



KOMITI AROTAKE MAHERE Ā-ROHE DISTRICT PLAN REVIEW COMMITTEE

26 June 2024

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Thursday 4 July 2024 commencing at 2:00 pm

The meeting will be livestreamed on Council's YouTube page.

Membership

	Cr B Dyer (Chair)
	Cr S Edwards (Deputy Chair)
Mayor C Barry	Cr J Briggs
Deputy Mayor T Lewis	Cr A Mitchell
Cr K Morgan	Cr N Shaw
Richard Te One, Mana Whenua Representative (Te Āti Awa, Taranaki)	

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing DemocraticServicesTeam@huttcity.govt.nz or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY

KOMITI AROTAKE MAHERE Ā-ROHE | DISTRICT PLAN REVIEW COMMITTEE

Chair:	Cr Brady Dyer
Deputy Chair:	Cr Simon Edwards
Membership:	<p>Mayor Campbell Barry Cr Josh Briggs Deputy Mayor Tui Lewis Cr Andy Mitchell Cr Karen Morgan Cr Naomi Shaw Richard Te One, Mana Whenua Representative (Te Āti Awa, Taranaki) <i>Up to two representatives nominated by Iwi and appointed by Council</i></p> <p>Note: Elected members should hold current certification under the Making Good Decisions Training Assessment and Certification Programme for RMA Decision-Makers. The Chair should in addition hold Chair certification</p> <p>Standing Order 31 outlining the provisions of Mana Whenua do not apply to this committee and Iwi appointees will have full voting rights as members of the Committee under Standing Orders</p>
Quorum:	Half of the members
Meeting Cycle	Meets on an eight-weekly basis or at the requisition of the Chair
Reports to:	Council

AREAS OF FOCUS:

- Undertake a full review of the District Plan and development of a Proposed District Plan
- Urban design and spatial planning
- Resource Management Act reform
- Mana Whenua partnership

MANA WHENUA MEMBERSHIP:

Mana Whenua membership will facilitate a collaborative approach to the District Plan review, and other District Plan matters that arise to ensure that appropriate relationships

and processes are facilitated to:

- enable genuine partnership between Iwi and Hutt City Council at a governance level;
- promote shared decision-making in city planning; and
- ensure the perspectives and aspirations of iwi are effectively integrated into the District Plan Review.

Members are committed to ensuring Te Awa Kairangi ki Tai is able to develop in a prosperous manner, while also actively protecting significant natural, cultural, spiritual and built assets.

Members recognise the autonomy and right of Mana Whenua to exercise their respective authority in order to meet their responsibilities to their people.

SHARED VALUES:

- Whanaungatanga – building a strong partnership with an inter-generational view of the sustainable prosperity and wellbeing of Te Awa Kairangi ki Tai.
- Manaakitanga – placing the care of our whānau and community at the centre.
- Kaitiakitanga – caring for and protecting our environment.
- Whakapono – working together in good faith with honesty and transparency.
- Kotahitanga – working together with Mana Whenua and the wider community to achieve agreed outcomes.

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DISTRICT PLAN DELEGATIONS:

Undertake a full review of the City of Lower Hutt District Plan, including establishing a District Plan work programme and monitoring its implementation.

- Consideration of matters related to the preparation and ongoing monitoring of the City of Lower Hutt District Plan.
- Preparation of required Changes and Variations to the City of Lower Hutt District Plan for Council approval to call for submissions.
- Approval of the draft District Plan for consultation.
- Make recommendations to Council on the statutory notified proposed District Plan.
- Make recommendations to Council on private District Plan Change requests for Council to accept, adopt or reject.
- Approve Council submissions on Resource Management-related matters, as well as the ability to delegate this approval to the Chief Executive.
- The Chair of the committee, in conjunction with the Chief Executive, is authorised to appoint a District Plan Hearings Subcommittee of suitably qualified persons to conduct hearings on behalf of the committee.

GENERAL:

Any other matters delegated to the committee by Council in accordance with approved policies and bylaws.

NOTE:

Manatū mō te Taiao | Ministry for the Environment advocates that Councils offer specialist RMA training in areas of law that are difficult to grasp or where mistakes are commonly made. This is to complement the Good Decision Making RMA training that they run (which is an overview and basic summary of decision making, rather than an in-depth training in specific areas of the RMA). Therefore to facilitate this, the RMA training run for councillors that wish to become hearings commissioners is mandatory.

Reasons for the importance of the training:

1. Hearings commissioners are kept abreast of developments in the legislation.
2. Legal and technical errors that have been made previously are avoided (many of which have resulted in Environment Court action which is costly, time-consuming and often creates unrealistic expectations for the community).
3. The reputation of Council as good and fair decision-makers or judges (rather than legislators) is upheld.

HUTT CITY COUNCIL

KOMITI AROTAKE MAHERE Ā-ROHE
DISTRICT PLAN REVIEW COMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt on
Thursday 4 July 2024 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TŪTURU: TĒNEI AU

Tēnei au
 Tēnei au te hōkai nei o taku
 tapuwae Ko te hōkai nuku ko
 te hōkai rangi Ko te hōkai a tō
 tupuna a Tāne-nui-a- rangi
 Ka pikitia ai ki ngā rangi
 tūhāhā ki te Tihi-o-Manono
 Ka rokohina atu rā ko Io-
 Matua-Kore anake
 Ka tikina mai ngā kete o te
 wānanga Ko te kete-tuauri
 Ko te kete-tuatea Ko te kete-
 aronui
 Ka tiritiria ka poupoua
 Ka puta mai iho ko te ira
 tāngata Ki te wheiao ki te ao
 mārama
 Tihei-mauri ora!

This
 This is the journey of sacred footsteps
 Journeyed about the earth journeyed
 about the heavens
 The journey of the ancestral god
 Tānenuiarangi Who ascended into the
 heavens to Te Tihi-o- Manono
 Where he found Io, the parentless source
 From there he retrieved the baskets of
 knowledge Te kete-tuauri
 Te kete-tuatea Te kete-aronui
 These were distributed and implanted
 about the earth
 From which came human life Growing
 from dim light to full light
 There was life.

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

5. DISTRICT PLAN ZONING - 30 BENMORE CRESCENT, MANOR PARK

Report No. DPRC2024/3/165 by the Senior Policy Planner

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CHAIR'S RECOMMENDATION:

“That the recommendations contained in the report be endorsed.”

6. SPATIAL PLAN

Report No. DPRC2024/3/166 by the Head of Urban Development 28

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

7. UPDATE ON THREE WATERS AND NATURAL HAZARDS AND COASTAL HAZARDS CHAPTERS FOR THE PROPOSED DISTRICT PLAN.

Report No. DPRC2024/3/167 by the Head of Planning 110

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

8. INFORMATION ITEM

District Plan Review Committee Forward Programme 2024

Memorandum dated 30 May 2024 by the Democracy Advisor and Head of Planning 117

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the memorandum be endorsed."

9. QUESTIONS

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

10. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!	<i>Release us from the supreme sacredness of our tasks</i>
Unuhia!	<i>To be clear and free</i>
Unuhia i te uru-tapu-nui	<i>in heart, body and soul in our continuing journey</i>
Kia wātea, kia māmā	<i>Oh Rongo, raise these words up high</i>
Te ngākau, te tinana, te	<i>so that we be cleansed and be free,</i>
wairua i te ara takatū	<i>Yes indeed, we are free!</i>
Koia rā e Rongo	<i>Good and peaceful</i>
whakairihia ake ki runga	
Kia wātea, kia wātea!	
Ae rā, kua wātea!	
Hau, pai mārire.	

Judy Randall
DEMOCRACY ADVISOR

Report no: DPRC2024/3/165

District Plan Zoning - 30 Benmore Crescent, Manor Park

Purpose of Report

1. The purpose of this report is to:
 - a. Brief the Committee on progress on the Wellington Regional Leadership Committee's ongoing Industrial Land Study,
 - b. Brief the Committee on the unique resource management issues relating to a site at 30 Benmore Crescent, Manor Park,
 - c. Present a summary of feedback on the draft District Plan relating to the Benmore Crescent site, and
 - d. Present a recommended option for the Benmore Crescent site for the upcoming proposed District Plan.

Recommendations

That the Committee:

- (1) notes the content of this report; and
- (2) directs officers to prepare a General Industrial Zone chapter for the proposed District Plan as it relates to 30 Benmore Crescent, Manor Park, in accordance with recommended option 1 contained in the report, by:
 - (a) applying the General Industrial Zone to 30 Benmore Crescent, Manor Park;
 - (b) applying site-specific provisions for 30 Benmore Crescent to control high trip generator thresholds, design and layout of new buildings and work areas, landscaping and screening on boundaries, stormwater management, protection of the Dry Creek stream corridor, public access and protection of industrial development capacity through controlling subdivision; and
 - (c) other zone-wide changes discussed in the report in response to feedback on the draft District Plan.

For the reason that the proposed approach provides for the best use of the site considering its constraints and the development capacity needs of the city and region, while managing adverse effects.

Background – Industrial land supply

2. Council has an obligation under the Resource Management Act, National Policy Statement on Urban Development, and Regional Policy Statement to provide sufficient development capacity for business land to meet the city's expected needs. Council has committed to providing for this capacity through the regional Future Development Strategy. This obligation applies to finding adequate land for each business sector, not just as a whole.
3. There is very little vacant industrial land in the region at present. The developed capacity is generally tightly held and there is little availability. Commercial real estate agency CBRE's figures for Q1 2024 indicate industrial vacancy across the region is very low at 2.5%. Existing space is also gradually being lost, due to industrial conversions to other land uses (e.g. retail and residential) and the demolition of industrial buildings for RiverLink. Across the region, over half of existing industrial land is also affected by resilience issues such as natural hazard risk.
4. Council monitors the availability of business land through the periodic Housing and Business Development Capacity Assessment (HBA). The last such assessment was in 2023 and concluded that while most business sectors could meet their expansion needs through intensification, this is not the case for industrial businesses, and the region needs to provide 697 hectares of additional industrial land over the next 30 years. Currently there are 230 hectares of vacant industrial land in the region.
5. The HBA assigns business capacity to individual territorial authorities, with 156 hectares of this industrial land demand being in Lower Hutt. For a sense of scale this is around three-quarters the area of industrial land in Seaview/Gracefield/Moera. Of this demand, 52 hectares is expected to be needed in the next ten years. There are only 16 hectares of vacant industrial land in Lower Hutt.
6. While the HBA is conducted for Lower Hutt as well as at a regional level, there are no practical options to deliver the modelled 156 hectares of new industrial land within our boundaries. Industry operates in a regional market for development sites, and the long term trend is likely to be the drift of industry northward, chiefly to the Kāpiti Coast and Horowhenua, but to a lesser degree to Porirua and Upper Hutt, which have more practical greenfield development opportunities.
7. However, different areas in the region are not perfectly interchangeable. All businesses value location to some degree, and are more or less productive in different locations. For industry, key locational values are usually some combination of:
 - a. Proximity to customers, suppliers and other complementary businesses,
 - b. Proximity to employees,
 - c. Proximity to transport and other infrastructure, such as highways, railways, ports, airports, the three waters network, and high voltage electricity connections, and

- d. Locations with less constraint on their activities through needing to be sensitive to neighbours.
8. Industrial land also tends to need to be flat, and for many sectors needs to be capable of providing for large sites in the order of thousands or tens of thousands of square metres.
9. Feedback from industry and developers is that Lower Hutt remains a very desirable location for industrial growth due to proximity to customers and potential employees.
10. To provide further information on the region's industrial land needs and inform the next iteration of the Future Development Strategy (FDS), the Wellington Regional Leadership Committee is currently conducting a high-level assessment of options for greenfield and brownfield land in the region. Officers will be able to provide an oral update on progress at the meeting.

Background – The site at 30 Benmore Crescent

11. 30 Benmore Crescent, Manor Park, is a site of around 13.2 hectares bounded by State Highway 2, reserve land alongside the Hutt River, and the Wairarapa railway line corridor, as shown below:

Site Plan



Wider Location Plan

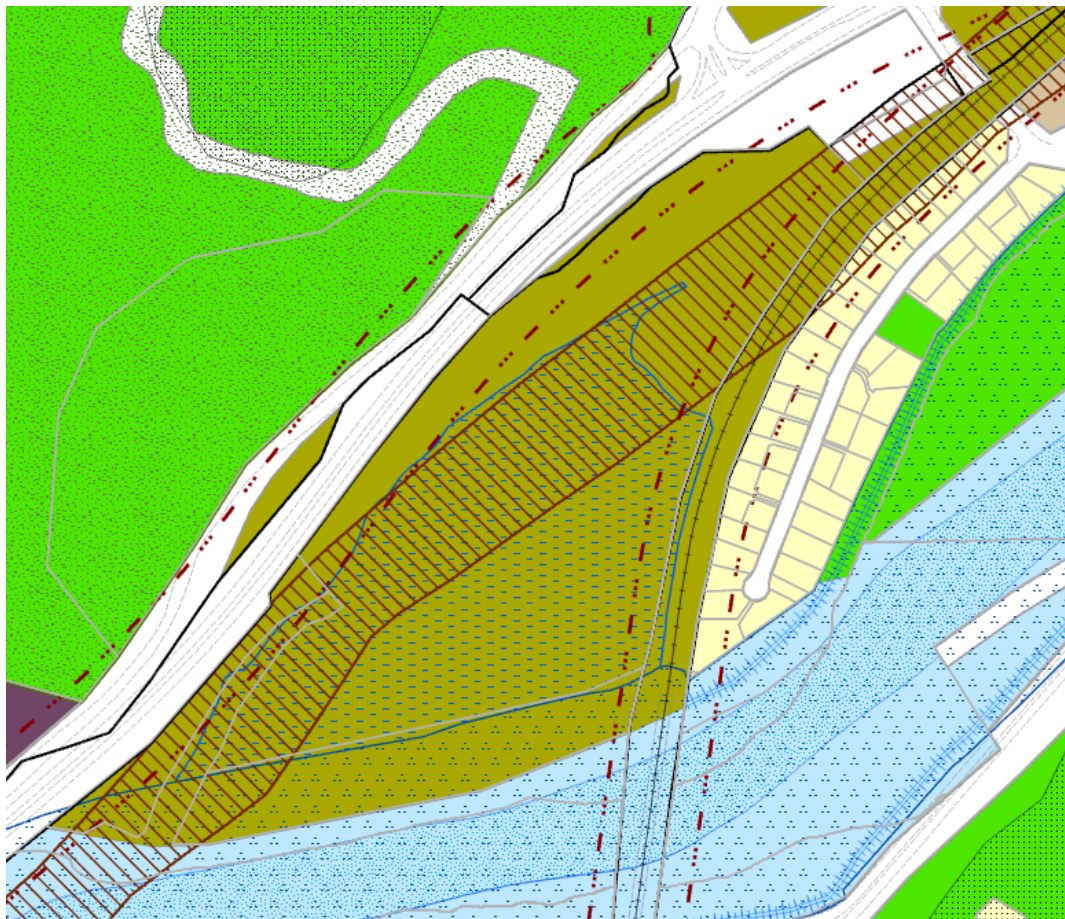
















Legend

1: Belmont Quarry	7: SH2/SH58 interchange	14: Hutt River / Te Awa Kairangi
2/58: State Highways	8: Manor Park railway station	15: Wairarapa Line rail bridge (no road or foot access)
3: Firth Industries (building supplies)	9: Homes	16: Uniplas NZ (manufacturing)
4: Belmont Regional Park (Dry Creek entrance and campsite)	10: Homes	17: Homes (High St, Taitā)
5: Dry Creek quarry and clean fill (temporarily closed)	11: Manor Park Private Hospital	18: GWRC reserve land
6: NZTA/Downer depot	12: Manor Park Golf Sanctuary	
	13: Homes (Mary Huse Grove)	

12. The Wellington Fault runs through the site. Due to the significant potential risk to people and property from the fault rupturing in a major earthquake, new buildings should not be built on or near the fault line.
13. The site historically was also vulnerable to river flooding from both Dry Creek, which runs through the site, and the Hutt River, and is not protected by stop banks.

