

Proposed District Plan Change 31 - Private Woodman Drive & Bing Lucas Drive, Tawa

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Proposed District Plan Change 31 Submissions

General Support

16 Damian Devine – 8 Spicer Place, Linden

Submission relates to: Proposed connector road, creation of additional residential sections, and widening of Bing Lucas Drive.

Supports the proposed change.

“Please do not give in to the minority views of a few so called “lifestyle blockheads”. If they were genuine they would not live next to SH1.”

Decision Sought: Please ratify the proposed District Plan Changes.

Traffic Safety & Access Improvements

1 Judi Hall – 96 Woodman Drive, Tawa

Submission relates to: Proposed Plan Change 31. The continuation of the road linking the two roads.

“I wish to express my support for this change. I commute frequently from Woodman Drive to the motorway via the present “metal, mud, pothole” pit along with many others from the area and have been eager since I moved here in October for this extension to go ahead!

This route is also quicker to commute to Porirua than the present public route, which is often held up by trains at the base of the hill and is only 800m further. The route through Woodman to Bing Lucas Drive can cut up to twenty minutes off reaching the motorway in peak traffic and rail crossings and pedestrian crossings through Tawa to the southern motorway.”

Decision Sought: To go ahead with the proposed roading change as soon as possible.

2 Duncan Leonard White – 12 Pikitanga Close, Tawa

Submission relates to: All of the proposed change.

"I am in favour of the propositions. In particular I would like the road between Woodman Drive and Bing Lucas drive to be connected."

3 Brendan James – 9 Kilkelly Close, Greenacres

Submission relates to: Connector Road.

"I support the change to the plan with the inclusion of a connector road. For us, there is only one route out under the motorway through Linden; what happens if rail and motorway is out of action? We purchased our section with the intention of a through-road being connected providing easy access to the city."

Decision sought: Inclusion of the connector road on the plan with construction being started and completed as soon as practically possible.

4 Joong-Gee Chae – 108 Woodman Drive, Tawa

Supports the proposed plan change and the paving of the road as soon as possible.

6 Graeme Douglas & Jean Margaret Aiken – 51 Woodman Drive, Tawa

Submission relates to: Chapter 14 - Objectives & Policies and the proposed connector road.

Support the connector road between Woodman Drive and Bing Lucas Drive for a number of reasons including:

- € *Alternative exit/entry to/from Eastern Hill suburbs.*
- € *It will reduce the volumes of traffic in Collins Ave, Hinau Street and Duncan Street and railway crossings at peak times.*
- € *It will reduce traffic congestion around local schools*
- € *It provides alternative access to emergency services if motorway bridge/gas line is damaged.*

#

Decision sought: That the connector road is completed as soon as possible.

7 Ronald & Patricia Thurlow – 120 Woodman Drive, Tawa

Submission relates to: Proposed connector road and zoning change

“We support the specific provision set out in Proposed District Plan Change 31. We believe the connector road will improve access for Tawa.”

Decision sought: That the Proposed District Plan Change 31 be approved without amendments.

8 William Darnell – 20 Spicer Place, Tawa

Submission relates to: Proposed connector road.

“I support the provision of a connector road joining Woodman Drive and Bing Lucas Drive because this provides an alternative route out of the Greenacres suburb in the event that Collins Avenue was ever blocked by the motorway bridge. This alternative route is important for civil defense. This route also relieves traffic congestion in Collins Avenue where there are two deficient intersections at Coates and Handyside Streets”

Decision sought: Decision to require the developer to construct the connector road and to widen Bing Lucas Drive as per agreement with Council dated 2002.

9 Graeme Campbell – 99 Woodman Drive, Tawa

Submission relates to: Proposed connector road.

Supports the connector road for a number of reasons including:

- € It provides economic and ecological benefits by reducing travel times between Woodman Drive and Wellington.*
- € It provides a second access option for the area to the east of the motorway.*
- € It reduces traffic congestion at rail crossings.*
- € It provides safety benefits by providing alternative access to the area for emergency services.*
- € Reduces traffic past local schools when travelling from Woodman Drive to Wellington.*

Decision sought: That the Council amends the District Plan to provide for the connector road and that the Council encourages the early completion of the connector road.

10 Douglas Scott & Linda McCutcheon – 148 Woodman Drive, Tawa

Submission relates to: Proposed connector road and zone change.

Fully support the proposed plan change.

“Traffic flows through Tawa en-route to southern suburbs and the city would be greatly reduced by the construction of this proposed connector road. Travelling times of up to 10 minutes will be saved and congestion, particularly at Linden Railway Crossing and the main Tawa road would be reduced. It is a logical feeder route on to the motorway.

We would not be averse to speed restricting measures being constructed on this connector road.”

Decision sought: That the Council approves the proposed change in its entirety.

11 Phillipa & Darryn Shilling – 134 Woodman Drive, Tawa

Submission relates to: Alterations to Volumes 1 & 3 of the District Plan.

Support the road being linked between Woodman Drive and Bing Lucas Drive because:

- € *Currently there is only one access road out of Greenacres and we already experience traffic delays because of trains at Linden and the traffic getting backed up coming up and going down Collins Ave.*
- € *A link road would also provide increased access for emergency services.*
- € *At the moment if an incident blocked Collins Ave we have no way of getting into or getting out of Greenacres.*

Decision sought: Connection of the road between Woodman Drive and Bing Lucas Drive. But seeks that the zoning of the shaded area is kept as is i.e. Rural.

12 Geoffrey Comber – 14A Spicer Place, Tawa

Submission relates to: Proposed connector road and widening of Bing Lucas Drive.

“I fully support the connection of Bing Lucas Drive and Woodman Drive. Having one road currently (Collins Ave) is ridiculous considering the amount of residential properties now in Greenacres. The Greenacres area has seen significant growth, which will continue. A second access is paramount to allow emergency access should Collins Avenue be blocked. This will also reduce the traffic using the greater Tawa area. The traffic using Collins Avenue through the Linden shops is already causing delays, especially when combined with rail movements. The

current cutting on Bing Lucas Drive is only just big enough. It needs to be widened.”

Decision sought: Approval of the Woodman Drive - Bing Lucas Drive connector road and expedite the construction. Also seeks widening of the Bing Lucas Drive cutting.

14 Rona Singel – 15 Lupin Terrace, Tawa

Submission relates to: Proposed connector road.

“I support the change to the district plan to connect Woodman Drive to Bing Lucas Drive. It will be a faster route to get to the motorway i.e. provides better access for residents. A lot of people are already using this as a thoroughfare i.e. by making the road more useable this will be safer for residents to use. It will also provide a second access to Tawa shopping area i.e. Porirua if Collins Ave was ever blocked off.”

Decision sought: That -

- € Bing Lucas Drive should be widened
 - € That the current road should be tarsealed to let traffic flow freely
 - € That the residential development should go ahead.
-

15 David & Linda Darroch – 32 Mahoe St, Tawa

Submission relates to: Proposed connector road.

