

Submitter Name	Sub No / Point No	Sub-part / Chapter / Provision	Position	Summary of Submission	Decisions Requested	Officers Recommendation	Changes to PDP?
Edwin Crampton	21.2	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers that Greyfriars Crescent is the most logical connection point to make, as it was designed to provide for such a connection when the Redwood block was subdivided in the 1970's. As the development of Churton Park has proceeded, it is expected by the Churton Park community that Upper Stebbings has a road connection to Tawa.	Seeks that a road connection be provided to join Upper Stebbings with Greyfriars Crescent, Tawa.	Reject	No
Rod Halliday	25.57	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers that the planned intersection designed to link Glenside West Development Area and Westchester Drive has already been designed and approved by the Council as part of the resource consent for the Reedy Stage 2 subdivision (WCC SR No. 416389). A multi-modal safety audit to assess the safety of the intersection is therefore not required and should be removed from the provision. The second point in DEV-APP-R5.2 is unnecessary.	Seeks that DEV3-APP-R5 (Roads) be amended to not require a multi-modal safety audit be carried out.	Reject	No
Glenside Progressive Association (GPA)	FS4.4	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	We submit that the development of the intersection and Te Kahu Road should be brought forward and built now. Completing the Te Kahu link road to Westchester Drive is necessary to reduce circuitous route through Churton Park. The intersection and related road is necessary now, to reduce emissions, reduce wear and tear on roads and to prevent traffic conflicts and near misses at Melksham-Westchester drive intersection.	Disallow / Seeks that it a requirement to construct the Te Kahu link road and intersection in readiness for any further development.	Reject	No
Heidi Snelson	FS24.11	Part 4 / Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	Submitter looks to not undertake multi-modal safety audit as required with necessary points within DEV-APP-R5.2 being disregarded/deleted/not required to be upheld. The submitter is currently in the process of requesting additional housing density changes, road position changes and dwelling sites changes outside of MDR areas within the Glenside West Development Area. This will mean more road use at this proposed intersection rather than less, requiring an audit and amended/enhanced safety requirements. The proposed intersection is between one blind corner and another with restricted sight lines and heavy use of both commuters and earth moving trucks. Any development of this area will see increased use by the latter for a considerable period of time.	Disallow / Seeks that submission be disallowed to retain the requirement for a multi-modal safety audit in accordance with DEV3-APP-R5.2 given the increasing use of this roading infrastructure.	Accept	No
Rod Halliday	25.58	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers that the planned intersection designed to link Glenside West Development Area and Westchester Drive has already been designed and approved by the Council as part of the resource consent for the Reedy Stage 2 subdivision (WCC SR No. 416389). A reference to this construction plan (BECA 3321886-S3-C-0023) should be added in the provision.	Seeks that the first point in DEV3-APP-R5 (Roads) be amended to include a reference to the intersection's approved construction plan (BECA 3321886-S3-C-0023).	Reject	No
Glenside Progressive Association (GPA)	FS4.5	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	Submits that the development of the intersection and Te Kahu Road should be brought forward and built now. Completing the Te Kahu link road to Westchester Drive is necessary to reduce circuitous route through Churton Park. The intersection and related road is necessary now, to reduce emissions, reduce wear and tear on roads and to prevent traffic conflicts and near misses at Melksham-Westchester drive intersection.	Disallow / Seeks that it a requirement to construct the Te Kahu link road and intersection in readiness for any further development.	Reject	No
Heidi Snelson	FS24.12	Part 4 / Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	The submitter is currently in the process of requesting additional housing density changes, road position changes and dwelling sites changes outside of MDR areas within the Glenside West Development Area. This will mean more road use at this proposed intersection rather than less, requiring an audit and amended/enhanced safety requirements. The proposed intersection is between one blind corner and another with restricted sight lines and heavy use of both commuters and earth moving trucks. Any development of this area will see increased use by the latter for a considerable period of time.	Disallow	Accept	No
Rod Halliday	25.59	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers that the planned intersection designed to link Glenside West Development Area and Westchester Drive has already been designed and approved by the Council as part of the resource consent for the Reedy Stage 2 subdivision (WCC SR No. 416389). Considers that the second point in DEV-APP-R5.2 is unnecessary.	Seeks that the second point in DEV3-APP-R5 (Roads) be deleted.	Reject	No