14. The land has been heavily modified over the years. It was used in the distant past for agricultural purposes and as temporary housing, but in recent decades has seen only limited use. Over the years activities have included use as a nursery, outdoor industrial and construction storage, some industrial activities such as prefab building construction, concrete batching, paint storage, and recreation activities including paintball. Although the site has never been formally open to the public, until recently there were no effective barriers to entry and so was also used for informal recreation.
15. It is likely that the site has also been used for uncontrolled or illegal cleanfill, general waste, and industrial waste dumping, and the site is known to have been used for activities on the Ministry for the Environment Hazardous Industries and Activities List. Soil testing has found contaminants, including asbestos.
16. In the operative District Plan, the site is zoned in the General Rural Activity Area with parts subject to one or more of the State Highway and Railway Corridor Buffer Overlays, the Wellington Fault Overlay, and the Secondary River Corridor Overlay, as shown below:



Activity Areas	Designation
 Extraction	 Designations
 General Recreation	Wellington Fault Overlay
 General Rural	
 Medium Density Residential	Regional/Forest Park
 River Recreation	 Regional Park
 High Density Residential	
State Highway and Railway Corridor Buffer Overlays	Primary River Corridor
	 Primary River Corridor
Railway Line	Secondary River Corridor
 Railway Line	 Secondary River Corridor
Flood Protection Bank	
 Flood Protection Bank	

17. The site was mentioned in the [Urban Growth Strategy 2012-2032](#) (see p37) as suitable for commercial or industrial development, but unsuitable for intensive uses (including residential) based on the location and natural hazard risk.
18. Until recently, the land was owned by the Crown through the New Zealand Transport Agency Waka Kotahi ("NZTA") and was used in construction of the grade-separated State Highway 2 / State Highway 58 Manor Park interchange. After becoming surplus it was sold in March 2020 to Te Rūnanga O Toa Rangatira, Inc. ("the Rūnanga"), the mandated iwi authority for Ngāti Toa, under their Deed of Settlement with the Crown.
19. The Rūnanga seeks to use the land to get a commercial return and has partnered with a property developer, Rosco Industrial ("Rosco") to develop the land.
20. To this end, Rosco has applied for and been granted resource consents from both Hutt City Council and the Regional Council to undertake earthworks on the site, to level it and raise the ground height to reduce the risk of flooding. These earthworks are well underway at time of writing.
21. Rosco's larger plan for the site is to subdivide it into a three-lot business park under the name *Te Kārearea*. To this end they have applied for another resource consent for roading layout changes. Their first prospective tenant, Waste Management NZ, have also applied for resource consent to build a waste transfer station on one of the three proposed lots. Further information about the status of the consents is available at <https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent>. The consents are currently on hold at the applicant's request while technical negotiations with NZTA are underway but could restart at short notice.

22. These consents are being processed by Council under the operative district plan, using the relevant provisions from the General Rural Activity Area. Even once the new District Plan is proposed, the consents will continue to be processed under the operative plan until the new plan takes legal effect, which will probably be in at least late 2026. Even in a very contracted consent process, the consents will likely have been decided by then. Accordingly, the Proposed District Plan will have little influence over whether the consents are granted.
23. If there has been any change in the status of the consent applications since time of writing, relevant officers will be able to provide an oral update at the meeting.

Background and Discussion – District Plan Review

24. The Committee approved the Draft District Plan for consultation at the 18 October 2023 meeting. The Draft District Plan showed the site as being in the General Industrial Zone, along with 10 Benmore Crescent. There were no site-specific provisions, but some zone-specific or district-wide overlays applied to parts of the site:
 - a. Industrial Main Through Route Frontage (requiring landscaping and setbacks from SH2),
 - b. Wellington Fault Hazard Overlay,
 - c. Liquefaction Hazard Overlay,
 - d. Flood Hazard Overlays – Stream Corridor, Overland Flow Path, and Inundation Area, and
 - e. Highway and Railway Noise Overlay.
25. Feedback was sought on the industrial zones in general, as well as specifically for the site. Officers received a significant volume of feedback on this issue in the draft. This feedback is discussed in detail in Appendix 1 to the report.
26. The resource management issues raised in feedback are not unique to the site, although they do vary from the zone as a whole in degree and significance. The site is also different from other industrial areas in that it is likely to be completely developed in a relatively short time frame, rather than the gradual redevelopment seen in existing industrial areas.

Options

27. Having considered the resource management issues and the feedback to date, Council needs to select an approach to managing the site in the District Plan. The overall structural approach of the Plan is that all land in the district is assigned to a zone, and then overlays and precincts can be used to add area- or site-specific provisions to manage specific issues for a site.

28. There are two issues at stake:

- a. The larger strategic issue of whether industrial activity is an appropriate use or the most appropriate use for the site – that is, selecting an appropriate zone, and
- b. If industrial activity is provided for on the site, how to manage it – that is, the provisions that apply within that zone, and whether they should differ for this site. Our recommended approach to these issues is incorporated into options 1, 2, and 3.

29. The practical strategic options identified by officers are:

#	Option
1	General Industrial Zone with site-specific precinct provisions
2	Light Industrial Zone with site-specific precinct provisions
3	Commercial or Mixed Use Zone with site-specific precinct provisions
4	General Rural or Rural Lifestyle Zone

30. To manage the effects of industrial activities, officers propose both general changes to the Industrial Zones as a whole (also including feedback that was not specific to Benmore Crescent), and some changes that, under options 1, 2, or 3, would apply to only Benmore Crescent. Option 4 does not involve any site-specific provisions.

31. The recommended zone-wide changes would apply in all Industrial Zones across the city, including on Benmore Crescent if an Industrial Zone is applied there:

- a. Set out activities that need consent to manage dust and odour,
- b. Clarify issues of the storage of hazardous substances,
- c. Address additional issues of traffic caused by heavy vehicles,
- d. Expand and clarify definitions relating to *sensitive activities*, *heavy industrial activities*, and *trade and industrial training facilities*, and
- e. Remove blanket public notification requirements in favour of allowing resource consent planners to make case-by-case decisions on notification based on the test in the Resource Management Act, to avoid notification for minor consents.

32. Options 1, 2, and 3 would also include changes specific to the site to address:

- a. Lower “high trip generator” thresholds to assess transport impacts,
- b. Design and layout of new buildings and work areas,

- c. Removing the generic Industrial Main Through Route Frontage overlay in favour of specific controls on landscaping and screening across all the site's boundaries,
 - d. Stormwater management,
 - e. Vegetation in, and protection of, the Dry Creek stream corridor,
 - f. Public access to Dry Creek and the Hutt River, and
 - g. Protection of industrial development capacity through controlling subdivision (except option 3).
33. All options would continue to apply standard district-wide approaches to natural hazards, financial contributions for infrastructure, three waters, historic heritage, notable trees, sites and areas of significance to Māori, natural character, natural features and landscapes, light, noise, temporary activities, signs, earthworks and wind, without any special treatment for the site.
34. All options will continue with the district-wide approach to flood hazard mapping and not update this site specifically. The landowner would be able to submit on this issue and seek updated mapping during the hearing if they can provide updated information.
35. All options would assume that Council's policy on indigenous biodiversity will be implemented without any special treatment for the site.
36. Except as noted in paragraph 32, all options will apply the standard district-wide approaches for public access and transport.
37. All options would continue to leave issues best managed through regional council functions to the Greater Wellington Regional Council:
- a. the water quality of waterbodies,
 - b. discharges to air, water, and land, and
 - c. the provision of public transport services.
38. All options, due to the timing of the district plan process, would be unlikely to affect the ongoing resource consent applications for the site.

39. The options are evaluated below:

Option 1: General Industrial Zone with site-specific precinct provisions	
Approach	Apply the General Industrial Zone, with site-specific provisions to manage transport, the design of new buildings and work areas, landscaping and screening, stormwater management, the Dry Creek stream corridor, public access, and protecting industrial development capacity.
Advantages	<p>Provides 10 hectares of immediately available additional capacity for industrial activities within the city limits, in a good strategic location for the activity.</p> <p>Provides a use for the site that is much less sensitive to the natural hazard risks and noise and air pollution the site is subject to.</p> <p>Uses the opportunity provided by the site to provide relatively large industrial allotments, which are harder to find than smaller allotments.</p> <p>Consistent with most industrial land in the district on the Wellington Fault Hazard Overlay.</p>
Disadvantages	Industrial activities can create adverse effects on neighbouring areas such as dust, odour, fumes, safety risks, transport safety and congestion impacts, visual impacts, and stormwater impacts. While the plan would be designed to manage these, that management may not completely avoid all issues.
Conclusion	Recommended option.

Option 2: Light Industrial Zone with site-specific precinct provisions	
Approach	<p>Apply the Light Industrial Zone, with site-specific provisions to manage transport, the design of new buildings and work areas, landscaping and screening, stormwater management, the Dry Creek stream corridor, public access, and protecting industrial development capacity.</p> <p>The key difference in the Light Industrial Zone compared to the General Industrial Zone is that it expects amenity values <i>within</i> the zone that are compatible with residential activities and commercial centres, as opposed to protecting those values only at boundaries with other zones.</p> <p>Light Industrial Zones also provide for smaller site sizes and a wider range of commercial activities.</p>
Advantages	<p>Provides 10 hectares of immediately available additional capacity for industrial activities within the city limits, in a good strategic location for the activity.</p> <p>Provides a use for the site that is less sensitive to the natural hazard risks and noise and air pollution the site is subject to.</p> <p>Provides for a wider range of commercial activities than the General Industrial Zone which may result in faster development of the site.</p>
Disadvantages	<p>Industrial activities can create adverse effects on neighbouring areas such as dust, odour, fumes, safety risks, transport safety and congestion impacts, visual impacts, and stormwater impacts. While the plan would be designed to manage these, that management may not completely avoid all issues.</p> <p>Smaller site sizes and a wider range of high-trip generating activity will increase road transport demand for the site compared to General Industrial, and the wider range of activities that could attract more visitors risks, exposing more people to natural hazard risks.</p>
Conclusion	<p>Practical, but does not make the most of the potential of the site and does not significantly change the potential adverse effects.</p>

Option 3: Commercial or Mixed Use Zone with site-specific provisions	
Approach	<p>Apply a Commercial or Mixed Use Zone, with site-specific provisions to manage transport, the design of new buildings and work areas, landscaping and screening, stormwater management, the Dry Creek stream corridor and public access.</p> <p>Regardless of the exact zone selected, given the constraints on residential development, the location, and small residential catchment, the likely tenants of such a site would be large-scale commercial developments targeting a city-wide or regional market. This would likely be car-oriented large format retail.</p>
Advantages	<p>Provides additional business capacity for large-format retail.</p> <p>Likely avoids many of the adverse effects of industrial activity, such as odour, fumes, dust, and risks from hazardous substances.</p>
Disadvantages	<p>This is significantly contrary to the strategic approach of the district plan work to date, the Spatial Plan, and regional direction which stresses support for existing commercial centres like Pito-one and the City Centre and encourages commercial development to be practically accessed by active and public transport.</p> <p>Does not address needs for industrial land, which is the largest deficit, in favour of other commercial activities, which have greater existing capacity and greater ability to expand through intensification.</p> <p>This would have substantially greater impacts on the local transport network than industrial use.</p> <p>The wider range of activities that could attract more visitors, has a higher chance of exposing more people to natural hazard risks.</p>
Conclusion	<p>Practical, but not recommended, and would be a major departure from the expected strategic direction of the district plan work to date and the Spatial Plan.</p>

Option 4: General Rural Zone or Rural Lifestyle Zone.	
Approach	Apply the General Rural Zone or Rural Lifestyle Zone.
Advantages	<p>Some of the negative effects of industrial activities on nearby residential and recreation land would be avoided.</p> <p>Some of the benefits of providing business land would still be provided through the ability of industrial activity to seek to locate in the zone through a resource consent, particularly industrial activities with similar effects to rural industry.</p>
Disadvantages	<p>There may not be practical agricultural or horticultural use for the site, given the site size and history of soil contamination.</p> <p>The zone would still enable many of the negative effects of industrial land. In some ways the negative impacts of industrial activities on the site would be greater than in an industrial zone, due to the typically greater effects of rural-type industries (e.g. odour and dust) on urban activities. Rural zones, unlike urban zones, are not expected to contain their effects within the site.</p> <p>Significantly underuses the potential of the site when it would be well suited for more general industrial use.</p>
Conclusion	Practical, but not recommended due to significantly underusing the potential of the site and combining many of the negative impacts of the industrial option without providing all of the benefits.