Supports the proposed changed for a number of reasons including:

- € *It provides an alternative route to Wellington that does not involve the centre of Tawa and the railway crossings. I believe the railway crossings are the most dangerous feature of the area so that anything that might reduce road traffic across them would be good.*
- € *It provides an alternative route out of Greenacres if Collins Avenue was ever blocked.*
- € *It will mean more traffic past the lifestyle properties on Bing Lucas Drive, but this is a risk the owners took.*
- € *It feeds traffic down through Takapu Road, which is not ideal in its present layout. However, Takapu Road will be upgraded in the future.*

Decision sought: The council to change the District Plan so that:

- € Bing Lucas Drive and Woodman Drive are joined.
 - € 66 more sections are created.
 - € Bing Lucas Drive is widened.
-

18 Stanley Tiatia – 38 Mahoe St, Tawa

Submission relates to: Proposed connector road.

“I support the above provision because it provides an alternative route to the motorway (SH1). This provides added safety in case of an incident on Collins Avenue and especially at the intersections going into Linden. More traffic on Collins Ave would be dangerous as I have seen too many “close” calls around there when it is busy and backed up because of trains.”

Decision sought: Approval of the proposed connector road.

19 Brian Swiney – 52 Raroa Terrace, Linden

“I support the proposed change. The link road connecting Woodman with Bing Lucas Drives is essential and urgent to reduce the volume of traffic through Linden and over all railway crossings and road traffic movements.

The current narrow road width of the Bing Lucas Drive cutting is of concern, which needs widening concurrent with construction of the link road.”

21 Paula Le Compte – 163 Woodman Drive, Greenacres, Tawa

Submission relates to: Proposed connector road and zoning change.

“I support the provisions, as a resident of Woodman Drive. The connector road is required to evenly distribute the traffic of both the existing and planned housing. The changes will only enhance the Greenacres area, providing access to both ends of the suburb, which is currently compromised, with only the one access from Linden. My daughter attends Redwood School. Unnecessary congestion of central Tawa can be avoided through the more direct access via Bing Lucas and the arterial access to Tawa under the motorway.”

Decision sought: That Council approval of the change. I purchased my property with the understanding that these changes were proposed and fully support them. Currently, the proposed road area is used by young lads for offroad dangerous activities, which needs to cease.

23 Peter & Lesley Anderson – 10 Spicer Place, Tawa

Submission relates to: Proposed connector road and widening of southern end of Bing Lucas Drive.

“We support the building of the section of road needed to link Woodman Drive and Bing Lucas Drive because for many in the Greenacres area this is a shorter route to the Takapu interchange. It provides an alternative route to Wellington that does not involve the centre of Tawa, the railway crossings and/or travelling past Tawa Intermediate & Tawa College.

It provides an alternative traffic route out of Greenacres if Collins Avenue was ever blocked.

It will mean less traffic down through Collins Avenue, past Coates Street and Handyside Street (both intersection are of serious concern) and the Linden shops.”

Decision sought: A quick decision about the landowners request for rezoning of the land, then quick consideration of the resource consent application for the subdivision. The residents of Greenacres have been waiting for too long for the very obvious completion of the roadlink.

24 Andrew MacPherson – 24 Lupin Tce, Tawa

Submission relates to: Section 11.2, especially 11.2.4

“I support connecting Woodman Drive and Bing Lucas Drive with a through route and widening parts of Bing Lucas Drive.

It (the road connection) will provide a quicker alternative route out of Greenacres. At present there is only one circuitous route out of the area. It will mean the bottlenecks at the railway crossings in Linden and Redwood can be avoided.”

25 Greater Wellington – The Regional Council

PO Box 11-646
Wellington

Attention: Tami Woods

Submission relates to: The proposed connector road.

Greater Wellington has considered the proposed plan change in relation to the Northern Growth Management Framework and the themes of accessibility, liveability, connectivity and sustainability that are addressed in the framework.

In relation to connectivity and accessibility, Greater Wellington notes that

“The proposed link between Bing Lucas Drive and Woodman drive will result in better accessibility for the community by creating a through route between Grenada North and Greenacres.”

Decision sought: That the following aspects of the proposed plan change for Woodman Drive and Bing Lucas Drive, Tawa be adopted:

- € Add lines to the District Plan maps to indicate the route of a connector road between Woodman Drive and Bing Lucas Drive; and
 - € Add the connector road to a list of future connector routes identified under Policy 4.2.9.2 of the Residential Area rules.
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26 Paul & Patricia Drummond – 52 Woodman Drive, Linden, Tawa

Submission relates to: Proposed connector road.

“Finalisation of the road link is urgently required. This has “dragged on” for several years with claim/counterclaim between the developer and Council. We have attended all meetings called by the Council and developer but little progress appears to have been made.

The link road was marked on maps over 20 years ago. Council planning and process leaves a lot to be desired.

Housing development in Woodman Drive have put undue pressure on intersections in Linden. Alternative route is urgently required.”

Decision sought: Approval for the road to proceed, involving Council funding if necessary. Also seeks that Council take a more proactive approach to manage the process of subdivision and roading rather than the “hands off” approach shown to date.

27 Ajar Parmar – 145 Woodman Drive, Tawa

Submission relates to: Proposed connector road

Supports the proposed connector road.

“The reason is efficient connection to the motorway and reducing traffic in the Tawa Town Centre.”

Decision sought: Approval of the proposed changes.

28 Rosemary Escott – 34 Mahoe Street, Greenacres, Tawa

Submission relates to: Proposed connector road, further residential development, and widening of parts of Bing Lucas Drive.

I support these provisions because:

- € *It provides an alternative traffic route out of Greenacres if Collins Avenue was ever blocked (e.g. earthquake) as there is currently only one way in and out.*
- € *I would be happy to see “speed bumps” to control traffic speed.*
- € *Pressure on existing services/roads if the sections go ahead without a through road is too great.*
- € *It provides an alternative route to Wellington that does not involve the centre of Tawa and railway crossings.*
- € *As it feeds traffic through Takapu Road (which is not ideal in its present layout), this will need attention as well as a widening of the cutting.*
- € *It will provide a larger population base to strengthen the case for a bridge over the motorway to Tawa in the future.*

Decision sought: Approval of the connection, development of the 66 sections, and widening of Bing Lucas Drive and the intersection at Takapu Road.

29 Dianne Calvert – 121 Woodman Drive, Tawa

Submission relates to: Proposed rezoning and extension of road.

“I support the two measures. This would give a through road to the motorway and Woodman Drive residents would have a second egress which they currently do not – not good in emergencies.

Hold ups on Collins Avenue have increased. If an earthquake brought the motorway overbridge down, emergency vehicles could not get in to this area.”

Decision sought: Construction of the connector road and rezoning of the land.