Glenside Progressive Association (GPA)	FS4.6	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	Submits that the development of the intersection and Te Kahu Road should be brought forward and built now. Completing the Te Kahu link road to Westchester Drive is necessary to reduce circuitous route through Churton Park. The intersection and related road is necessary now, to reduce emissions, reduce wear and tear on roads and to prevent traffic conflicts and near misses at Melksham-Westchester drive intersection.	Disallow / Seeks that it a requirement to construct the Te Kahu link road and intersection in readiness for any further development.	Reject	No

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Heidi Snelson	FS24.13	Part 4 / Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Oppose	<p>The submitter is currently in the process of requesting additional housing density changes, road position changes and dwelling sites changes outside of MDR areas within the Glenside West Development Area.</p> <p>This will mean more road use at this proposed intersection rather than less, requiring an audit and amended/enhanced safety requirements. The proposed intersection is between one blind corner and another with restricted sight lines and heavy use of both commuters and earth moving trucks. Any development of this area will see increased use by the latter for a considerable period of time.</p>	Disallow	Accept	No
John L Morrison	28.4	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	<p>Considers that DEV3-APP-R2 does not include an acceptable road connection between Tawa and Upper Stebbings. A local road should be constructed to connect Melksham Drive or Rochdale Drive in Upper Stebbings to Greyfriars Crescent in Tawa, requiring consequential modifications to the DEV3 Chapter.</p> <p>Adding this road connection would facilitate a compact urban form, which is a WCC objective.</p> <p>[refer to original submission for full reason]</p>	<p>Amend APP13, DEV3-APP-R2 (Roads) as follows:</p> <p>1. A collector road shall be constructed which connects Melksham Drive and Rochdale Drive to form a loop through Upper Stebbings. A local road shall be constructed to connect Melksham Drive/ Rochdale Drive in Upper Stebbings Valley to Greyfriars Crescent Tawa.</p>	Reject	No
Colin Roy Miller	34.1	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	<p>Considers that the current Development Plan for Upper Stebbings and Glenside West does not provide an acceptable road link between Upper Stebbings Valley and Tawa.</p> <p>There is a clear need for more than one access road in and out of the Upper Stebbings Valley development primarily to cope with traffic heading directly north to Tawa, Linden, Keneperu and Porirua.</p> <p>Considers that in the absence of a community centre at Stebbings Valley, displaced residents must rely on emergency services at either Johnsonville or Tawa.</p> <p>Considers that the Greyfriars link road is the logical northern access route during or after an emergency because of its proximity to Tawa. The Greyfriars link road would not be impacted in adverse circumstances due to its elevation and is also unlikely to be congested.</p> <p>In a worst-case scenario of the overhead Cook Strait DC towers and cables that cross the Stebbings Valley development, access via a connector road to Tawa would be especially valuable.</p>	<p>Amend DEV3-APP-R2 (Roads) as follows:</p> <p>1. A collector road shall be constructed which connects Melksham Drive and Rochdale Drive to form a loop through Upper Stebbings.</p> <p>2. A local road shall be constructed to connect the Upper Stebbings loop road to Greyfriars Crescent, Tawa</p>	Reject	No
Richard H. Taylor	35.4	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	<p>Considers that DEV3-APP-R2 does not include an acceptable provision for a road connection between Tawa and Upper Stebbings. A local road should be constructed to connect Melksham Drive or Rochdale Drive in Upper Stebbings to Greyfriars Crescent in Tawa. Reasons for adding this road connection are:</p> <p>This road connection would facilitate a compact urban form, which is a WCC objective.</p> <p>A. This is a prime opportunity to increase the resilience of the whole city. The proposed connection will clearly assist in achieving this.</p> <p>B. To help achieve the Council's objective of a compact urban form a connection between Tawa and this new development in Churton Park is necessary. If not undertaken, the development becomes an isolated group of residences.</p> <p>C. The PDP states that the development area has easy access to SH1, the NIMT railway as well as town centres and facilities available in Tawa and Johnsonville. This is a very misleading assertion. Only if there is a connection road via Greyfriars Crescent to Tawa will the railway and Tawa town centre access be available as stated in the PDP.</p> <p>[refer to original submission for full reason]</p>	Amend DEV3-APP13 (Upper Stebbings and Glenside West Development Area) to include a provision for a road to connect Melksham Road in Upper Stebbings with Greyfriars Crescent in Tawa.	Reject	No