40. A comparison of general provisions for the four different zones and some examples of the activities they enable is below, as of the draft district plan. Each shows the “activity status” in the plan, from permitted (no resource consent needed) through to restricted discretionary, discretionary, and non-complying (each needing a resource consent, and in that order, the application becoming more challenging for the applicant).

Activity	Operative plan: General Rural Activity Area	Option 1: General Industrial	Option 2: Light Industrial	Option 3: Commercial Zone (e.g. Mixed Use Zone)	Option 4: Rural Zone (e.g. General Rural Zone)
Livestock farming	P	D	D	NC	P
Residential (live-work)	P	NC	RD	P	P
Residential (large lifestyle blocks)	P	NC	D	P	P
Residential (multi-unit)	NC	NC	D	P	NC
Professional services office (new building, 200m ²)	NC	D	D	P	NC
General retail (new building, 200m ²)	NC	RD	P	P	NC
Supermarket (1500m ²)	NC	RD	P	P	NC
Service station (with 100m ² indoor retail area)	NC	P	P	D	NC
Garden centre (250m ² indoor area, new building)	NC	RD	RD	D	NC
Panel beater	NC	P	P	D	NC
Light manufacturing (indoor, 200m ²)	NC	P	P	RD	NC
Logistics warehouse	NC	P	P	D	NC
Waste transfer station	D	D	D	NC	NC
Shopping mall	NC	NC	NC	D	NC
Paintball (fully outdoor)	RD	P	P	P	D
Key					
P	RD	D	NC		
Permitted	Restricted Discretionary	Discretionary	Non-complying		

41. The following options were considered and rejected as being impractical:

Rejected options	
Heavy Industrial Zone	The Heavy Industrial Zone is designed to provide a space for industrial activities that create significant effects or risks on the surrounding area. This zone has been applied only to Seaview, which includes a large “buffer area” to separate it from surrounding residential areas. It is not appropriate for land this close to a residential area.
Open Space and Recreation Zones	This would oblige the owner to use the land for open space, recreation, or conservation purposes, and avoid negative effects on the amenity of nearby residential areas. It would almost certainly render the land incapable of any reasonable use for a private owner, and if legal action were taken, Council would likely be obliged to either select a different option or acquire the land.
Residential Zones	<p>Much of the site is not practical for residential use under any circumstances due to natural hazard risk from flooding, liquefaction, and fault rupture. Council would still need an alternative approach for that part of the site.</p> <p>Much of the site may be exposed to air pollution from the state highway and noise pollution from both the state highway and railway and so is an undesirable location for residential development.</p> <p>Greenfield expansion in a location with relatively poor access to existing commercial and community facilities is not supported by Council’s existing strategies, or national and regional RMA direction.</p>
Site-specific zone	Council would still need to decide on what mix of uses is appropriate for the site in order to craft a site-specific zone, and so this option still requires the major strategic decision to be made.

Climate Change Impact and Considerations

42. The matters addressed in this report have been considered in accordance with the process set out in Council’s Climate Change Considerations Guide.
43. Industrial land uses may cause direct carbon emissions. As a discharge to air, the management of these emissions is covered by regional council functions and the Emissions Trading Scheme.
44. Land use planning can also indirectly affect emissions, particularly as motor vehicle travel depends on the proximity of businesses to both each other and the commutes of workers. The land at Manor Park is likely to be closer to

other suppliers, customers and workers than the marginal alternative greenfield site for industrial land. Accordingly, emissions are likely to be lower if the land is used for residential, commercial, or industrial purposes rather than left vacant or used for a rural or open space purpose.

Consultation

45. The results of consultation on the Draft District Plan relevant to the site are summarised in the appendix. Any option selected will be consulted on further as part of the formal RMA process for notifying a new District Plan. Any interested person would be able to lodge a submission on the District Plan and speak to that submission at the hearing.

Legal Considerations

46. The legal considerations for the District Plan Review as a whole apply, but two specific duties are relevant:
- a. Section 31(1)(aa) gives local authorities a duty to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district, and
 - b. Section 85 of the Resource Management Act 1991 provides that if a District Plan makes any land “incapable of reasonable use” and that that “places an unfair and unreasonable burden” on the owner, the Environment Court can order the Council to either amend its plan or (with the consent of the owner) acquire the land.
47. Officers’ view is that all of the options presented can be defended as consistent with those duties.

Financial Considerations

48. The choice of option may impact the number of submissions, length of the hearing, or number of appeals on the proposed District Plan, which would all impact Council’s costs for the District Plan Review. However, this cannot practically be quantified in advance and the District Plan Review budget is based on the assumption that there may be a lengthy hearing and several appeals.

Appendices

No.	Title	Page
1	Draft District Plan Feedback – Benmore Crescent, Manor Park	23

Author: Stephen Davis
Senior Policy Planner

Reviewed By: Nathan Geard
Policy Planning Manager

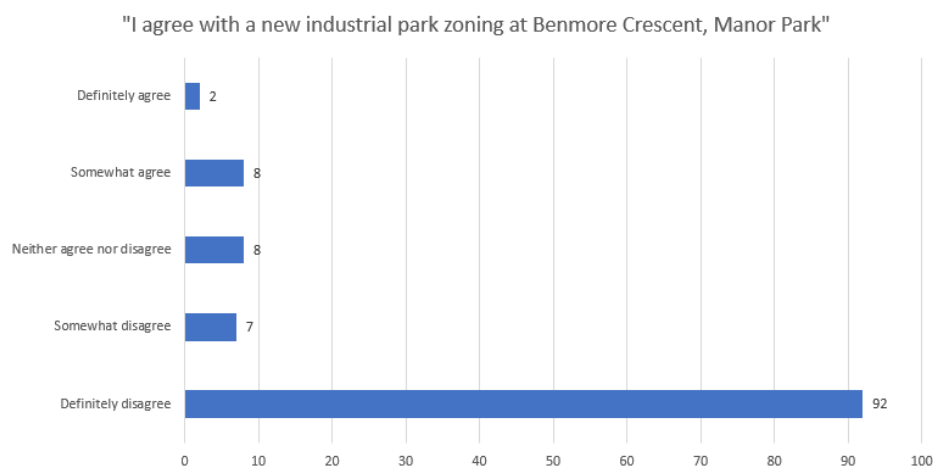
Reviewed By: Tim Johnstone
Head of Planning

Approved By: Alison Geddes
Director Environment and Sustainability



Draft District Plan Feedback – Benmore Crescent, Manor Park

1. Most respondents answered the online survey, which asked a specific question about the site:



2. Many of those respondents also provided written feedback, and some respondents only provided written feedback.
3. We also conducted an in-person engagement session at Manor Park Golf Sanctuary, which had an estimated turnout of around 70-100 local residents. Residents gave their feedback in person and asked questions of Council staff and a representative of Rosco who was present. Themes were similar to those received in written feedback.
4. Combining all sources of feedback, we summarise the main themes of the feedback below.

Rosco and Waste Management NZ Feedback

5. Rosco Industrial and Waste Management NZ supported the General Industrial zoning, but also sought:
 - i. That the zone also apply to the rail corridor, which would have the effect of avoiding some zone provisions designed to protect adjacent residential areas,
 - ii. Flood hazard overlays be updated to take account of the earthworks being conducted on site,

- iii. Reducing or removing some of the General Industrial zone’s protections for the privacy and amenity on neighbouring residential areas,
- iv. Increasing the threshold of vehicle trips that would trigger the High Trip Generator thresholds in the Transport chapter,
- v. Removal of mandatory public notification for some applications,
- vi. Reducing the scope of the definition of “heavy industrial activity” to remove references to offensive noise, dust, and odour, which would have the effect of avoiding some consents for industrial activities,
- vii. Various other minor and technical issues.

General feedback on industrial zones

- 6. Some plan-wide or zone-wide feedback that wasn’t specific to this site alone, but did seek that this site along with other rural areas:
 - i. Have zoning be based on the ability of Fire and Emergency New Zealand to fight fires on the site,
 - ii. Be kept with rural zoning be kept for reasons of natural character and biodiversity, or
 - iii. Be kept with rural zoning to provide more opportunities to create lifestyle blocks.
- 7. Some respondents asked for more industrial land to be provided in general, but did not mention this site in particular.
- 8. One respondent was neutral on the zoning for the site but sought that if it did go ahead, development be managed to encourage active and public transport for workers and customers.

Feedback opposing industrial zoning for the site

- 9. All other feedback relevant to the site was from people who opposed the General Industrial zoning for Benmore Crescent. Some did not suggest a specific alternative, while others sought a variety of alternative options:
 - i. Retaining the site as a rural zone,
 - ii. Residential, commercial, or mixed use zoning, or
 - iii. Open space and recreation zoning, sometimes in combination with Council acquiring the land.
- 10. Respondents raised issues with potential industrial activities (including heavy industrial activities). Much of this feedback was framed around the potential of a waste transfer station in particular.

11. Issues relevant to the district plan were:

- i. Creating objectionable noise pollution from industrial activities,
- ii. Windblown rubbish,
- iii. Creating objectionable noise pollution from vehicle traffic, including engine brakes from heavy vehicles,
- iv. Vibration from industrial activities, earthworks, construction, and traffic,
- v. Safety issues at the Benmore Crescent / Manor Park Road intersection, and the State Highway 2 / State Highway 58 / Manor Park Road roundabout,
- vi. The ability of heavy vehicles to use that roundabout,
- vii. Safety issues in general from the use of heavy vehicles,
- viii. Safety and traffic congestion issues from the interaction of traffic to and from Benmore Crescent with traffic using the level crossing,
- ix. Whether development at Benmore Crescent would preclude the ability of NZTA to, in future, grade-separate the rail crossing,
- x. Increasing traffic congestion generally,
- xi. Parking and public transport for workers,
- xii. Risks of hazardous waste storage and runoff into waterways,
- xiii. Stormwater runoff volumes and quality generally, from impervious surfaces,
- xiv. Impacts on habitats of indigenous plants and wildlife,
- xv. Attracting pest animals and impacts on pest control efforts,
- xvi. The potential for an increase in illegal waste dumping,
- xvii. Industry's possible stress on infrastructure for electricity, three waters, and other utilities,
- xviii. Impacts on residential character and amenity,
- xix. Impacts on rural character and amenity,
- xx. Impacts on stress, mental health, and social wellbeing,
- xxi. Impacts on patients and visitors to the Manor Park Private Hospital,
- xxii. Impacts on recreation, such as users of the Hutt River trail and the Manor Park golf course,
- xxiii. Visual impacts including landscaping,

- xxiv. Hours of operation, and
 - xxv. The proximity of the site to residential areas in general.
12. Issues raised that are resource management issues but within the domain of the Regional Council and its Regional Plan are:
- i. Creating objectionable odours, fumes, and dust,
 - ii. Risks of hazardous waste storage runoff into waterways, and
 - iii. Water quality generally.

Other feedback received

13. Respondents raised concerns about procedure and the review process, including:
- i. Whether the engagement and draft district plan process are genuine or predetermined,
 - ii. Whether the Council had enough information to conclude that there was demand for industrial use of the site,
 - iii. Whether alternative locations had been adequately considered,
 - iv. Whether alternative uses for the site had been adequately considered, and
 - v. Whether alternative uses for the site would be more beneficial (e.g. commercial or housing).
14. For completeness, respondents also raised concerns related to the site that are not the domain of the district plan:
- i. Impacts on (financial) property values and the ease of selling property,
 - ii. Illegal street racing, and
 - iii. Council's resourcing of the Compliance and Monitoring team, and political will to take enforcement action.
15. Many residents spoke of their view of the existing Manor Park suburb as close-knit, semi-rural, having a connection to nature, exclusive, serene, being a sanctuary, or being a "well-kept secret".
16. Manor Park residents also provided significant feedback that related more directly to the effects and consent compliance of the ongoing earthworks, and to the ongoing resource consent applications for the site. These were assessed for issues relevant to the District Plan review, and then passed on to the Resource Consents and Compliance and Monitoring teams.
17. Of the issues raised, many are about issues that are specific to the possibility of a waste transfer station. All the recommended options continue to include waste transfer stations

as a “heavy industrial activity” which would be a discretionary or non-complying activity requiring a resource consent. The potential impacts could then be considered fully at the resource consent stage.

18. However, some issues are relevant to industrial activities as a whole. Issues where we think the site may need special treatment are outlined in the main body of the report.

13 June 2024

Report no: DPRC2024/3/166

Spatial Plan

Purpose of Report

1. The purpose of this report is to seek approval for the general direction of the Spatial Plan prior to the preparation of a Draft Spatial Plan for community engagement.

Recommendations

That the Committee:

- (1) approves the general direction of the Spatial Plan;
- (2) instructs officers to prepare a Draft Spatial Plan for community engagement on the basis of the Preliminary Spatial Plan in Appendix 1 to the report, subject to text refinements and to content from Mana Whenua and maps being added;
- (3) instructs officers to seek Committee approval for the Draft Spatial Plan prior to community engagement;
- (4) approves the approach to community engagement attached as Appendix 2 to the report which has the engagement on the Draft Spatial Plan and the Proposed District Plan starting at the same time;
- (5) notes the risks associated with the approach to community engagement;
- (6) approves changing the name of the document from "Spatial Plan" to "Sustainable Growth Strategy 2025-2055" to mitigate the community engagement risks identified.

For the reason that this progresses the Spatial Plan in accordance with the Committee decision of 29 February 2024.

Background

2. A report on the Spatial Plan was presented to the District Plan Review Committee on 29 February 2024.

3. The Committee agreed that the purpose of the Spatial Plan is to:
 - a. Provide strategic direction for Lower Hutt's urban development and growth over the next 30 years.
 - b. Bring together strategic planning for land use, transport, three-waters infrastructure, community facilities, parks & open spaces, climate adaptation and business & economy into a single document.
 - c. Identify an integrated plan of action to accommodate population growth.
 - d. Identify improvements (transport, community facilities, parks and open spaces etc) in existing neighbourhoods, whether they are expected to grow or not, to address deficits and align levels of service across our communities.
 - e. Update and replace the 2012-32 Urban Growth Strategy.
4. The Committee approved a timeline for the preparation of a Draft Spatial Plan and engagement with the community.
5. Several teams across Council have worked together to prepare a preliminary Spatial Plan. Officers now seek approval for the general direction of the Spatial Plan before refining the document for community engagement.
6. As a result of the revised timeframe for the District Plan, approval of the Draft Spatial Plan for engagement will be sought in November.
7. Community engagement on the Proposed District Plan and Draft Spatial Plan is planned to start in early 2025.