30 Joshua Calvert – 121 Woodman Drive, Tawa

Submission relates to: Proposed rezoning and extension of road.

“I support the two measures as the only sensible way to proceed. This would give direct access to the motorway for Woodman Drive residents and save at least 5km on the trip to Wellington. It would also be a safety measure by providing access for emergency vehicles as Collins Avenue/Greenacres/Woodman Drive could be cut off as a result of damage to the motorway overbridge by an earthquake or similar.”

Decision sought: Construction of the connector road and rezoning of the land.

33 Phillip & Joanna Stephens – 7 Kilkelly Close, Tawa

Submission relates to: Proposed rezoning and proposed connector road.

Support the specific provisions for a number of reasons including:

- € *Provides an alternative route to Wellington that does not involve the centre of Tawa and railway crossings (alleviates congestion).*
- € *It provides an alternative route out of Greenacres if Collins Avenue was ever blocked – important for emergency services.*
- € *Lets traffic through Collins Avenue/ Hinau & Duncan Streets etc. (Tawa College)*

Decision sought: Connector road to go through and sections to be developed.

37 Bronwyn Dunlop – 5 Spicer Place, Linden

Submission relates to: Proposed connector road.

“I support the proposal. It provides an alternative route to both Wellington and Porirua for Tawa residents. At peak hours it avoids congestion especially through the middle of Tawa. There are difficulties continuously with getting out of Greenacres with a bottle neck at Linden shops where school traffic and trains constantly clog routes at peak hours. It will provide options in the case of emergencies.”

Decision sought: That the road from south of Woodman Drive be joined to that of the north end of Bing Lucas Drive.

Community Benefits & Logical Progression of Suburban Development

6 Graeme Douglas & Jean Margaret Aiken – 51 Woodman Drive, Tawa

Submission relates to: Chapter 14 - Objectives & Policies and the proposed connector road.

Support the connector road between Woodman Drive and Bing Lucas Drive for a number of reasons including:

- € *Logical progression of suburb development.*
- #

Decision sought: That the connector road is completed as soon as possible.

7 Ronald & Patricia Thurlow – 120 Woodman Drive, Tawa

Submission relates to: Proposed connector road and zoning change

“The change in zoning from Rural to outer Residential will provide more home construction in an area of Wellington City which is popular with families, has a supportive community and excellent education facilities and opportunities.”

Decision sought: That the Proposed District Plan Change 31 be approved without amendments.

9 Graeme Campbell – 99 Woodman Drive, Tawa

Submission relates to: Proposed connector road.

Supports the connector road for a number of reasons including:

€ *It is a logical extension to the suburb’s growth.*

Decision sought: That the Council amends the District Plan to provide for the connector road and that the Council encourages the early completion of the connector road.

15 David & Linda Darroch – 32 Mahoe St, Tawa

Submission relates to: Proposed connector road.

Support the proposed changed for a number of reasons including:

€ *It will add more properties to the Greenacres community schools, amenities. I believe this what is known as progress. There will be more ratepayers, more money in the community and we all benefit by using it.*

Decision sought: The council to change the District Plan so that:

- € Bing Lucas Drive and Woodman Drive are joined.
 - € 66 more sections are created.
 - € Bing Lucas Drive is widened.
-

21 Paula Le Compte – 163 Woodman Drive, Greenacres, Tawa

Submission relates to: Proposed connector road and zoning change.

“I support the provisions, as a resident of Woodman Drive....Further sections will complete and establish Greenacres as a suburb of Tawa, without compromising the rural lifestyle blocks that already exist.”

Decision sought: That Council approval of the change. I purchased my property with the understanding that these changes were proposed and fully support them.

28 Rosemary Escott – 34 Mahoe Street, Greenacres, Tawa

Submission relates to: Proposed connector road, further residential development, and widening of parts of Bing Lucas Drive.

“I support these provisions because:

€ It will add more properties to the Greenacres community (schools, amenities).”

Decision sought: Approval of the connection, development of the 66 sections, and widening of Bing Lucas Drive and the intersection at Takapu Road.

33 Phillip & Joanna Stephens – 7 Kilkelly Close, Tawa

Submission relates to: Proposed rezoning and proposed connector road.

Support the specific provisions for a number of reasons including:

€ It will add more properties to the Greenacres community (schools, college, amenities), more rate income for the Council – more money to spend on Tawa as a significant community (need a playground here).

€ More sections in Wellington – high demand in this area.

Decision sought: Connector road to go through and sections to be developed.

34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa
(& Mark & Jenny Tiffen)

The following comments are provided in response to a suggestion on p.22 of the request for the plan change that the development is a natural progression of the existing Greenvue subdivision:

“ Where does the natural progression of the existing Greenacres subdivision end? Is it where the current plans indicate or will it be allowed to continue through to Gladys Scott Place and beyond?”

Traffic Concerns

5 Steve & Faith Forgeson – 9 Gladys Scott Place, Tawa

Oppose the change for a number of reasons including:

€ *There appears to be no requirement by Council to upgrade “the cutting” prior to work commencing on the urban housing proposed under the change.*

Perusal of the documentation provided by Council fails to reveal such a requirement that, should the proposal succeed, the cutting is upgraded prior to any work commencing on the new subdivision. As a minimum landowners in the area are looking for this work to be completed satisfactorily prior to any work commencing. This work would be required to provide traffic safety because of the increased volume of heavy vehicles moving up and down Bing Lucas Drive throughout the development period.

Decision sought: Council decline the proposed change.

11 Phillipa & Darryn Shilling – 134 Woodman Drive, Tawa

Submission relates to: Alterations to Volumes 1 & 3 of the District Plan.

Oppose the proposed rezoning because:

€ *The local infrastructure cannot handle the proposed 70 sections that are planned if a rezoning occurs.*
- *We already experience traffic delays because of trains at Linden and traffic getting backed up coming up and going down Collins Avenue. There is not enough parking at Linden station to support more commuter.*

Decision sought: Connection of the road between Woodman Drive and Bing Lucas Drive. But seeks that the zoning of the shaded area is kept as is i.e. Rural.

13 Lloyd Pallesen & Catherine Dillon – 80 Bing Lucas Drive, Tawa

Submission relates to: Plan change provisions relating to the proposed connector road.

The submission seeks a number of actions including:

- € *Through traffic between Woodman Drive and Bing Lucas Drive should not be permitted until such time as appropriate upgrading of Bing Lucas Drive has been completed.*

This is because the current construction of Bing Lucas Drive was designed with the intention that it would service a limited number of rural residential sections. Rossaveel Stage 2 that comprises 15 lots and Stage 3 that comprises some further 24 rural residential sections.

