.1 of Structure Plan to delete "shall incorporate a branch of the Moroa Water Race". Amend 4.2.3 by replacing "In the long-term the bunds along the water race" by "The lineal reserve". Delete 4.4.4 of the Structure Plan. Amend 4.5.3c) of the Structure Plan by replacing "seating

				<p>and water race relocation and formation” by “and seating”, and amending calculated costs accordingly.</p> <ul style="list-style-type: none"> • Delete depiction of water race in three drawings. • Change Planning Map 59 and Section 4.1.10 of the Structure Plan to exclude already developed properties at the perimeter of the GDA, particularly those fronting Wood St other than those properties which have access corridors.
14	Greater Wellington Regional Council	S Amend where noted	Y	<ul style="list-style-type: none"> • Support the removal of property on the corner of Wood and Mole St (Lot 15 DP 310) from the FDA as is a known contaminated site, as per Policy 34 of the Regional Policy Statement (RPS). • Support amended wording of Policy 18.3.11(e) of the District Plan. • Support the designation for the new access road ‘Farley Ave’ as will provide connecting link to West St. • Support Design Objectives 2.1.4, 2.1.5, 2.1.11 as they reflect Policies 10, 55 and 57 of the RPS. • Support Design Policies 4.1 and 4.2 as they reflect Policies 10, 55 and 57 of the RPS. • Support/amend Design Policy 4.2.2 to include reference to species listed in Wellington Regional Native Planting Guide. • Support/amend stormwater management Design Policy 4.4.3 to include “with an allowance for overland flow”. • Support/amend Design Policy 4.4.4 to include the following amendment or words to similar effect “... to safely convey overland flows through the site”. • Amend Design Policy 4.3 to include an additional policy re: permeability standard to maintain stormwater quality. • Amend Design Policy 4.3 to include an additional policy re: houses designed with floor levels raised above the 100yr flood return period, and have provisions for safe access to and from the site.
Submissions received out of time				
#	Submitter	Support (S) /Oppose (O)	Wish to be heard (Y/N)	Points raised in submission
15	Stephen Pattinson	Neutral	Y	<ul style="list-style-type: none"> • Not clear in reports what actual 1-in-100 year flood levels are in GDA. Question whether ‘freeboard’ included in flood depth and its affect on flooding and storm water control. • Requests Council: <ul style="list-style-type: none"> - determine predicted 100yr flood levels without freeboard, using NSW Government method for defining Low, Medium and High flood hazard according to water depth x flow velocity, and

				<p>eliminating areas where depth < 100mm;</p> <ul style="list-style-type: none"> - differentiate the freeboard zone in flood maps; and - introduce hydraulic neutrality provisions to ensure new development does not make current flooding any worse.
16	Blair Stevens & Vanessa Bourke (21a Westwood Ave, Greytown)	Amend	Y	<ul style="list-style-type: none"> • Would like Proposed Plan Change 9 to make it clear that access from the spine/collector road to Westwood Ave (4.1.6 of the Structure Plan) should be pedestrian and cycle way only (like Arnold Way). • Through road would negatively impact exclusiveness, character and property values of Westwood Ave.
17	Co-Design Architects Ltd (Stephen Pattinson, Director)	Oppose	Y	<ul style="list-style-type: none"> • Important to consider sustainability, 'walkable urbanism' (living, working, shopping, schooling, entertainment and recreation within easy walking/cycling distance from home – mixed-use development). • No sense, long term, to put drivable suburb with low density housing in heart of Greytown. • Section 32 Evaluation Report assumed low density residentially zoned suburb is the best option. • Wants Plan Change 9 to be re-considered before adopted into District Plan, take time to explore/evaluate more sustainable lively urban forms for the heart of Greytown.

Updated 18/1/18 to include submission 17