Discussion

8. Lower Hutt's population is expected to grow by around 40,000 people over the next 30 years. Where and how we accommodate the population and economic growth will impact current and future generations. This is why Council needs a growth strategy – the Spatial Plan.
9. The Spatial Plan is a non-statutory document. It sets out Council's vision for the city for the next 30 years. It is intended to inform future initiatives and investment decisions by Council, Government and the private sector.
10. The Spatial Plan complements the District Plan by addressing topics related to land use activities such as transport and three-waters infrastructure provision. Whereas the District Plan is regulatory in nature and primarily controls development undertaken by other parties, the Spatial Plan proposes a range of actions Council can take to proactively shape the future of the city.
11. The Spatial Plan is the local response to the regional Future Development Strategy. It provides the next level of detail on which areas Council wishes to prioritise for residential and business intensification, where it will invest in three-waters upgrades and what other actions are required to support growth and deliver the outcomes it seeks.

12. The document sets out the challenges and opportunities faced and how Council proposes to respond – its “strategic moves.”
13. The proposed “strategic moves” are:
 - a. **Enhance the heart of the city** - Revitalise the city centre to create a thriving neighbourhood and destination.
 - b. **Build up the central and northern valley floor** - Concentrate new housing in the central and northern valley floor.
 - c. **Grow with Te Awa Kairangi Hutt River** - Enhance resilience, recreation and biodiversity along the river.
 - d. **Foster prepared coastal and low-lying communities** - Recognise the risks of climate change and build community preparedness.
 - e. **Cultivate well-connected economic precincts** - Improve access to, and the resilience of, employment areas.
 - f. **Support neighbourhoods outside the valley floor** - Sustain the access, character and services of neighbourhoods.
 - g. **Strengthen transport options** - Provide a variety of transport options that make it easy to get to and around the city.
 - h. **Create a greener and healthier city** - Improve the health and wellbeing of the city and its ecosystems.
14. The Spatial Plan sets out an “Action Plan” which can inform future Council work programmes and Long-Term Plan decisions (from 2027 onwards).

Climate Change Impact and Considerations

15. The matters addressed in this report have been considered in accordance with the process set out in Council’s Climate Change Considerations Guide.
16. Climate change is a fundamental consideration in the Spatial Plan.
17. One “strategic move” proposed in the Spatial Plan (Strategic Move 4: Foster prepared coastal and low-lying communities) highlights the need to start working with those communities that are most at risk from the changing climate to agree a way forward. The Spatial Plan recommends the preparation of a local Adaptation Plan.
18. The Spatial Plan is informed by climate change and its effect on hazards such as coastal erosion, slips and flooding. Such considerations are reflected in officer recommendations on where the city should grow.
19. The Spatial Plan contains recommendations for future public transport, walking and cycling and for residential intensification in the central city and other highly accessible areas. These will help reduce city-wide greenhouse gas emissions.

20. The plan also considers community and infrastructure resilience and contains actions to improve these.

Engagement

21. An Engagement Plan has been developed and is appended to this report (Appendix 2). Of note is officers' proposal that community engagement on the Draft Spatial Plan and Proposed District Plan start at the same time in early 2025, subject to Council approval of both documents.
22. Officers have identified benefits and risks with this approach.
23. The key benefit is that both plans are closely related, i.e. the Spatial Plan provides the wider context to the District Plan and proposes non-regulatory actions that complement the District Plan.
24. The key risk identified is confusion between the two documents and the possibility that submitters could inadvertently submit on the Spatial Plan thinking they are submitting on the District Plan. Failure to submit on the District Plan using the correct portal and format would render these submissions inadmissible under the RMA process.
25. There is also a risk that submitters do not appreciate the differences in what is being proposed by the two different Plans. This could result in submitters raising issues through submissions on the Proposed District Plan that relate to actions proposed by the Spatial Plan (and vice versa).
26. Officers have identified a range of measures to mitigate these risks. This includes an automated reply on each Spatial Plan submission bringing submitters' attention to the District Plan engagement portal and officers advising submitters where a submission appears to be on the wrong document.
27. Another proposed mitigation measure is to rename the Spatial Plan "Sustainable Growth Strategy 2025-2055." This would more clearly distinguish the two documents and would be logical as the Spatial Plan is intended to update and replace the Urban Growth Strategy 2012-32. Officers will also work with Te Tira Māori on a Te Reo name for the document that reflects its focus on sustainable growth.
28. Engagement with Mana Whenua is happening in parallel with the development of the Spatial Plan. This will continue until the final version of the Draft Spatial Plan is finalised ahead of the Committee's further approval in November.
29. Preliminary feedback from Crown agencies (Kāinga Ora, NZ Transport Agency Waka Kotahi, Ministry of Education, Health NZ, Ministry of Housing and Development) and Greater Wellington Regional Council was sought in May. Officers will formally seek feedback from these organisations during the community engagement period.

Legal Considerations

30. There are no legal considerations at this time.

Financial Considerations

31. There are no financial considerations at this time.

Appendices

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2 ↓	Appendix 2: Preliminary Engagement Plan for Spatial Plan	102

Author: Lucie Desrosiers
Head of Urban Development

Approved By: Jon Kingsbury
Director Economy & Development



Te Awa Kairangi ki Tai Lower Hutt Spatial Plan

Sustainable Growth Strategy 2025–2055

Preliminary Draft

20 June 2024

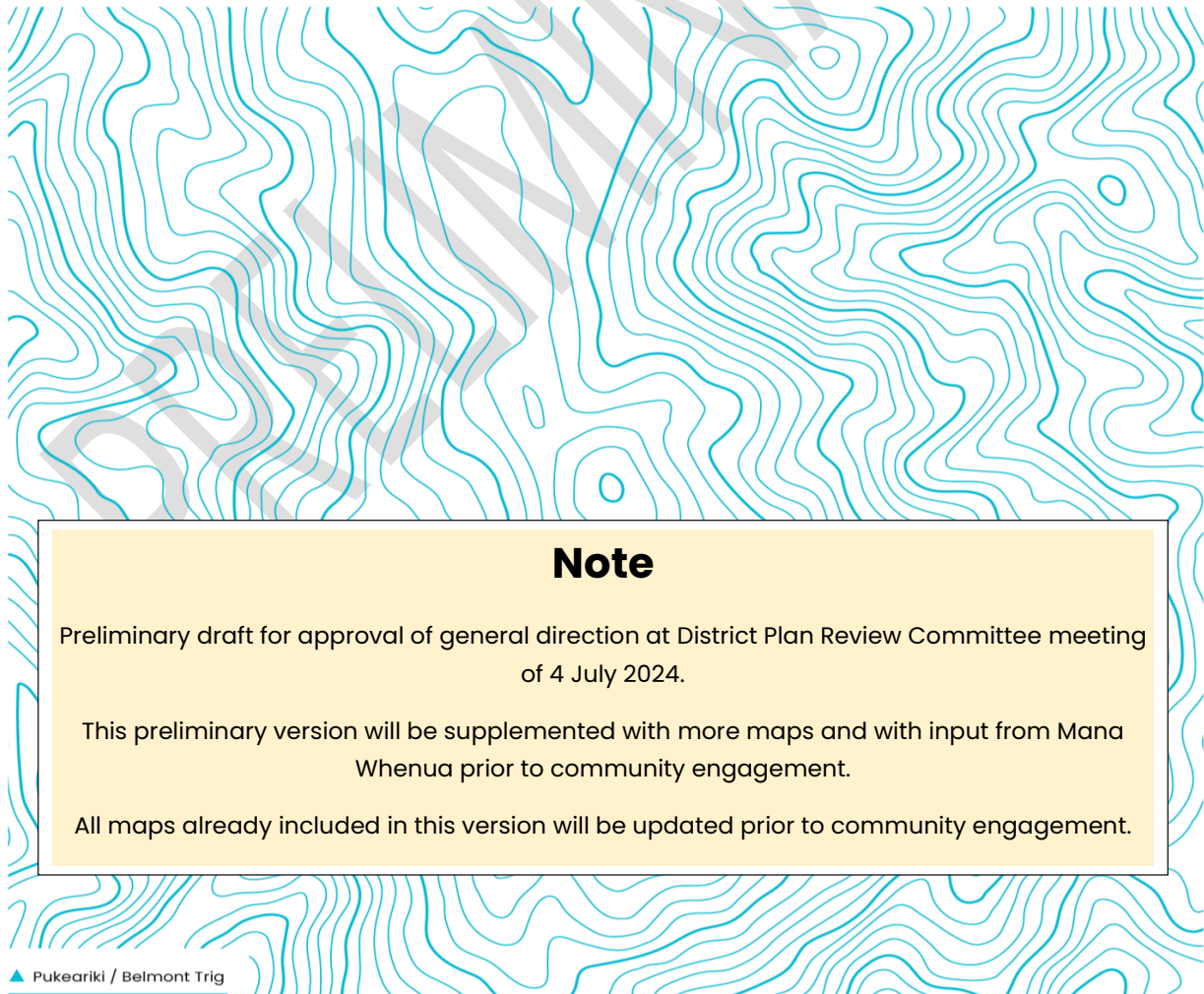


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Acknowledgment from the Mayor

[to add]

Mihimihi

[to be provided by Mana Whenua]

Mana Whenua aspirations statement

[to be drafted]

Executive summary

[to write from key points below]

- Our population is expected to grow by 40,000 people over the next 30 years.
- We must plan for how we will adapt to change and accommodate these new residents with more housing and better utilisation of our transport and three-waters networks and other amenities such as community facilities and public spaces.
- Our District Plan already enables this growth. Much of the Valley Floor is zoned for High Density Residential activities due to its proximity to train stations (as mandated under the National Policy Statement for Urban Development). All other residential areas, except for more remote or very hilly areas, are zoned for Medium Density Residential activities.
- Zoning alone is not sufficient to support new housing development. We also need capacity in our infrastructure. Our three-waters network has limited spare capacity and we cannot afford to upgrade the pipes everywhere all at once, so we must prioritise and be responsive to growth.
- Together with the Crown, we are making significant investment in wastewater and stormwater upgrades that will unlock development in Hutt Central. This is the first area we want to prioritise for growth.
- We are also investing in three-waters upgrades to serve the central and northern Valley Floor – the area from Woburn to Taitā. This is the second area we want to prioritise for more housing.
- Our economy is also growing. Our plan is to support business growth in several locations including the Central Business District, Seaview, Gracefield, Wainuiomata, Wingate, Naenae, Alicetown and smaller employment precincts.
- Two major initiatives to support business growth are Te Wai Takamori o Te Awa Kairangi (RiverLink), which will improve access to the central city, and Cross Valley Link, which will improve connections between State Highway 2 and Seaview, Gracefield and Wainuiomata.
- One feature which attracts residents and visitors to Te Awa Kairangi ki Tai Lower Hutt is the beauty and accessibility of our natural environment. We will continue to work to protect and enhance our waterways, harbour, hills, and vegetation so they support the health and wellbeing of our people.
- Local centres are important in providing services and a focal point for our communities and we will work to help enhance their vibrancy.

- One major challenge we need to start planning for is the impact of our changing climate. Our new District Plan maps the hazards different parts of Te Awa Kairangi ki Tai Lower Hutt are facing. We know that our coastal and low-lying areas face multiple hazards from rising sea level, and ground conditions which result in surface flooding, coastal erosion and a rising water table. The next step is to start a conversation with our communities to agree how we should respond to this challenge.
- Through everything we do, we will honour and respect Mana Whenua, their rights and their stories, leveraging Tākai Here – Hutt City Council's partnership with Mana Whenua.

Spatial Plan at a glance

Purpose	A connected, resilient and inclusive city where everyone thrives							
Principles	<div>Thriving neighbourhoods</div> <div>Enhancing the environment</div> <div>A future-fit city</div> <div>Cultural recognition</div>							
Outcomes	<div>Urban growth in suitable areas</div> <div>Thriving local centres</div> <div>Affordable housing</div> <div>Transport options</div> <div>Compact urban footprint</div> <div>Mana Whenua as kaitiaki</div> <div>Healthy natural systems</div> <div>Resilient environment</div> <div>Zero-carbon city</div> <div>Targeted infrastructure upgrades</div> <div>Diverse business environment</div> <div>Mana Whenua history and identity</div> <div>Distinct neighbourhoods</div>							
Strategic moves	Enhance the heart of the city	Build up the central and northern Valley Floor	Grow with Te Awa Kairangi Hutt River	Foster prepared coastal and low-lying communities	Cultivate well-connected economic precincts	Support neighbourhoods outside the Valley Floor	Strengthen transport options	Create a greener and healthier city
Actions	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...

Figure 1: Spatial Plan on a page

Chapter 1: Introduction

Te Awa Kairangi ki Tai Lower Hutt is a steadily growing and changing city. Our population is expected to grow by around 40,000 people over the next 30 years¹. Where and how we accommodate our population and economic growth will impact current and future generations.