Currently a de-facto situation exists where an unofficial link is used by a large number of vehicles on a daily basis. This has been the case for over a year now, i.e. prior to the public meeting held on 10 June 2003 at the Linden Social Centre when a vote of thanks was moved to the Walsh Family by many of the people present for metalling the section of dirt between Woodman and Bing Lucas Drives and allowing access over their land. The Traffic Assessment report dated September 2003 prepared by Traffic Design Group does not acknowledge that a link effectively exists now, neither does the Safer Roads Tawa Proposal released by the Council earlier in the year. It is interesting to note however that Map 6 on page 10 of the North Wellington 2004 Local telephone directory (as supplied by Terralink International) does show such a connection.

We consider that the current layout of Bing Lucas Drive is poorly engineered. We acknowledge that we are not experts, but note that we often encounter vehicles that have drifted on to the wrong side of the road when going southward through the cutting. We also note that vehicle frequently cross the centre-line adjacent to the south-western corner of our property (Lot 33).

- € *Appropriate traffic calming measures need to be incorporated in the revised design/upgrading of Bing Lucas Drive i.e. speed humps.*

The reason for this is that a high percentage of the traffic currently using Bing Lucas Drive on their way to or from Woodman Drive habitually speed. We note that the figures of vehicle movements used in Traffic Design Group report do not reflect the current situation. Neither does the report comment on the speed of vehicles using Bing Lucas Drive.

We cannot see how widening the road will make it safer. We believe that a more open feel to the road will only encourage more people to speed and those that already speed to go faster. Widening the road will also detract from the rural nature of the area, and impact negatively on amenity values. The area with it's wide grass verges is currently popular with families, i.e. budding cyclists, walkers, horse riders etc. This appeal will be greatly diminished by the current proposals.

17 Neil Bissell – 66 Raroa Terrace, Tawa

Submission relates to: Proposed connector road.

Supports the specific provisions and does not wish them to be amended. The purpose of his submission is to draw attention to the following safety concerns:

- € *T-junction Raroa Terrace & Woodman Drive. Drivers waiting to turn right into Woodman Drive momentarily cannot see vehicles on Woodman Drive approaching from the right, due to a dip or hollow in the road. Increased traffic on both roads (due to change 31) will increase this hazard. The lower the turning vehicle is to the ground, the greater the hazard.*
 - € *Bing Lucas Gorge – It is very narrow and could be a hazard, especially in winter.*
 - € *At present, traffic on Takapu Road going on to the south bound motorway gives way to traffic leaving the motorway at high speeds. At present this is the classic T-intersection hazard whereby drivers giving way fail to accurately assess an approaching vehicle's speed and distance.*
-

19 Brian Swiney – 52 Raroa Terrace, Linden

Supports the proposed connector road, but provides the following comments:

“The current narrow road width of the Bing Lucas Drive Cutting is of concern which needs widening concurrent with construction of the link road.

The entrance from Takapu Road into Bing Lucas should be eased by cutting back the kerb line parallel with ornamental stone walls. This would make the intersection safe not only for traffic to/from Bing Lucas but also for following vehicles travelling at authorised speed along Takapu Road.

In spite of what Transit NZ and its consultants say, the right angle scissors crossing at Motorway Southbound offramp/Takapu Road is dangerous now. Southbound traffic leaving the motorway in many cases is moving still at high speed. From the Takapu Road compulsory stop it is very difficult to determine if traffic is on the motorway or leaving it because of speeds on the off ramp.

Please record my opinion that this particular location on the interchange needs further closer examination with traffic counts now, before the proposed link road is completed then afterwards, when new traffic patterns in the area are established. View line aspects from the compulsory stop sign northwards should be reappraised so that drivers at the sign can better determine diverging traffic movements.”

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change.

By allowing the road from Woodman Drive to join up with Bing Lucas Drive will provide large volumes of traffic on a daily basis

My concerns are:

- € 4.3km of road (Linden Railway Crossing to start of motorway) – there is nothing to slow drivers down, only two pedestrian crossings at the Linden end of the road, no traffic safety enhancements and no roundabouts.*
- € At present, people drive fast along the existing road and this will increase with the proposed road.*
- € Even harder for those entering Collins Ave from Handyside or Coates St*
- € More young families in the area and this will be harder to cross the road due to increased of traffic.*
- € Currently driving north between No. 103 Woodman Drive and the top of the hill early in the morning's sun strike is an issue while driving with cars parked on either side. With increase in traffic volumes this will become even more of a problem with more vehicles on the road.*
- € Vehicle headlights are a constant nuisance from evening to dawn at present over the dirt tract.*
- € No thought has been given to enable access from Greenacres over/under the motorway to the Tawa shops.*

Decision sought: To uphold the plan change and allow the plan to remain as rural.

32 William and Susan Bilton – 21 Gladys Scott Place, Tawa

Submission relates to: All of the proposed change.

“When we purchased our section we were guaranteed that there would be no more sections being serviced by Bing Lucas Drive. This was a major benefit of living in this area. Since then the gate of Woodman Drive has been removed and there is a lot more traffic on Bing Lucas Drive, which is not equipped to handle this, much traffic (it is too narrow and too steep). It also makes what is a very dangerous exit from our street more so with the increased volume of traffic....”

Decision sought: That the Council keeps their word that they would not allow the road to join up with Woodman Drive and the original rural rating be retained for all those who purchased land with this understanding. This is a money decision not lifestyle or safety issue in fact it makes the area more vulnerable to all sorts of things.

34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa
(& Mark & Jenny Tiffen)

Submission relates to a number of issues including:

“The sealing for the gap between Woodman Drive and Bing Lucas Drive will result in the late night hoons (who currently plant their foot on the accelerator as soon as they reach the sealed section of Bing Lucas Drive) not having to slow down causing further risk of injury. The recently erected fifty kilometres an hour sign have had zero impact on the behaviour of the late night hoons.

The junction between Takapu Road and Bing Lucas Drive is barely adequate for the volume of traffic it caters for at present. There will be extra traffic and the width of the junction will cause problems.”

“There will be greater volumes of traffic as it becomes quicker to drive to the motorway exit at Tawa even if you are driving north. Also it will be quicker to exit at the Tawa motorway exit even if you are traveling south.

There will be 60 to 66 extra dwellings and the average number of cars per household in Tawa is at least two per dwelling. This will add volume to the road useage.”

“The speed will increase until some one is badly injured or maimed unless the Council is prepared to take measures to ensure that it is reduced along the hoons new racetrack. This is a segment of society that showers praise on those that disobey traffic regulations of any kind.

The volume of traffic will increase 60 plus new dwellings plus the attraction of an extra couple of minutes saved by using the Tawa exit”

Decision sought:

- € The widening of the junction between Takapu Road and Bing Lucas Drive before a major accident occurs.
- € The placement of peed bumps to prevent excessive speed.