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Brian Sheppard	169.5	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	<p>Considers that a connection between Upper Stebbings and Tawa would be of benefit to the adjacent communities as well as the whole Wellington Region. A road connection is required to achieve the WCC objective of compact urban form and for the Development Area to have easy access to SH1, the NIMT railway as well as the town centres and facilities at Tawa and Johnsonville. Tawa and Stebbings Valley are only about 200m apart but, without connection, the separation becomes several kilometres. In addition, the transmission lines exclusion separates Upper Stebbings from Churton Park, creating an isolated island community. Churton Park is unusual amongst the northern suburbs, in having no direct public transport access to the north. A road connection would enable a new bus route to be created that would provide a much-needed bus service from Johnsonville to Porirua which would serve Churton Park and the western side of Tawa.</p> <p>The north end of Stebbings Valley is a long way from the facilities in Johnsonville. A connection to Tawa would bring services much closer and provide a much needed boost to Tawa businesses and organisations.</p> <p>This connection would provide a resilient alternative route for people leaving the City for their homes further north.</p> <p>It has been suggested that, with a connection such this, vehicles bound for the motorway would add to traffic congestion in Tawa. Commuters from Upper Stebbings are more likely, however, to access the motorway from the closer junction at Churton Park. During the day, it is more likely that vehicles using the connection will primarily be heading to and from facilities in Tawa.</p> <p>[Refer to original submission for full reasons].</p>	Seeks that a road connection is provided to join Upper Stebbings and Tawa.	Reject	No
Wellington City Council	266.174	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers amendments necessary to provide clarification, cross reference and better connection between the Development Plan maps and appendices.	<p>Amend DEV3-APP-R1.5 as follows:</p> <p>The neighbourhood parks required by DEV3-APP-R1.e must be constructed and accessible for public use at the time the 100th dwelling within the relevant neighbourhood park catchment area, shown on the Development Plan maps as catchment areas A to C, is constructed.</p>	Accept	Yes
Wellington City Council	266.175	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers amendments necessary to provide clarification, cross reference and better connection between the Development Plan maps and appendices.	<p>Amend DEV3-APP-R4.3 as follows:</p> <p>The Neighbourhood Park required by DEV3-APP-R4.a₁ must be constructed and accessible for public use at the time the 50th dwelling is constructed within catchment area D shown on the Development Plan map.</p>	Accept	Yes
Claire Nolan, James Fraser, Biddy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir	275.47	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Support	[No specific reason given beyond decision requested - refer back to original submission]	Retain Appendix 13 Upper Stebbings and Glenside West Development Area as notified.	Accept in part	No
Transpower New Zealand Limited	315.196	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Support	Considers existing transmission lines traverse the northern part of the Upper Stebbings and Glenside West Development Area, over areas zoned "Unbuilt areas" (noting the Development Area layer obscures the transmission lines). Transpower supports the recognition of the existing National Grid assets within clause b.	Retain DEV3-APP-R1 (Open Spaces) as notified.	Accept	No
Richard Herbert	360.8	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Support in part	Supports APP13, as it is directed towards providing for development of the greenfield development area, safeguarding natural resources and green spaces and recognising that this area also adjoins the Outer Green Belt, with areas within the Ridge Lines and Hilltops Overlay zone of the existing District Plan.	Retain APP-13 - Upper Stebbings and Glenside West Development Area with amendment.	Accept in part	No
Richard Herbert	360.9	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Amend	Considers that the Appendix for the Upper Stebbings and Glenside West Development Area should retain the areas designated within the Ridge Lines and Hilltops Overlay zone of the existing District Plan.	Seeks that the areas designated within the Ridge Lines and Hilltops Overlay zone be retained in APP-13 - Upper Stebbings and Glenside West Development Area.	Accept in part	Yes
Glenside Progressive Association Inc	374.10	Appendices Subpart / Appendices / APP13 Upper Stebbings and Glenside West Development Area	Support	DEV3-APP-R5 is supported. It is agreed that an intersection connecting a road from the Development Area to Westchester Drive must be constructed prior to the construction of any dwellings in the Glenside West Development Area. It is noted that the developer used Te Kahu road (The link from the Reedy block to Westchester Drive) for earthworks on the Reedy block and has still not opened this road for public access, despite being required to as part of the Reedy development.	Retain DEV3-APP-R5 (Roads) as notified.	Accept	No