Purpose

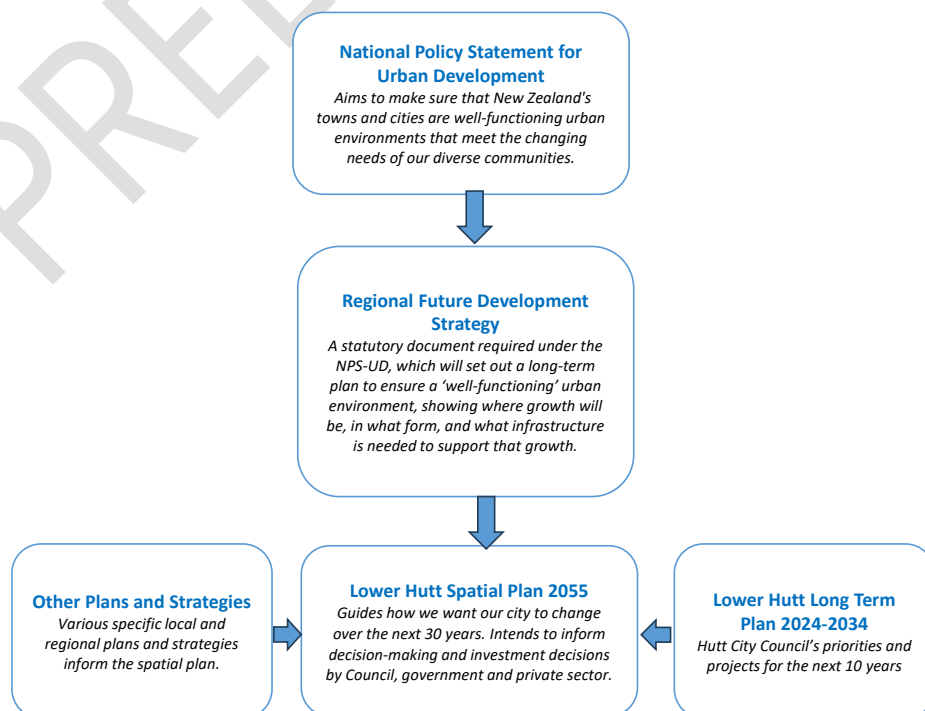
The Spatial Plan guides how we want our city to change over the next 30 years. It sets out what's important to Te Awa Kairangi ki Tai Lower Hutt and how housing and business growth, infrastructure delivery and environmental restoration can work together to achieve a connected, resilient and inclusive city where all people thrive.

Hutt City Council has made significant investment in infrastructure since 2020. The Spatial Plan is intended to inform future decision-making and investment decisions by Council, government and the private sector.

Strategic Context

In New Zealand, spatial planning is used to improve coordination between council's plans and strategies, regional frameworks and national direction. While there is no statutory requirement for councils to produce a Spatial Plan, many produce this document with a longer time horizon than our District Plan, Long Term Plan and other plans and strategies which typically focus on the next 10 years.

The Spatial Plan will complement the regional Future Development Strategy (FDS). The FDS guides how the region will provide for growth over the next 30 years and features regionally significant projects. The Spatial Plan expands on the direction of the FDS and provides the next level of detail i.e., it identifies the projects which are essential to supporting growth and change in Lower Hutt but are not included in the FDS as they may not be regionally significant.



¹ Hutt City Council, Housing and Business Capacity Assessment Hutt City – August 2023

Scope

The Spatial Plan considers the whole Te Awa Kairangi ki Tai Lower Hutt with a focus on urban areas affected by growth and change. It includes an overview of our current state and projected population and employment changes to set the scene for the next 30 years. The Spatial Plan then identifies challenges and opportunities and outlines how we respond to growth in the following chapters:

[Chapter 2](#) of the Spatial Plan considers challenges and opportunities we face in relation to urban growth. These include:

- Adapting to the effects of our changing climate
- Upgrading our ageing three-waters infrastructure to enable growth
- Improving housing affordability and choice
- Optimising the use of our transport network
- Supporting our businesses to grow locally
- Providing community facilities in a financially sustainable manner
- Increasing biodiversity and access to natural spaces
- Celebrating our cultural identity

[Chapter 3](#) of the Spatial Plan outlines how we respond to growth.

We will be guided by four principles in alignment with the Council's Long-Term Plan:

- Liveable city and vibrant neighbourhoods
- Supporting and enhancing the environment
- Being a future-fit city
- Cultural recognition²

A collaborative approach between local and central government, private sector stakeholders, Mana Whenua and the community are required to address the current and future challenges facing the city and to achieve our desired outcomes. The Spatial Plan sets out eight 'strategic moves' to inform a coordinated response.

[Chapter 4](#) presents a list of actions to give effect to our "strategic moves" and achieve our outcomes.

² This added principle came from Officers' discussions.

Chapter 2: Te Awa Kairangi ki Tai Lower Hutt Today

Summary

This chapter presents the challenges and opportunities facing Te Awa Kairangi ki Tai Lower Hutt as we grow and change over the next 30 years. These are grouped around eight key themes:

1. **Housing**
Population growth, demographic change, housing needs and affordability, and social housing provision
2. **Transport**
Networks of public transport (bus, ferry and rail), walking, cycling and micro mobility, and private vehicle movements
3. **Three waters Infrastructure**
The infrastructure and management of water supply, wastewater and stormwater systems
4. **Business and Economy**
Business and industry activity, and the overall economy of Te Awa Kairangi ki Tai Lower Hutt
5. **Cultural Identity**
Mana Whenua presence, and the wider cultural landscape of our communities
6. **Changing climate**
The importance of water and reducing our carbon emissions
7. **Open space, Recreation & Environment**
Public open spaces, recreation and environmental quality including landscape, ecology and hydrology
8. **Community Facilities**
Libraries, community hubs and other facilities open to all

Understanding the key challenges and opportunities that Te Awa Kairangi ki Tai Lower Hutt must respond to informs the development of our 'Strategic Moves'.

Overview

Te Awa Kairangi ki Tai Lower Hutt's population is projected to grow by around 40,000 people over the next 30 years. The city has primarily working-age population, with 66.5% aged between 15 and 65³. Almost a quarter of the population is under 20 years old, making Lower Hutt's population slightly younger compared to Aotearoa New Zealand^{4,5} as a whole. The population is expected to remain relatively young due to increases in international migration and natural population growth⁶. Lower Hutt has a higher proportion of Māori and Pacific compared to Aotearoa New Zealand as a whole.

³ Population composition of Lower Hutt residents, June 2023. Working age (non-dependent) population is shown in dark blue. Data Source: Infometrics Regional Economic Profile

⁴ *ibid*

⁵ Māori, Pacific, Middle Eastern, Latin American, and African populations are approximately a decade younger than the median age of the overall population in Lower Hutt. Source: Population ethnicity, count, and age in Lower Hutt, 2018. (Stats NZ. Age and sex by ethnic group (grouped total responses), for census usually resident population counts, 2018 Census (TA))

⁶ Sense Partners, Migration, births and deaths forecasts 2021 to 2054, Lower Hutt

Te Awa Kairangi ki Tai Lower Hutt is the second largest employment centre in the Wellington Region. The construction industry is the largest employer, followed by healthcare, retail, professional services, manufacturing, and education sectors.

Ours is a diverse economy and the main area for industrial activity in the Wellington region. With flat land close to major transport routes, it's home to over 800 high-end manufacturing, research and technology businesses who value being close to their suppliers. Crown research institute GNS Science and New Zealand's innovation centre and business accelerator Callaghan Innovation are based in Lower Hutt and are now being complemented by the emergence of new niche industries in areas such as renewable energy, biotechnology, and advanced materials.

Our local economy is supported by attractive suburban and employment centres, strong transport networks, local job opportunities and events. This Spatial Plan defines how we could provide these elements for a resilient economy through innovation, employment growth and raised productivity and retain our diversity to future-proof the economy. Uniting behind our city's competitive advantage will help increase in GDP, attract a quality workforce as well as new product and service innovation.

Most Lower Hutt residents live on the valley floor, in the flat parts of the city. The suburbs of Petone, Waterloo, Naenae, Taitā and Stokes Valley have the highest population densities. The Western Hill suburbs and Eastern Bays have the lowest population densities. Many of our residential areas are focused on our railway stations.

Lower Hutt's city centre is the primary commercial and retail centre for the city, providing services and amenities for our community and the wider region. Petone is also a regional employment centre and a regional attraction for shopping and recreation. Hutt Hospital is a regionally significant healthcare facility. The Seaview/Gracefield area is important for employment, manufacturing, and industry.

Lower Hutt has a distinctive geography and rich natural assets. These include its bush-clad hills with highly valued natural areas, Te Awa Kairangi (Hutt River) which weaves through the Hutt Valley out to the harbour, and the city's expansive coastal environment. These features not only shape the city but also support community wellbeing, access to nature and local identity. Our landscape also gives rise to risks like slips and flooding, and challenges for transport, urban development and three-waters infrastructure.

To respond to these risks and challenges, Hutt City Council is actively planning by working with Mana Whenua and relevant stakeholders to create a thriving, and more resilient city. For example, Te Wai Takamori o Te Awa Kairangi – RiverLink project is a collaborative response involving Taranaki Whānui ki Te Upoko o Te Ika, Ngāti Toa Rangatira, Greater Wellington Regional Council, Hutt City Council and NZ Transport Agency Waka Kotahi. The project aims to reduce flood risks from Te Awa Kairangi while enhancing transport connections and amenity in the central city and along the river.

Te Whanganui-a-Tara Whaitua Implementation Programme (WIP) and Te Mahere Wai o Te Kāhui Taiao (developed by Taranaki Whānui and Ngāti Toa Rangatira) provide comprehensive direction on the management of waterways, and three waters infrastructure, which have informed the development of the Spatial Plan.

Initiatives with NZ Transport Agency Waka Kotahi, such as Tupua Horo Nuku and Te Ara Tupua shared paths, are improving walking and cycling routes and increasing coastal resilience. Hutt City Council is also continuously working to enhance its community facilities, exemplified by recent projects like the Naenae pool, Moerā neighbourhood hub and Naenae neighbourhood hub.

The following sections present a picture of 'Te Awa Kairangi ki Tai Lower Hutt today', derived through an analysis⁷ of challenges and opportunities across eight themes:

1. **Housing**
2. **Transport**
3. **Three waters infrastructure**
4. **Business and economy**
5. **Cultural identity**
6. **Changing climate**
7. **Open space, recreation & environment**
8. **Community facilities**

⁷ Analysis has considered the LTP direction and wider Council priorities and plans, spatial data and statistics.

Housing

Summary

Te Awa Kairangi ki Tai Lower Hutt will need around 18,000⁸ more dwellings over the next 30 years.

The District Plan already enables more intense housing development, such as townhouses and apartments, especially in the Valley Floor. However, other challenges to housing development need to be addressed.

These include three-waters capacity constraints, high housing costs, lack of choice in price points, tenure and housing types, and limitations on suitable areas for growth due to natural hazards and climate change.

Current State

Our existing housing stock consists predominantly of 1 and 2 storey detached houses, with recent trend shifting to attached housing (e.g., townhouses). We have few dwellings sized for smaller households. Of the 27,278 homes in Lower Hutt⁹ in 2018¹⁰, almost three quarters were large homes with three or more bedrooms. We also have an ageing housing stock; over half of the city's dwellings are more than 50 years old.

In the 2018 census, over two thirds of households (71%) in Lower Hutt were owner occupiers, while 29% rented.

Te Awa Kairangi ki Tai Lower Hutt has the highest proportion of social and community housing in the Wellington region. This comprises 3,474 public homes managed by Kāinga Ora and 145 homes managed by Community Housing Providers.

Te Awa Kairangi ki Tai Lower Hutt is unique in Aotearoa New Zealand in that it has a council-controlled organisation, Urban Plus Limited (UPL), focused on delivering affordable rental housing for the elderly and on building affordable housing for sale to first homebuyers and Community Housing Providers (CHPs). UPL owns and manages an affordable rental housing portfolio of around 200 units. In 2024, UPL had 62 units under construction or available for sale to CHPs and first home buyers across Lower Hutt.

Our innovative housing partnerships are delivering homes. Takai Here Tāngata is one example of our partnership with a Māori CHP, UPL, the Ministry of Housing and Urban Development and Runanga. Takai Here Tāngata signifies how, through collaboration and partnership, we can create new pathways and practices to enable healthy, thriving, secure, and affordable homes to be built across Lower Hutt. We are working with Mana Whenua, marae and others to build more homes by looking at current land use and what opportunities there are for housing while balancing environmental and recreational needs for our community.

Over the next 30 years, we will need around 18,000 more homes to accommodate our projected population growth. Since Lower Hutt has limited opportunities for outwards expansion, this will mean accommodating more people in our existing urban areas and using our land more efficiently. This, in turn, means more townhouses and apartments.

Our District Plan already enables high-density housing on much of the Valley Floor and medium-density housing in many other areas. This supports more housing variety with apartments and townhouses providing choices for singles, smaller households and people who prefer a lower maintenance section.

⁸ Hutt City Housing and Business Capacity Assessment 2023

⁹ Stats NZ, 2018 census

¹⁰ The most recent source of housing data at the time of writing

All other residential areas, except for rural areas and very steep land, are zoned for Medium Density Residential activities. There is provision for higher density in Wainuiomata, Stokes Valley and Eastbourne with 18m height limits, and 22m height limits in the centres in those suburbs. Additionally, there is capacity for residential development outside of the residential zones – particularly the Central City.

Accommodating our projected growth will be informed by natural hazard and climate change factors including sea level rise in coastal areas, slope stability in hilly areas and earthquake risks.

New housing is being delivered by the private sector and public housing agencies. In the five-year period to 2022 building consent rates for new builds in Lower Hutt have increased from 439 dwellings in 2018 to 1,137 dwellings in 2022. Many of these new dwellings are townhouses and apartments. In 2023, Lower Hutt was consenting 8.4 dwellings per 1,000 residents, including apartments, retirement village units, townhouses and detached houses. This rate of consents is higher than other urban territorial authorities in the Wellington region (Porirua 2.9, Upper Hutt 6.6, Wellington City 5.4), and is just below the Aotearoa New Zealand rate of 8.7 dwellings per 1,000 residents for the same period. We want to encourage new housing to make use of renewable source of energy, i.e., moving away from natural gas.

Challenges and Opportunities

The current challenges and future opportunities for housing are:

Housing: Key Challenges		Opportunities
More and upgraded three-waters infrastructure needed to support housing growth	<ul style="list-style-type: none"> Recognising that future housing development is dependent on three-waters capacity. Recognising that it is not affordable or practicable to upgrade three-waters capacity in all areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investments in targeted areas taking into consideration the cost of upgrades and the likelihood of housing growth occurring, public transport access, low natural hazard risks, and access to jobs, schools, services, open spaces and community facilities.
Lack of housing choice	<ul style="list-style-type: none"> Recognising that the city has recently experienced a wider range of housing types, size and tenure (for e.g., townhouses). However, more variety is needed to fully meet the current and future needs of residents. 	<ul style="list-style-type: none"> Supporting the development of papakāinga, apartments, “build to rent”, retirement villages, multi-generation living and other forms of housing that provide a wider variety of choices. Enhancing the role of Urban Plus Limited in delivering housing in partnership with Community Housing Providers and iwi.
Housing affordability and homelessness	<ul style="list-style-type: none"> Recognising that although housing in Lower Hutt is more affordable than the Aotearoa New Zealand average it is still unaffordable for many residents¹¹. This is worsened by the costs of maintaining older homes 	<ul style="list-style-type: none"> Increasing community resilience through initiatives that bolster public housing and enhance housing affordability. Considering Development Contributions remissions for

¹¹ Despite increases in mean household income, incomes are not keeping pace with house prices, with housing affordability levels dropping since 2016.