Specific Issues Regarding the Traffic Assessment

5 Steve & Faith Forgeson – 9 Gladys Scott Place, Tawa

Oppose the change for a number of reasons including:

- € *Inaccuracies contained in the traffic descriptors represent a potential safety issue.*

The traffic volumes forecast by Traffic Design Group do not represent an accurate summary of impact. The report published states that under an existing lifestyle block development for Rossaveel the traffic generated along Bing Lucas Drive by the 56 residents would be 644 vpd. The development proposal under consideration expands the access to Bing Lucas Drive to 1,236 residents, using the same extrapolation as that used previously, this vpd will increase to 14,214. The report appears to deliberately underestimate the volume of traffic from

Linden and the Woodman Drive extension that would use the proposed alternate of Bing Lucas Drive.

The existing traffic infrastructure copes with this volume; the standard or roading proposed for Bing Lucas Drive does not. The proposal should at least be subject to a more robust and quantifiable methodology around potential users than that presented.

Decision sought: Roading infrastructure requirements should be re-assessed based upon maximum not minimum loadings.

With respect to the cutting, the report states that there are no driveways or vehicle accesses, and that there will be no demand for paring on either side of the road. These statements are incorrect, immediately prior to the cutting Fletcher Steel have established a vehicle access way. Cars are also frequently parked on the grass verge immediately preceding the cut.

The statement that the existing footpath will accommodate all future pedestrian demands shows poor research on the part of the developers sub-contractor. The existing footpath is inadequate for current needs and usage. It is too narrow to accommodate two pedestrians, so passing pedestrians are required to move out on to the roadway to get past, creating a risk to themselves and passing traffic. The footpath is also frequently difficult to negotiate because of debris from small slips. There are also parts of the cutting for which the footpath is unusable because water seeping from the adjacent rock face creates a slippery surface.

The developers appear to have taken the least expensive option for configuring this section of the Rossaveel development. This has been at risk to public safety. Increased useage further increases that risk and it is our contention that the Council would be very ill-advised to be seen promoting this type of development, as it could well find itself assuming liability for the consequences arising from an inadequate approach.

Decision sought: Council decline the proposed change.

Specific Issues with the Plan Associated with the Walsh/WCC Agreement (Including Parking Bays)

13 Lloyd Pallesen & Catherine Dillon – 80 Bing Lucas Drive, Tawa

Submission relates to: Plan change provisions relating to the proposed connector road.

The submission seeks a number of results including:

- € *We be urgently consulted with regard to the proposed 2.5m wide parking bay at the south-western corner of our property (Lot 33, 80 Bing Lucas Drive) shown on TSE Group Plan Project 144/04 Drawing 34/3 part of Appendix 1 to Agreement dated 1 August 2002 between J & M Walsh & WCC.*

The reason for this is that this proposed parking bay (TSE Group Plan Project 144/04 Drawing 34/3 part of Appendix 1 to Agreement dated 1 August 2002 between J & M Walsh & WCC), is in the immediate proximity of our driveway. Having recently completed the construction of our new house we are anxious to construct a vehicle access as soon as possible. However, we do not wish to construct a vehicle kerb crossing only to have to undertake remedial works as a result of this construction of the proposed parking bay. We would also comment that the possible construction of a driveway in this location appear not to have been taken into consideration when the positioning of a parking bay was proposed in this location.

A further comment is provided in relation to parking bays:

“The proposed parking bays are somewhat perplexing, due to the rural residential nature of the area. All lots have ample off-street parking to accommodate residents and visitors vehicles.”

22 Edward Hawkins – 57 Bing Lucas Drive, Tawa

Submission relates to: A number of issues relating to the WCC/Walsh agreement and generally questioning the need for the parking bays shown in the TSE Plan.

- € *Proposed road alignment between the ROW (between Lots 33 & 29) and the intersection with Gladys Scot Place.*

Proposal 1: The kerb alignment to the south of the ROW should be moved back to be in alignment with the kerb to the north.

- € *Parking bays adjacent to Lots 14 & 29*

Proposal 2: That the road alignment adjacent to Lots 29 & 14 be moved to the east so that the curve leading to “the cutting” is reduced. The parking bays are eliminated from this area. the resulting costs of such a change should be little different. Moving the road alignment to the east where

parking is proposed would allow for a greater margin to be on the west side of the curve thereby improving safety. If an increase in speed is of concern due to the realignment then traffic calming measures similar to those that may be contemplated for Woodman drive should be implemented at the same time as other works are undertaken.

€ *Safety of Gladys Scott Intersection*

Realigning the road to the east, as an extension of proposal 2 above would improve visibility.

€ *Pathway width east side*

Consideration should be given to widening the pathway in the areas to be altered to a minimum width of 1.5m. Bing Lucas Drive is a recreational walking area with potential for increases in pedestrians when access to Mexted Reserve is improved with the extension of Bing Lucas through to Stage 4..

€ *Cutting Safety*

Both the carriageway and the footpath on this part of Bing Lucas Drive needs to be widened. We are aware of the concerns expressed by other residents regarding the way that it is proposed to be achieved. These should be taken into account before work is undertaken.

€ *Timing of the works to Bing Lucas Drive*

Proposal 3: That clear priorities be established for the sequence of the works to be undertaken relevant to all of the related works including the completion of “the cutting” as a key initiative.

It is recognized that the above comments are not directly in relation to the rezoning of the land subject to this application but they should be taken into account.

The issues raised are relevant for consideration because of the prior agreement (WCC/Walsh Agreement), which is directly related to the requirements to make the application. These documents have also been included in support of the proposal.

These comments are made based on the experience of having lived in Bing Lucas Drive for the past three and a half years and 23 years in woodman Drive.

The intention is that these comments are construction in improving the outcomes of any increased development in the future at the Woodman Drive end of Bing Lucas Drive.

The fact it is a through road is a reality now, even to the extent that Terralink International Limited have published maps with the road connection shown. ... Therefore the sooner that the roading is completed the better.

Decision sought: Council to commit to addressing concerns raised relating to changes documented affecting Bing Lucas Drive.

34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa
(& Mark & Jenny Tiffen)

Submission relates to a number of issues including:

Parking bays – Who are the parking bays for (Drawing 34/3). If required, then site them next to the dwellings that required them...

This drawing proposes that there are parking bays along the border of rural sections. How does this fit in with the Council's rural rating of Lots 34, 33, 29, 19 & 21. Where the lots are occupied, parking permission has already been granted (WCC consolidated Bylaw 1991, section 17).

The proposed parking bays will quickly become a nuisance acting as a magnet for late night revelers, rubbish and dumped cars. There is also a risk that the bank accompanying Lot 34 will be considered a playground and the erosion (already in evidence) will be further accelerated.

Decision sought:

- € No parking bays along rural sections.

Negative Visual Effects and Impact on Character and Value of Lifestyle Blocks
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5 Steve & Faith Forgeson – 9 Gladys Scott Place, Tawa

Oppose the change for a number of reasons including:

- € *The proposed development results in a negative visual impact and is out of character with that initially advertised and sold to existing landowners in the Gladys Scott/Bing Lucas area.*

The properties were sold to the current landowners on the basis of a subdivision containing a total of 56 households, each block being not less than 1 hectare. We purchased on the basis of lifestyle and the comfort this information provided. The Woodman Drive development was in fact separated from these blocks via a fence and seen as quite a separate subdivision. Since the developer has opened the tract of land (illegally) between Woodman Drive and Bing Lucas Drive, the lifestyle residents have seen an increase in crime and in litter deposited along Bing Lucas Drive.

These factors adversely affect the property values of the lifestyle blocks and have a substantial adverse effect on the character of the surrounding area.

Decision sought: Council decline the proposed change.

11 Phillipa & Darryn Shilling – 134 Woodman Drive, Tawa

Submission relates to: Alterations to Volumes 1 & 3 of the District Plan.

Oppose the rezoning of the shaded area from Rural to Outer Residential because:

€ If 70 houses were built we would lose out rural outlook and would have less privacy in our backyard.

Decision sought: Connection of the road between Woodman Drive and Bing Lucas Drive. But seeks that the zoning of the shaded area is kept as is i.e. Rural.

13 Lloyd Pallesen & Catherine Dillon – 80 Bing Lucas Drive, Tawa

Submission relates to: Plan change provisions relating to the proposed connector road.

This submission included the following comment:

“Widening the road will also detract from the rural nature of the area, and impact negatively on amenity values. The area with it’s wide grass verges is currently popular with families, i.e. budding cyclists, walkers, horse riders etc. This appeal will be greatly diminished by the current proposals.”

15 David & Linda Darroch – 32 Mahoe St, Tawa

Submission relates to: Proposed connector road.

Supports the proposed changed for a number of reasons including:

€ It will mean more traffic past the lifestyle properties on Bing Lucas Drive... This was a risk they took.

€ It will mean some of the rural blocks on Bing Lucas Drive will now have urban properties close by and they will lose their rural outlook. I do not believe they can expect that amount of control of the environment... It is just a case of risk and logical expectations.

€ *It will create a through route along Woodman Drive, which might have adverse effects on these properties from through traffic. I cannot see why they would not have expected this when they moved there, although proximity of their houses to their road frontages suggests that they didn't see increased traffic flow a risk.*

Decision sought: the council to change the District Plan so that:

- € Bing Lucas Drive and Woodman Drive are joined.
- € 66 more sections are created.
- € Bing Lucas Drive is widened.

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change.

Items 8.3 – Close Views from the North – Our views will change from a rural outlook to that of suburban. We purchased the existing property on the plan authorised by WCC at that time, which afforded us a future development onto lifestyle blocks. The proposed alteration to the plan would down grade severely that outlook to one of a more dense suburban nature. Had this been known to us at the time of purchase we may well have not elected to continue with the purchase.

Decision sought: To allow the plan to remain as rural.

34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa (& Mark & Jenny Tiffen)

Submission relates to a number of issues including:

“Tree planting – What trees will be allowed in the extension? What changes will be made to the sections which border/can see the new diversion? Will faster growing non-native trees now be permissible by the Council?”

The resource consent requirements for the adjoining sections were quite specific and comprehensive in terms of what was allowed.”

The following comments are made in relation to whether the development can be accommodated without compromising the character of the wider landscape.

“ What controls will the Council exercise to ensure that it is in keeping with the wider landscape?”

What does Council consider is the wider landscape? Spanish style haciendas and bright green exteriors?

What is the height restriction placed on the dwellings? How will the wider landscape be preserved?

Plan Change Breaks Existing Covenants and is Inequitable for Existing Lifestyle Block Owners

5 Steve & Faith Forgeson – 9 Gladys Scott Place, Tawa

Oppose the change for a number of reasons including:

- € *The proposed development breaks the covenants imposed on all land owners concerning use of the land.*
- € *If the proposed development goes ahead, it creates an inequitable situation for existing lifestyle block landowners.*

“The proposed development site is zoned Rural and as such is focused on restricting development in order to protect the physical land resource and maintain and enhance the character of the rural area. Council has vigorously enforced its protection of the land resource through restriction on height, colour, materials and its insistence on landscaping and site location that are compatible with the landscape.

Past Environment Court decisions have resulted in covenants requiring a minimum lot size of 1 hectare. This covenant also applies to the proposed development as it is within the boundaries of the original Rossaveel subdivision. The covenant also implies that unless all subdivision landowners consent to a change in that position the status quo will remain. As interested parties, we would object to a reduction in lot size via the development proposal.

Given the previous confirmation of the rural zoning and lot size through the District Plan, a resource consent for residential development would be a significant departure from District Plan provisions - likely to result in challenges via the Environment Court.”

“The proposed development sees the developer as the only party able to subdivide land in the Rossaveel development area. The existing landowners should also be given the same opportunity.”

Decision sought: Council decline the proposed change.

Subdivision Design

20 Russell Cryer - 11 Lupin Terrace, Tawa

Submission relates to: Provision of walkway/cycleway.

“My thought is that some consideration needs to be given to the provision of a pedestrian and cycle accessway linking the new subdivision with the current motorway underpass (adjacent to Tawa College/Tawa Intermediate School).

An unofficial walking track currently exists from the motorway underpass across the college grounds (top fields) and up through gorse to emerge in Woodman Drive at about No. 100. However, a new dwelling is in course of being created at this point thus making the route unavailable and leaving users to take the longer (and steeper) journey via Allen Terrace, Lupin Terrace and Spicers Place to join Woodman Drive beside house No. 52.

My suggestion is that consideration be given to developing a walkway/cycleway linking the reserve in Pikitanga Place with the motorway underpass. There appears to be ample unutilised land adjacent to SH1 to fence off a right-of-way and construct an illuminated path. This should encourage school pupils and adults to walk both for the good of their health (in suitable weather) and to lessen the number of vehicles using streets in residential areas. Such a route would have a much gentler gradient than walking or cycling to the subdivision up through the cutting in Bing Lucas Drive.”

Decision sought: That the issue of a pedestrian/cycle link be considered by Council and not overlooked.

25 Greater Wellington – The Regional Council

PO Box 11-646
Wellington

Attention: Tami Woods

Submission relates to: The proposed zone change.

Greater Wellington has considered the proposed plan change in relation to the Northern Growth Management Framework and the themes of accessibility, liveability, connectivity and sustainability addressed in the framework.

In relation to connectivity and accessibility, Greater Wellington states that:

“Greater Wellington supports indicative Design 1 contained in the proposed Plan Change and the resulting change to the Planning Maps and Policy 4.2.9.2 of the Residential Area Rules....

Greater Wellington also notes that the resulting subdivision design needs to ensure appropriate pedestrian access. Greater Wellington would like to see Indicative Design 1, when formally developed at the subdivision stage, include good pedestrian access, connecting the cul de sacs to the main road and reserve area.”