Housing: Key Challenges		Opportunities
	<p>and insuring homes in areas subject to natural hazards and climate change impacts.</p> <ul style="list-style-type: none"> Recognising that there is a lack of affordable rental housing¹² and of security of tenure for a variety of household groups¹³ resulting in homelessness and sustained pressure on rental housing stock. 	<p>Community Housing Providers to encourage more affordable housing.</p>
Prioritising development in well-served locations	<ul style="list-style-type: none"> Recognising the development capacity already available in Hutt Central and the Valley Floor, serviced by existing infrastructure and amenities, and with fewer constraints than other areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investment to support housing intensification in these areas, facilitating an increase in housing supply and choice and optimising the use of the land.
Leveraging large public land ownership	<ul style="list-style-type: none"> Recognising the large Kāinga Ora portfolio in Taitā, Naenae, Avalon and Epuni, and the opportunities for future investment in these areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investment in areas with concentrations of Crown owned land, leveraging off Kāinga Ora's investment to encourage the private market to also deliver in these areas. Coordinating improvements to neighbourhood hubs, recreational facilities, open spaces and transport to support Crown investment.
Natural hazard constraints to housing development	<ul style="list-style-type: none"> Recognising insurance retreat – that some insurers are reluctant to provide new cover in southern Lower Hutt, which can have significant consequences for growth or development in this area. 	<ul style="list-style-type: none"> Striking an appropriate balance between enabling housing development and the long-term risks to public safety in vulnerable areas and the affordability of any associated investment in resilience and infrastructure.

¹² A key action of the Homelessness Strategy is to increase the supply of affordable homes to rent and buy.

¹³ In December 2023, the mean household income was insufficient to afford¹³ the average home price of \$794,473. It is likely that the average home will become even less affordable as house prices increase¹³ making it harder for Lower Hutt residents to service a mortgage and to own their own home. Additional, in the 2022 Lower Hutt Quality of Life Survey 44% of Māori residents reported their housing costs as unaffordable – higher than Lower Hutt overall, highlighting inequalities in housing affordability.

Transport

Summary

Te Awa Kairangi ki Tai Lower Hutt is connected to the regional transport network by road, rail, bus, ferry and, increasingly, foot and cycle.

Our roads are often congested, affecting our economic activity and residents' wellbeing. Many key transport routes are vulnerable to natural hazards and the impacts of climate change. Transport is our primary source of carbon emissions.

As our population and economy grows, we need to make better use of our existing transport network to provide more options. We need more frequent and reliable public transport services. We also need safer and more convenient walking and cycling networks.

There is an opportunity to better connect the central city to rail through the relocation of the Melling train station and new pedestrian bridge across the river. This specific element of the RiverLink project is critical to enable direct access and more trips to and from the central city by train and to support a vibrant central city.

Current State

The transport network enables the city to function, linking residents to essential services, employment and recreational amenities, both within Lower Hutt and further afield.

The transport network connects the city to its neighbours via State Highways; via public transport with frequent regional rail, bus and ferry services; and via regional cycleways and walkways. The flat topography on the Valley Floor and numerous train stations make it easy for many people to access the rail network.

The city has only two main north-south corridors and limited east-west linkages, resulting in congestion in the network at peak times and following unplanned events.

While Lower Hutt has good quality, frequent commuter rail connections to central Wellington and Upper Hutt, within Lower Hutt, some local public transport connections are infrequent or aren't provided for all communities. Some people therefore have few options other than to drive a private vehicle.

The current road layout, lack of dedicated cycling and walking facilities and the predominance of motorised vehicles create an urban environment that is often not safe for pedestrians and cyclists, and this limits the uptake of these modes. Gaps in the footpath and cycle networks, and footpaths which are inaccessible for wheelchair users also add challenges.

During the morning peak, over 75% of trips are in a private vehicle. A significant portion of Lower Hutt residents rely on private vehicles for commuting to work (66%) and school (60%). Some 53% of our residents work within Lower Hutt, 43% work in Wellington City and 4% work in Upper Hutt or Porirua. Some 82% of students study in Lower Hutt¹⁴. Despite most residents working or studying locally, the use of walking and cycling has declined since 2013 and remains low.

Our reliance on private vehicles for moving around the city means that transport emissions make up over half of Lower Hutt's total carbon emissions (56%).

¹⁴ Hutt City Council's Integrated Transport Strategy 2022

The rail service is a key enabler of residential growth in Lower Hutt. Land use zoning to enable residential intensification around railway stations was required by the National Policy Statement on Urban Development and was implemented in 2023. Rail capacity upgrades will be necessary to meet future demand, including station upgrades and improved connections to and from stations. In addition, the relocation and upgrade of the Melling station and the new pedestrian bridge to the central city will also support business and residential growth.

Several key connections in the transport network are vulnerable to natural hazards or the increasing effects of climate change, impacting the resilience of the network. These include coastal roads, single access road to certain suburbs (e.g., Wainuiomata, Eastbourne and Stokes Valley) and roads aligned along the seismic fault line.

Transport plays a crucial role in shaping the quality of life for Lower Hutt communities. Addressing transport issues is essential for fostering inclusive and vibrant neighbourhoods where residents can thrive. The Integrated Transport Strategy outlines what Lower Hutt can do to build a safer, more resilient and future-fit transport network.

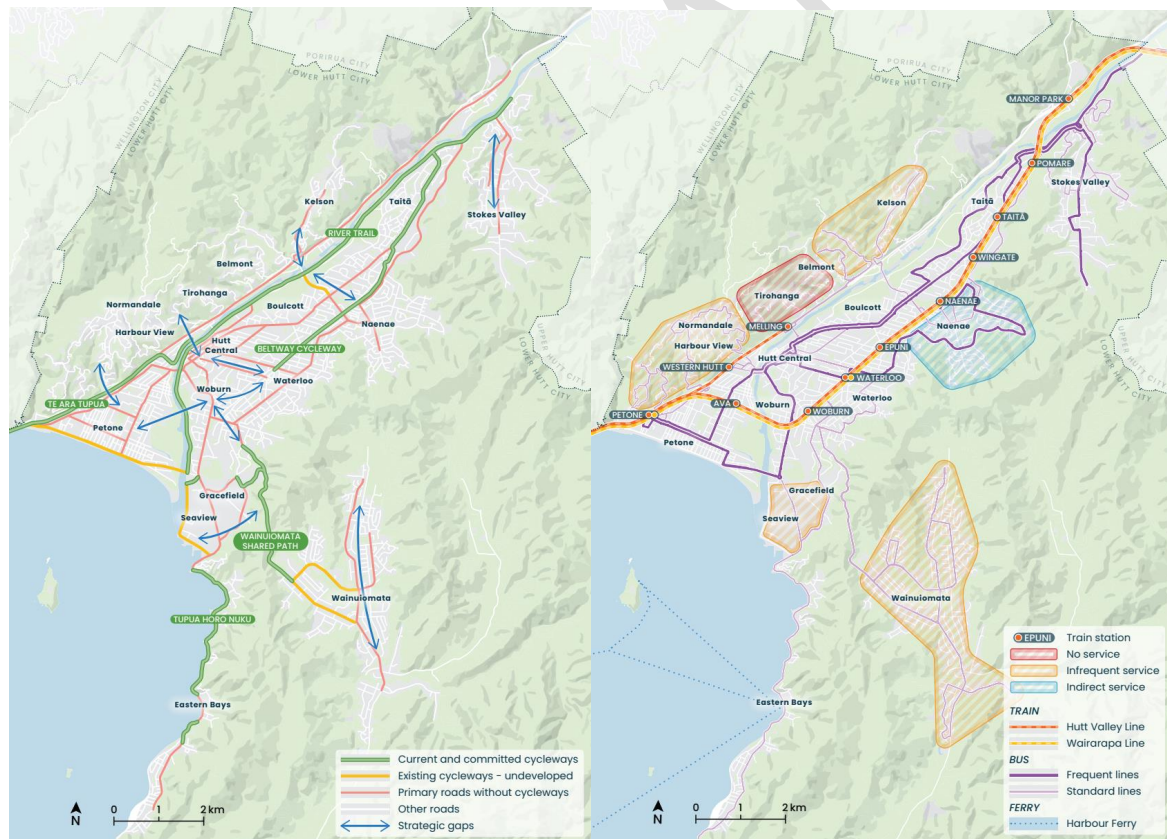


Figure 2: Cycle network (Left) and public transport network (Right)

(Source: Integrated Transport Strategy, Hutt City Council)

Challenges and Opportunities

The current challenges and future opportunities for transport are:

Transport: Key Challenges		Opportunities
Affordability	<ul style="list-style-type: none"> Recognising that building new roads or widening existing roads is expensive and sometimes not feasible. Recognising that our hills and low-density housing in some areas make it more difficult to run bus services cost effectively. 	<ul style="list-style-type: none"> Making better use of our existing road network. This may mean re-prioritising road space to better support public transport and cycling. Supporting more apartments and townhouses on the Valley Floor, close to the railway network. Encouraging more housing close to existing high frequency bus routes.
Congestion affects economic activity	<ul style="list-style-type: none"> Recognising the increasing travel demand as the city grows, leading to longer and less reliable journeys for freight, residents and businesses. 	<ul style="list-style-type: none"> Improving the attractiveness of public transport and walking and cycling, resulting in reduced road congestion during peak hours through more efficient use of road space. Introducing bus priority measures to make public transport more attractive. Providing more cycling facilities, noting that many roads are wide enough for cycle lanes without reducing vehicular movement. Exploring opportunities for travel demand management measures to reduce pressure on our roads. Working with Government on a better connection for freight between State Highway 2 and Seaview, Gracefield and Wainuiomata.
Inadequate walking and cycling environments	<ul style="list-style-type: none"> Recognising that the transport choices people make are influenced by the options available, including how convenient, attractive or safe it is to walk or cycle. Recognising that in some areas footpaths and cycling facilities are not present or wide enough. 	<ul style="list-style-type: none"> Joining up the cycling network and improving wayfinding signage to help make cycling a more attractive, safe and reliable transport choice for residents. Providing more pedestrian connections that are convenient and safe. Providing a better connection between the central city and Melling train station via a new pedestrian bridge.
Uneven public transport connections limit choices	<ul style="list-style-type: none"> Recognising that different communities have different public transport access and frequency resulting in uneven access to jobs and other destinations. 	<ul style="list-style-type: none"> Developing a targeted approach to improving transport options for communities with no or limited public transport services.

Transport: Key Challenges		Opportunities
		<ul style="list-style-type: none"> Improving access to train stations by bus, walking and cycling, and the frequency of train services.
The transport network is vulnerable to hazards, climate change and unplanned events	<ul style="list-style-type: none"> Recognising that the Western Hills, Stokes Valley, Eastbourne and Wainuiomata have few access roads due to their geography and, therefore, the impact of unplanned events, natural hazards and climate change can be significant. Recognising that other parts of the transport network are at risk from slips and flood caused by extreme weather. 	<ul style="list-style-type: none"> Considering the resilience of our transport network as part of our climate adaptation planning.
Transport is our main source of carbon emissions	<ul style="list-style-type: none"> Recognising that transport emissions impact air quality and contribute to climate change. 	<ul style="list-style-type: none"> Improving the attractiveness and availability of low-carbon travel choices such as bus, trains, ferries, bikes, foot and electric vehicles as convenient alternatives to private car travel. Improving the attractiveness of public transport by giving greater priority to buses.

Three-waters infrastructure

Summary

As more residents and businesses establish themselves in the city, they add to the demand for drinking water and wastewater. Where new buildings replace previously permeable grounds, this increases the load on the stormwater network.

When all spare capacity in the three-waters network is used up, upgrades are required to facilitate further growth.

There is currently little spare capacity in our three-waters networks, so the Council has earmarked significant investment in pipes, pumps and reservoirs.

However, even in the absence of growth we would need to invest as our infrastructure is ageing and we are falling behind on maintaining adequate levels of service.

Our challenging topography, exposure to natural hazards and the impact of climate change all add to costs so we need to be strategic with our investment decisions. We cannot afford to upgrade infrastructure everywhere all at once, so we need to prioritise where we want to facilitate growth through three-waters infrastructure investment.

Current State

Homes, businesses and facilities are all connected to the three-waters networks (drinking water, wastewater and storm water). Three-waters infrastructure is vital to support future urban development. Like many places across the country, Lower Hutt is facing significant challenges with three-waters infrastructure, and historic underinvestment has made it harder to meet the needs of our growing city.

The flatness of the Valley Floor means water supply is relatively straightforward, but carrying wastewater and stormwater is more challenging. Wainuiomata and Stokes Valley are the most challenging and expensive areas to service with three-waters due to topographical constraints (e.g., Wainuiomata Hill requires pumping of wastewater over it; and in Stokes Valley's steep hillsides and flat areas of land create challenges for managing stormwater).¹⁵

The Waiwhetū Aquifer is a vital water source for the region. Typically, about 40 percent of Wellington Waters' customer's drinking water is sourced from the aquifer, but this can be up to 70 percent during the summer. The aquifer is a natural underground water system located beneath the Hutt Valley and Wellington Harbour. It is generally located between 20 m and 70 m below ground level and is fed by a combination of river and rainwater seeping into the ground. Water sourced from the Waiwhetū Aquifer is drawn from eight bores located along Knights Road and transferred to the Waterloo WTP via the Waterloo collector main.¹⁶

The Hutt City Council Three Waters Growth Study 2022 identified that there are significant wastewater and stormwater management challenges facing the city and that more work is needed to meet the demand from future growth, environmental standards and to upgrade the existing networks. The interventions proposed in the plan had an associated cost estimate at the time of approximately \$1.27 billion.