Decision sought: That if approximately 8 hectares of land at the southern end of Woodman drive is rezoned from “Rural” to “Outer Residential”, additional specific plan provisions be included, as part of Private Plan Change 31, to:

- € Ensure appropriate assessment is given to pedestrian access to connect the cul de sacs to the main road and reserve areas.

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change.

- € *Item 2 – it is not appropriate that the layouts of allotments and roading not form part of this plan change process, as this may have a bearing on people’s attitudes towards the proposal.*
- € *Item 7.2 – A right of way off Kilkelly Close will not enhance the area, but will only look as “add on” and will detract from what is a local existing closed road. It is my belief that if the ROW went ahead, this in turn would cause parking issues on Kilkelly close as persons will not be able to park along the ROW due to the width. With respect to vest an area of reserve in Council, linking to existing reserve – The existing area is under-utilised by the neighbourhood, it is not kept mowed often enough and poorly laid out. Gorse covered area, unsuitable for any activity. There is a need for a play area to be provided to cater for families with young children – not necessarily on Pikitanga Close reserve, as this is not the most practical position.*
- € *Item 7.4 - Reserve Areas - It is disappointing to see that as an area is not suitable for building purposes, it is given up as “reserve”. This only increases the amount of unused, unlooked after and unsightly area. This will not enhance the area. What is required is to have little reserves positioned strategically around to ensure persons can benefit from walking around the subdivision. We only need to look at Churton Park or Whitby to see how they have looked ahead when developments took place, and see how they have been able to make the area user friendly.*
- € *Item 7.7 – Roading and vehicle access – not in favour of a ROW at the top of Kilkelly Close. The road should either be extended by the full width of the existing road or disregarded totally.*

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Decision sought: To uphold the plan change as proposed and allow the plan to remain as rural.

36 Campbell & Kim Black – 14 Kilkelly Close, Tawa

Submission relates to: Proposed change of zone and layout of plan.

Opposes the change of zoning and the proposed indicative design of the subdivision.

“... More smaller parks and reserves are required. Current park proposed is useless in terms of access and usability. More Walkways and cycle ways are requested.”

Decision sought: If the subdivision is approved it should include a park that is better located i.e. closer to houses in the eastern side of the area e.g. Kilkelly Close. To encourage community integration a walkway/cycle way should be developed connecting the proposed Kilkelly Close ROW and Bing Lucas Drive and Woodman Drive.

Impact on Greenacres School

11 Phillipa & Darryn Shilling – 134 Woodman Drive, Tawa

Submission relates to: Alterations to Volumes 1 & 3 of the District Plan.

Oppose the rezoning of the shaded area from Rural to Outer Residential because:

- € *The local infrastructure cannot handle the proposed 70 sections that are planned if a rezoning occurs.*
 - *Greenacres School would not be able to support the children from 70 more households.*

Decision sought: Connection of the road between Woodman Drive and Bing Lucas Drive. But seeks that the zoning of the shaded area is kept as is i.e. Rural.

Impact on Tawa Commercial Centre

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change.

“This proposal will not assist the business of Tawa, as it will allow persons to access either Wellington/Johnsonville to the south more quickly or Porirua to the north.

Decision sought: To uphold the plan change as proposed and allow the plan to remain as rural.

Water Supply Issues

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change.

Item 7.5.3 – Water – I dispute the fact that there is sufficient water pressure to service the new development, as the water pressure for a number of existing residents is inadequate. This should be improved before adding further customers on.

Decision sought: To uphold the plan change as proposed and allow the plan to remain as rural.

25 Greater Wellington – The Regional Council

PO Box 11-646
Wellington

Attention: Tami Woods

Submission relates to: The proposed zone change.

Greater Wellington has considered the proposed plan change in relation to the Northern Growth Management Framework and the themes of accessibility, liveability, connectivity and sustainability addressed in the framework.

Greater Wellington notes that it:

“...owns, manages and operates a wholesale water main that travels across the top eastern corner of the site subject to the Private Plan Change (approximate

location: Lot 25 in Design 1). The water main must be adequately protected and kept operational at all times without any damage or reduced facility at the time of the subdivision. It must be covered with a minimum of 750mm soil cover. The final levels of all its manholes, surface openings, and valves, must be level with the ground surface where necessary. The scour valve waterway may also need to be piped. The proposed subdivision must comply with “The Water Group Standard Clearances to Wholesale Water Supply Mains, 5 July 2000.”

Decision sought: That if approximately 8 hectares of land at the southern end of Woodman drive is rezoned from “Rural” to “Outer Residential”:

Additional specific plan provisions be included, as part of Private Plan Change 31, to:

- € Ensure the wholesale water main owned by Greater Wellington is managed, at the time of the subdivision, in accordance with the specifications stated above.

Stormwater Detention – Implication of Further Urban Development

25 Greater Wellington – The Regional Council
PO Box 11-646
Wellington

Attention: Tami Woods

Submission relates to: The proposed zone change.

In relation to stormwater management, Greater Wellington notes that:

“The site of the proposed Private Plan Change drains into a relatively deep gully area (identified as proposed reserve area in both Designs 1 & 2), which in turn drains via a culvert under the Motorway through to the Porirua Stream. The gully was recognized in the 1997 study of the Porirua Stream flood hazard as providing some upper tributary detention, while the water course below the Motorway (to the Porirua Stream) has been a problem flooding area for this tributary.

Greater Wellington understands that more recently Wellington City Council commissioned a specific study of possible flood mitigation measures for this tributary stream and that the outcome was to further throttle the outlet from the gully area, so that the flows in the problem area below the Motorway became more manageable. Greater Wellington understands there now is a permanent structure that reduces the Motorway culvert inlet from 600mm diameter to 225mm diameter resulting in the detention pond area (within the reserve area shown on Designs 1 & 2) being more significant. More intensive residential development, as proposed in Private Plan Change 31, will further increase the volume of stormwater to be detained within the ponding area.

Greater Wellington understands that the detention area is considered to be adequate for the increased run-off which result from more intensive residential development as a result of the Proposed Plan Change. It is however appropriate that this is a confirmed fact before the zoning of the land is changed, as it could otherwise complicate the future subdivision consent process.”

Decision sought: That if approximately 8 hectares of land at the southern end of Woodman drive is rezoned from “Rural” to “Outer Residential”:

- € Stormwater detention can be proven to be accommodated within the proposed reserve area shown in indicative Designs 1 & 2; and

Additional specific plan provisions be included, as part of Private Plan Change 31, to:

- € Ensure that the detention area (assuming adequate) is identified and formalized in an appropriate manner through the proposed change.

Stream Water Quality – Implication of Earthworks

25 Greater Wellington – The Regional Council
PO Box 11-646
Wellington

Attention: Tami Woods

Submission relates to: The proposed zone change.

Greater Wellington has considered the proposed plan change in relation to the Northern Growth Management Framework and the themes of accessibility, liveability, connectivity and sustainability addressed in the framework.

In relation to stream water quality, Greater Wellington states that:

“In addition to stormwater management to control the volume of stormwater runoff, Greater Wellington has concerns about water quality and stream ecology impacts on the Porirua Stream catchment from more intensive development. Greater Wellington considers that the theme of sustainability advocated in the Northern Growth Management Framework should be appropriately reflected as part of the proposed Plan change. This should be achieved by ensuring specific plan provisions are adopted to ensure earthworks are minimized and stormwater is treated to reduce the quantities of sediment and other pollutants entering the Porirua Stream.”

Decision sought: That if approximately 8 hectares of land at the southern end of Woodman drive is rezoned from “Rural” to “Outer Residential”:

Additional specific plan provisions be included, as part of Private Plan Change 31, to:

- € Ensure earthworks are minimized at the time of the subdivision and treatment of stormwater is undertaken to reduce the quality of sediment and other pollutants entering the Porirua Stream system.

Inappropriateness of Proposed Outer Residential Zone

35 Chris & Carolyn Hansen – 3 Kilkelly Close, Tawa

Submission relates to the entire plan change.

Oppose outright the proposed change for a number of reasons including:

- € *The proposed Outer Residential Zone is inappropriate as it allows for a resulting subdivision that will create a large number of lots (66-70) on a relatively small land area without minimising the adverse effects on community facilities (there is no local shop east of the motorway or bus services etc), existing neighbourhoods, and providing a buffer between the existing Outer Residential Zone and the Special Rural Zone that has been subdivided into 1 ha lots.*
- € *The proposed link road between Woodman Drive and Bing Lucas Drive is zoned Outer Residential with an indicative marking “Proposed extension to Woodman Drive” which is inappropriate as it should be marked and coloured on the planning maps as “road” to provide certainty and ensure that should the property be sold to another developer the link road is provided and the land cannot be used as residential, which proposed Plan Change 31 currently provides for.*

Decision sought: Decline of the proposed plan change outright or, if Council decides to approve the plan change:

- € Introduce a new special zone that restricts the lot size or number of lots of any future subdivision in order to provide a buffer between Outer Residential & Special Rural and to minimise the adverse effect of the additional residential area on community facilities (need to zone for some community facilities) and the existing amenity values and quality of the environment of the neighbourhood, and
- € Specifically zone the proposed link road between Woodman Drive and Bing Lucas Drive as “road”.

Inadequacies Relating to Resource Management Act Provisions

35 Chris & Carolyn Hansen – 3 Kilkelly Close, Tawa

Submission relates to the entire plan change.

Oppose outright the proposed change for a number of reasons including:

- € *Proposed Plan Change 31 is contrary to the purposes and principles of the RMA as it does not promote the sustainable management of natural and physical resources in a way which enables people and communities to provide for their social and economic well-being while avoiding, remedying or mitigating any adverse effects on the environment (as defined under the RMA).*
- € *Proposed Plan Change 31 is contrary to section 7(c) & (f) of the RMA as it will have adverse effect on the amenity values and quality of the environment of adjoining areas.*
- € *The Assessment of Environmental Effects is inadequate as it has not fulfilled the requirements of Cl 2(a) of the Fourth Schedule in relation to any (adverse) effect on the neighbourhood and the wider community including socio-economic effects in that the effects on community facilities has not been addressed.*
- € *The Section 32 is inadequate in that all alternatives have not been identified or assessed, and in particular, that consideration has only been given to adopting the Outer Residential Zone and not a specific zone that would restrict subdivisions to a larger lot sizes, and fewer lots, in order to minimise the adverse effects on the surrounding neighbourhood.*

Decision sought: Decline of the proposed plan change outright or, if Council decides to approve the plan change:

- € Introduce a new special zone that restricts the lot size or number of lots of any future subdivision in order to provide a buffer between Outer Residential & Special Rural and to minimise the adverse effect of the additional residential area on community facilities (need to zone for some community facilities) and the existing amenity values and quality of the environment of the neighbourhood, and
- € Specifically zone the proposed link road between Woodman Drive and Bing Lucas Drive as “road”.
- #

Potential for Damage to Individual Properties

5 Steve & Faith Forgeson – 9 Gladys Scott Place, Tawa

Oppose the change for a number of reasons including:

€ *Threat the proposed development represents to the stability of our own property (9 Gladys Scott Place - Lot 2 DP 87373).*

The proposed development represents a very real threat to the stability of our property... This property lies on the western side of Bing Lucas Drive, through the section of roadway known as “the cutting”. The proposed development calls for the cutting to be widened to accommodate increased traffic volumes and to render the road safe for that increased volume and for pedestrian and bicycle traffic.

The impact of the proposed change sees the existing cuttings extended to commence at or on the boundary line to our property at chainage heights 250m and 400m. The existing cutting is unstable and there has been major slippage to the western side within the last 6 months. Moving the cutting to commence at the boundary line of our property increases the risk that further slippage will cause erosion to our property.

The proposed development there represents an unacceptable risk to not only our established infrastructure along the property boundary line and to any livestock contained within our property boundaries but also and more importantly the property value of Lot 2.

Decision sought: That Council decline the proposed change. A guarantee is also sought from Council that it accepts full liability for any slippage or erosion along the cutting and that repairs to their land will be undertaken promptly (within 30 days) at Council's cost. Furthermore, it is also sought that landowners are absolved of any liability resulting from such slippage.

32 William and Susan Bilton – 21 Gladys Scott Place, Tawa

Submission relates to: All of the proposed change.

“...As part of my section also borders Bing Lucas Drive, I am also concerned what effects widening the road may have as it seems any such widening will be on our side of the street.”

**34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa
(& Mark & Jenny Tiffen)**

Submission relates to a number of issues including possible damage to their property.

Decision sought:

- € Assurance that any damage to the concrete pad (insisted on by WCC) outside 90 Bing Lucas Drive which is caused by the Council or its contractors will be made good by the Council.

Other Issues

31 Brian & Christine Nelson – 12 Kilkelly Close, Tawa

Submission relates to: A number of detailed provisions of the proposed plan change including:

“Items 3.5 – Concerned that about approval of previous earthworks outside the scope of the resource consent or district plan change process.”

And

“The recent resealing work of a portion of Woodman Drive & Kilkelly Close is a disappointment – missed an area outside my driveway and this has not been rectified. Depressions in road surface are reappearing only weeks after the resealing – will not stand up to increased traffic facilitated by the plan change.”

34 Christine & John Murphy – 90 Bing Lucas Drive, Tawa (& Mark & Jenny Tiffen)

Their submissions raises privacy issues about inclusion in the plan change documentation of the attendance register and indicated preferences from one of the public meetings held to discuss the plan change.