[Hutt City Council's Infrastructure Strategy 2024–2034](#) aims to ensure that city infrastructure is resilient, fit for purpose, and affordable, meeting both current and future needs.

¹⁵ Hutt City Council Three Water Growth Study 2022, page 3.

¹⁶ Hutt City Council Three Water Growth Study 2022, page 13

Challenges and Opportunities

The current challenges and future opportunities for our three-waters infrastructure are:

Three-waters infrastructure: Key Challenges		Opportunities
Three-waters capacity to support growth	<ul style="list-style-type: none"> • Recognising that our ageing three-waters infrastructure cannot accommodate our projected population growth without significant and costly upgrades. • Recognising that it is not affordable to upgrade three-waters infrastructure everywhere and that a prioritised programme of work is needed to strategically upgrade our infrastructure in areas most suitable for growth. • Recognising that some locations are more costly to upgrade than others due to their topography or location (e.g., Western Hills, Wainuiomata and Stokes Valley). 	<ul style="list-style-type: none"> • Targeting three-waters investment in areas that achieve the highest benefit to residents and the city, particularly those areas where improved capacity supports well-located, higher density development (e.g., Hutt Central, Valley Floor). • Exploring ways to reduce water use per capita. This could be accelerated through water metering.
Climate change and natural hazard impacts on network resilience	<ul style="list-style-type: none"> • Recognising that climate change and natural hazards pose a range of serious threats to the effective delivery of three-waters services to residents and businesses, including notable concerns regarding: <ul style="list-style-type: none"> ◦ The risk of slope failure in steep topography, surface flooding, coastal inundation¹⁷ and earthquakes. ◦ The resilience of isolated or coastal communities that have single connections to the primary three-waters network (e.g., Eastern Bays, Wainuiomata and Stokes Valley). ◦ The risk that the stormwater network cannot cope with higher rainfall events and the effects of sea-level rise, exacerbating the impacts of flooding¹⁸. 	<ul style="list-style-type: none"> • Considering the resilience of our three-waters network as part of our climate adaptation planning.

¹⁷ The Lower Hutt Climate Action Pathway (2022, p.6) reports from NIWA how Lower Hutt would be affected by storm-tides. At half a metre of sea-level rise, Marchbank Street and Port Road in Seaview near the mouth of the Hutt River would be flooded by storm surge.

¹⁸ The Lower Hutt Climate Action Pathway (2022, p.6) states Lower Hutt is guaranteed at least half a metre of sea-level rise this century, and storm surge inundation (flooding by the sea during storms) will occur more often and be more severe due to sea-level rise. The sea-level is currently rising about 3mm per year in the Wellington region, and small increases in the sea-level will have a disproportionate impact.

Three-waters infrastructure: Key Challenges		Opportunities
	<ul style="list-style-type: none"> ○ The risk of inundation of key infrastructure (e.g., Seaview Wastewater Treatment Plant). ○ The risk of salination of the aquifer. ○ The potential for groundwater to enter the wastewater system. ○ The risk that our potable water supply cannot meet demand due to increased and prolonged dry periods. 	
Innovative stormwater solutions	<ul style="list-style-type: none"> ● Recognising that it is not always feasible to solely rely on hard infrastructure to mitigate surface flooding issues. 	<ul style="list-style-type: none"> ● Promoting the use of 'sponge city' solutions i.e., nature-based solutions like rain gardens, permeable pavements and new wetlands to improve flood resilience. ● Using regulatory planning tools to manage urban development in flood prone areas and enhance on-site stormwater retention and recycling (e.g., rainwater and greywater tanks).
Partnership to enable efficient infrastructure investment	<ul style="list-style-type: none"> ● Recognising that we cannot afford to upgrade the three-waters network everywhere and therefore need to prioritise and work in partnership with others. 	<ul style="list-style-type: none"> ● Coordinating with key development partners and government agencies to target infrastructure investment in priority areas (eg. Taitā, Avalon and Naenae where Kāinga Ora is a major landowner). ● Collaborating with Wellington Water Ltd and Upper Hutt City Council on cross-boundary three-waters initiatives.
Ageing wastewater treatment plant	<ul style="list-style-type: none"> ● Recognising that the Seaview Wastewater Treatment Plant is approaching the end of its service life. 	<ul style="list-style-type: none"> ● Noting that we have budgeted for an upgrade of the treatment plant in our LTP 2024–2034.

Business and Economy

Summary

The city's business community plays a key role in shaping the city's economic, social, and environmental landscape by creating jobs, generating income and stimulating investment in the local economy.

Te Awa Kairangi ki Tai Lower Hutt is a key centre of employment in the Wellington region with around 19,000 jobs in Petone, Seaview and Gracefield and 15,500 jobs in Hutt Central.

The city is the largest science, technology, industrial and manufacturing hub in the region and is expected to continue to play a significant role in the regional economy over the next 30 years.

Our economy faces challenges arising from exposure to natural hazards and climate change, congested transport networks and limited land for industrial expansion.

Addressing these challenges will enhance the city's competitiveness.

Current State

As a key centre of employment in the Wellington region, Te Awa Kairangi ki Tai Lower Hutt has around 19,000 jobs in Petone and Gracefield and 15,500 jobs in Hutt Central. This includes Hutt Hospital with its large campus in the heart of Lower Hutt which is a major employer providing key health services regionally.

The city has the largest industrial and manufacturing hub in the Wellington region, located in Seaview, Gracefield and Petone. Other key employment centres are the city centre, Wainuiomata, Alicetown, Wingate, Naenae, Taitā and Stokes Valley.

The number of businesses in Lower Hutt was up 1.2% for the year to December 2023¹⁹. Growth was higher than in Aotearoa New Zealand in general (1.1%), reaching an annual average of 11,166 businesses in the year to December 2023.

Economic growth in Lower Hutt averaged 1.8% annually over the 10 years to 2023 compared with an average of 3.0% in the whole country.

Petone, Seaview, Gracefield and Naenae were the traditional areas for manufacturing in the Wellington region. As offshore manufacturing increased, many larger employers downsized or stopped trading. In the last 25 years, the local economy has seen a shift towards smaller scale manufacturing, services, research and specialised technologies. Seaview provides one of the largest concentrations of industrial employment in the region with predominantly light industry and supporting commercial businesses²⁰. Research and innovation is also a key industry in Lower Hutt with the presence of major institutions such as Callaghan Innovation and GNS. Seaview is also home to Wellington Harbour's only fuel port, and its associated fuel tanks, which are vital for regional maritime operations (including the Port of Wellington) and resilience.

¹⁹ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²⁰ The largest employer in Seaview by numbers is the commercial sector (11,648 jobs in commercial compared to 10,492 jobs in industrial). Many of the commercial sector jobs will be providing support services to the industrial firms, and so are an important part of the industrial ecosystem.

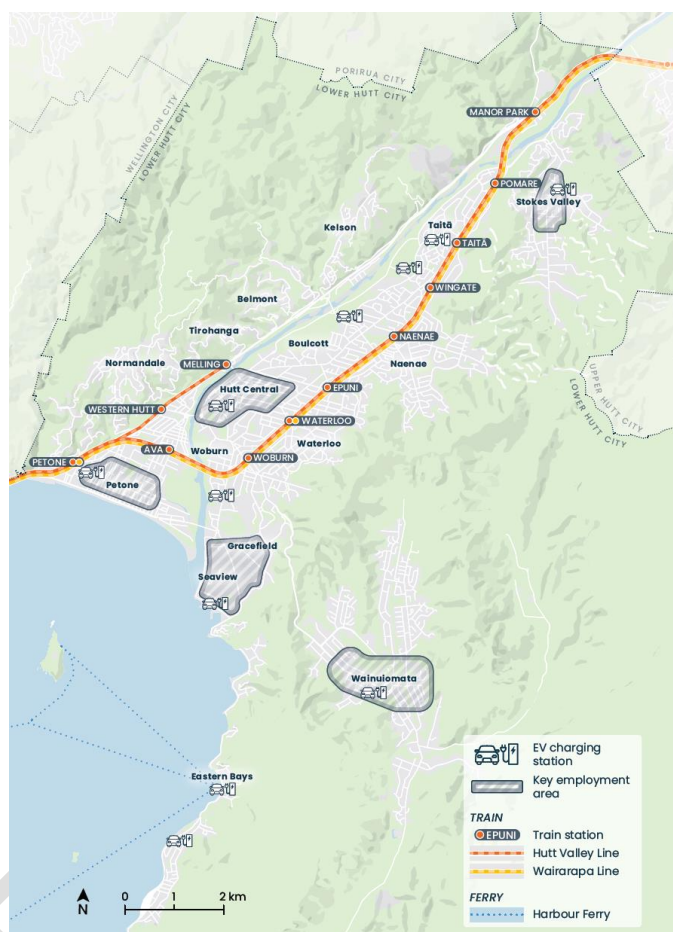


Figure 3: Key Employment areas in Lower Hutt (Source: Integrated transport strategy)

Institutes of technology and polytechnics in Lower Hutt support workforce skills development and pathways to employment. WelTec and Whitireia is an important education facility with a campus in Petone, and the Open Polytechnic in Waterloo. Annual average unemployment rate in Lower Hutt was 2.9% in the year to December 2023, lower than the Aotearoa New Zealand average of 3.7%²¹.

Te Wai Takamori o Te Awa Kairangi (RiverLink) project is a significant investment in transport infrastructure, flood protection and public realm improvements. It will transform the city centre with a strong riverside identity and reinforce Lower Hutt as a location of choice for businesses. RiverLink is expected to help build a better connected, more prosperous and more attractive city.

Tourism continues to grow in Lower Hutt, with spending by visitors increasing by 19.1% in the year to December 2023 (compared to 9.2% increase for Aotearoa New Zealand)²². In the same period, total spending by visitors in Lower Hutt increased from \$173 million to \$206 million and visitor stays increased by a similar proportion (22%).

²¹ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²² Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

Challenges and Opportunities

The current challenges and future opportunities for our economy are:

Business and Economy: Key Challenges		Opportunities
Some employment areas are exposed to natural hazards and climate related risks	<ul style="list-style-type: none"> Recognising that large, crucial parts of our industrial and business areas are susceptible to natural and climate related hazards, and the consequential risk this poses to the resilience of the city's and regional economy. Recognising that we are already making significant investment in infrastructure and our city's resilience. 	<ul style="list-style-type: none"> Preparing and implementing an adaptation plan that enhances long-term business and continued infrastructure resilience.
Poor transport connections to employment areas	<ul style="list-style-type: none"> Recognising that transport congestion and inefficient connections by road and public transport are hampering: <ul style="list-style-type: none"> convenient and reliable access for the workforce; market connectivity to the city's industrial areas; and the efficient transport of goods to and from these areas. Recognising that, as employment centres are dispersed across the city, communities experience uneven access to and participation in employment (and education) opportunities. 	<ul style="list-style-type: none"> Identifying and improving critical transport connections to the city's industrial areas and major employment centres.
Resilience of key utilities	<ul style="list-style-type: none"> Recognising that utility network resilience plays a critical role in decisions relating to business location. In particular, the resilience of the electricity network serving Seaview presents a challenge. 	<ul style="list-style-type: none"> Working with utility providers to address issues in the electricity network to support industrial operations²³.

²³ Industrial Land Study

Business and Economy: Key Challenges	Opportunities
<p>Changing business environment</p> <ul style="list-style-type: none"> • Recognising the ever-changing business environment including the impact of: <ul style="list-style-type: none"> ◦ automation and land constraints on the city's industrial sector; ◦ global shipping, higher interest rates and building costs, ◦ skilled workers shortage, employment mobility and change in travel behaviour; and ◦ increasing awareness of future climate change related events, their potential severity and consequential impact on city businesses. 	<ul style="list-style-type: none"> • Supporting businesses to innovate and adapt, including to: <ul style="list-style-type: none"> ◦ more effectively participate in the low carbon and circular economy. ◦ become more resilient to future changes in energy supply and resource availability. ◦ reduce their emissions and waste.
<p>Limited land availability for business growth</p> <ul style="list-style-type: none"> • Recognising that although there is sufficient land zoned for business activities to meet long term demand²⁴, this land is tightly held²⁵ and limits opportunities for business growth and the attraction of new businesses. 	<ul style="list-style-type: none"> • Capitalising on recent District Plan changes that enable consolidation of activities in key employment centres as well as other activities that support economic growth (e.g., quarries, landfills, clean fills and recycling/transfer depots). • Making better use of existing business land. For example, large areas of at-grade car parking could be better utilised to support businesses to develop fit-for-purpose premises as they grow, scale up or change.
<p>Low amenity in business areas</p> <ul style="list-style-type: none"> • Recognising that the poor amenity in business areas limits the attractiveness of these areas as business and workplace locations, including: <ul style="list-style-type: none"> ◦ a lack of cafes, shops or green spaces to cater for workers in industrial areas, along with street environments that lack pedestrian crossings and street trees; ◦ a low level of amenity in the city centre, making this location less attractive for businesses and workers. 	<ul style="list-style-type: none"> • Improving the amenity of business areas through tree planting and better pedestrian facilities. • Improving the amenity of the central city as part of the Te Wai Takamori o Te Awa Kairangi (RiverLink) project.

²⁴ Hutt City Housing and Business Capacity Assessment 2023

²⁵ Hutt City Industrial Land Study 2024

Business and Economy: Key Challenges		Opportunities
Few residents in the city centre	<ul style="list-style-type: none"> Recognising the very low level of inner city living which impacts footfall in central city businesses. 	<ul style="list-style-type: none"> Capitalising on Riverlink and other initiatives to transform the city centre into an attractive, vibrant and liveable centre that promotes new business, housing, recreation and employment opportunities. Investing in three-waters, transport and community infrastructure in the central city to unlock residential development and support business activities.
Seaview–Gracefield precinct potential	<ul style="list-style-type: none"> Recognising the importance of Seaview and Gracefield as major employment centres and strategic economic development focus for the city. Acknowledging the hazards in this area, including the impact of the changing climate and sea level rise. 	<ul style="list-style-type: none"> Building on the strengths of these areas and working closely with existing businesses, develop and deliver a coordinated approach to their future development with Crown Research institutes. Capitalising on the Council-owned Seaview Marina as a strategic regional asset with economic potential.
Build on existing tourism strengths	<ul style="list-style-type: none"> Recognising that our tourism potential is untapped. 	<ul style="list-style-type: none"> Capitalising on the city's convenient regional location and attractiveness to visitors, drawn to enjoy the beaches, biking and walking tracks and discover the stunning natural surroundings.

Cultural Identity

Summary

Te Awa Kairangi ki Tai Lower Hutt has a young and diverse community, with a unique rich cultural identity.

Mana Whenua is a key presence with its history, sites of significance and pūrakau (stories). There is room for more cultural recognition of Mana Whenua in our city including naming of streets and places to recognise their original occupants.

Key cultural sites, including some marae and urupā, are vulnerable to natural hazards and climate change. Careful consideration and collaboration are needed to uphold our cultural heritage and balance future risks.

[to be completed when mana whenua input is ready]

Current State

Te Awa Kairangi ki Tai Lower Hutt has a deep cultural history, with sites of Māori significance and early 19th and 20th century settlements. The creation story of Māui tells us that the Hutt Valley is the site of Aotearoa's formation. Pito One is the first landing site of Europeans in Te Whanganui a Tara.

Today, communities in Lower Hutt are diverse and have distinct identities. For example, Naenae and Wainuiomata have a high Māori and Pacific population (respectively 25.8% and 20.9% of the local population).

Overall, Lower Hutt has a proportionally higher population of Māori and Pacific people than Aotearoa New Zealand generally, with Māori population growth higher than other groups in recent years²⁶. However, our population growth is primarily the result of international migration²⁷ which adds to our cultural tapestry.

The city also has a younger population compared to the Aotearoa New Zealand average, with almost one quarter of our population younger than 20. The median ages of Māori, Pacific, and Middle Eastern, Latin American and African populations are also younger than the median age of Lower Hutt's population by approximately a decade.

In our city we have some areas that have the highest deprivation in the country while others have the lowest.

Te Awa Kairangi ki Tai Lower Hutt is home to a diverse array of religious and cultural facilities, including temples, marae, churches and mosques, each playing an integral role in community life. Beyond serving as places of worship, these facilities foster social cohesion and cultural expression, hosting various activities and events that bring people together across faith and cultural traditions. They also provide vital support to those in need through outreach programmes and services, contributing to the overall well-being and resilience of the community. Some also play a wider community support role in the event of civil emergencies, acting as shelters or coordination centres. Together, these facilities enrich the fabric of Lower Hutt, promoting inclusivity, understanding, and compassionate service to others.

²⁶ Hutt City Council, 2024. Ethnic groups | Hutt City | People+Places (peopleandplaces.nz)

²⁷ Infometrics, 2024. [Regional Economic Profile | Lower Hutt City | Age composition \(infometrics.co.nz\)](https://www.infometrics.co.nz/regional-economic-profile/lower-hutt-city/age-composition)

Mana Whenua

[Holding text only – pending mana whenua input]

Hutt City Council has developed Tākai Here (Memoranda of Partnership) with iwi and marae representing Mana Whenua and iwi Māori in Te Awa Kairangi ki Tai Lower Hutt. These take a covenant approach, reflect iwi plans, and align with Council and iwi aspirations. The following organisations have formed partnerships through Tākai Here:

- Taranaki Whānui ki Te Upoko o Te Ika Trust
- Te Rūnanga o Toa Rangatira Incorporated
- Wellington Tenth's Trust
- Palmerston North Māori Reserve Trust
- Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated

At the time of the signing of the Treaty of Waitangi (6 February 1840) the iwi living in the Wellington Harbour area and in the Hutt Valley originated from Taranaki. The collective name given to these iwi groups is Taranaki Whānui ki Te Ūpoko o Te Ika (Taranaki Whānui). Their occupation at the time and continued residence attributes them the rights and duties of Mana Whenua.

Taranaki Whānui are those people who descend from one or more of the recognised tīpuna of:

- Te Ātiawa
- Taranaki
- Ngāti Ruanui
- Ngāti Tama
- Ngāti Mutunga, and
- Other iwi from the Taranaki area

The main tāngata whenua group around the harbour and up the Hutt Valley today are hapū of Te Ātiawa who originated largely from Ngā Motu (New Plymouth). Te Ātiawa were considered to have created their own ahi ka rights once Ngāti Mutunga left for the Chathams in 1835 and these rights have “been reinforced by their continued occupation ever since.”

The ancestral homelands of Taranaki Whānui extend to the Tararua range to the north, to Rimutaka range to the east, to Cook Strait to the south and to Korokoro Hills to the west. It includes multiple pā sites, mahinga kai, urupa, marae, several awa, two maunga and the harbour of Te Whanganui a Tara. There are a total of 51 known sites of occupation. It is this ahi kā which contributes to the turangawaewae of Mana Whenua in Te Awa Kairangi Ki Tai Lower Hutt.

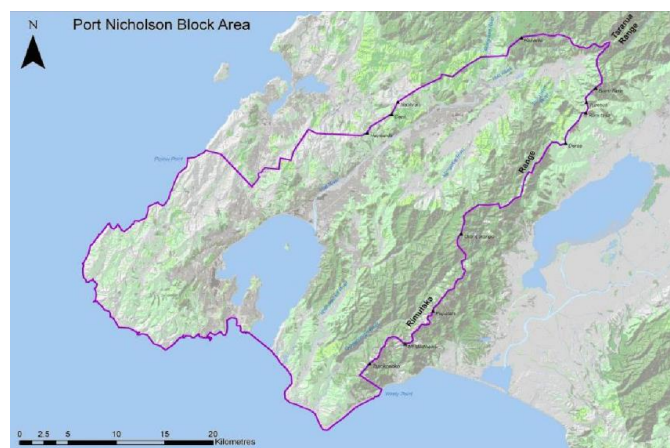
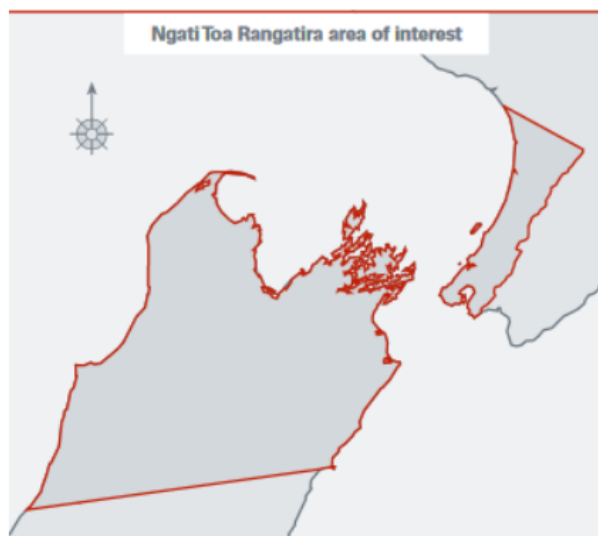


Figure 4: Title - Source: to be added

Ngāti Toa Rangatira mana over the Wellington area was acknowledged by the symbolic gifting of the mere pounamu (greenstone club) Tawhito Whenua to Ngāti Toa chief Te Rangihaeata by Te Kēkerengū (Ngāti Ira).

Kēkerengū was the son of Te Whānake, paramount chief of Wellington, and Tāmairangi, ariki tapairu (high born chieftainess) descended from the senior lines of tribes from Wellington, Wairarapa and Ngāti Kuia of Arapaoa in the South Island at Taputeranga in Island Bay.

Once peace was established with Ngāti Kahungunu the Tararua and Remutaka Ranges became known as Te Tuara Tapu o Te Rangihaeata signifying the backbone of the Ngāti Toa chief and the boundary between the two tribes. The rohe of Ngāti Toa extends from the Whangaehu River south along the ranges to Turakirae. It then crosses Raukawa Moana (Cook Strait) to Marlborough and Nelson. This is encapsulated in the tribal pepeha: Mai i Miria te Kakara ki Whitireia, whakawhiti te moana Raukawa, ki Wairau, ki Whakatū.



Map showing the area of interest referred to in the Deed of Settlement between Ngāti Toa Rangatira and the Crown.

The area of Te Awa Kairangi can be broken up into precincts, each with its own distinguishable cultural narratives, generational history and prominent Mana Whenua figures, illustrating an evident Mana Whenua connection to place. These include: Korokoro, Pito One west, Pito One east, Moerā, Waiwhetū, eastern Bays, Wainuiomata, Kōronui, Naenae, Taitā, Avalon and Hutt city centre.

Te Awa Kairangi ki Tai Lower Hutt is deeply interwoven with Māori culture and history, boasting a significant presence of Māori communities and numerous sites of cultural significance across the landscape, such as: Te Ahi Monono, Te Tatau o Te Po Marae, Motutawa pā, Te Mako pā, Korokoro urupā, Te Puni pā, Te korokoro o te mana, korohiwa pā, Waiwhetū marae, Ngutu-ihe-pā, Puhara-keke-tapu, Owhiti urupā, and the mouth of Te Awa Kairangi. Lower Hutt was historically a place of abundance for Māori and several historic mahinga kai can be found across the city.

Notable natural elements of significance to Māori include Pukeatua maunga, Te Awa Kairangi, Korokoro awa, Okautu awa, Waiwhetū awa and a strong visual connection to significant motu (Matiu, Mokopuna, Mākaro), Te Awa Kairangi and Te Whanganui-a-Tara which are prominent in pūrakau about the establishment of this local area. The multitude of areas with significance to Mana Whenua underscores the historical and cultural importance of Lower Hutt. The Council has made positive strides towards recognising Māori presence and culture by:

- Including sites of significance to Māori in the new District Plan.
- Working with Mana Whenua to create Māori Design principles, setting the intention of Mana Whenua aspirations within built projects.
- Working with Mana Whenua to compile cultural narratives for each precinct.

As a result, projects like; Maru 'Streets for People', the Moerā neighbourhood hub, Bell Park and the Naenae Pool have all been shaped by cultural narratives as well as benefiting from the design contributions made by Mana Whenua and Māori artists.

Te Taiao, the natural environment, holds deep cultural significance to Mana Whenua, including hills, waterways and coastal environments with a concentration around Petone, the city centre, Eastern Bays and Waiwhetū.

Challenges and Opportunities

The current challenges and future opportunities for cultural identity are:

Cultural identity: Key Challenges		Opportunities
Mana Whenua sites of significance and cultural narratives	<ul style="list-style-type: none"> • Recognising the presence of Mana Whenua in the city, including representation of Te Reo, Māori cultural narratives, mātauranga and design features in public spaces in neighbourhood centres, along the river and in the city centre. 	<ul style="list-style-type: none"> • Celebrating Māori culture and Mana Whenua pūrakau, history, cultural narratives and design motifs. • Protecting a wider range of sites of significance. • Expressing cultural narratives and pūrakau in more places.
Recognition of diverse cultural identities in the built environment	<ul style="list-style-type: none"> • Recognising the distinctive cultural identity and diversity of local communities throughout the city. 	<ul style="list-style-type: none"> • Strengthening the distinct character, cultural identity and history of local communities in public places through public art, signage (including bilingual), placemaking and other initiatives.
Vulnerability of cultural sites	<ul style="list-style-type: none"> • Recognising that many sites of significance to Mana Whenua are situated within high-risk coastal areas, raising concerns about their resilience and preservation. 	<ul style="list-style-type: none"> • Improving the physical resilience of cultural facilities within the city in order to provide continuing spiritual, social and cultural support to groups and communities and wider support in the event of civil emergencies.

Cultural identity: Key Challenges		Opportunities
Kaitiakitanga	<ul style="list-style-type: none"> Recognising that Mana Whenua's role as the kaitiakitanga needs to be demonstrated in work programmes, showing Council's commitment to keeping Te Tiriti o Waitangi and its legislative obligations. 	<ul style="list-style-type: none"> Continuing to acknowledge and provide for the key role of Mana Whenua as kaitiaki of Lower Hutt and Te Awa Kairangi and the valuable indigenous knowledge and expertise (Matauranga Māori) they hold to help guide environmental management and stewardship of the awa.

Changing Climate

Summary

We face changing climate conditions which affect our three-waters infrastructure, our transport network and our homes.

Reducing our carbon emissions is necessary to reduce the speed of change. How we travel is the most significant choice we make that affects carbon emissions.

As rainfall intensity changes, we need to adapt the way we manage water to reduce flood risks.

Current State

In 2022, 53% of Lower Hutt's emissions came from transportation making this the biggest opportunity for the city to reduce, while emissions from the use of natural gas accounted for 11% and waste was 9%²⁸.

The city has residential, industrial and commercial areas making the solutions to emissions reduction varied from electrifying houses to industrial heating solutions.

In addition, the city on the Valley Floor is built on a flood plain that is vulnerable to sea level rise and climate change impacts, making decisions about when we reduce emissions and how we grow even more important to get right.

A rapidly changing climate

As the Regional Emissions Reduction Plan Te Mahere ā-Rohe Whakaheke Tukunga 2024–2030 highlights, the climate crisis has already arrived and is exerting its impact on the region. Each incremental rise in temperature holds significance for how climate change will further impact the people and landscapes across the area. Decisive action is imperative at this juncture to accelerate the pace of change while the opportunity to create meaningful difference still exists. Undertaking measures to reduce emissions not only benefits health and strengthens our connection to the environment but also stimulates the local economy and enhances resilience levels.

Te Awa Kairangi ki Tai Lower Hutt includes Aotearoa New Zealand's most densely populated flood plain and has coastal communities facing exposure to sea-level rise. Climate change poses a real threat to our city and our communities and the impacts like increasing rainfall intensity have implications for the resilience of the three waters' network. Additionally, the food system is a contributor to and can be a mitigator of climate change.

Te Ara Whakamua o Te Awa Kairangi ki Tai Lower Hutt Climate Action Pathway (2022) outlines the adverse effects of climate change and outlines a proposed pathway for the community to prepare for climate change impacts and net zero emissions by 2050. This includes targeting key areas such as transport, energy and buildings, consumption and waste, te taiao, future city design and adaptation. The pathway recommends that climate change features in all long-term development planning, like this Spatial Plan, in order to avoid unnecessary risks.

²⁸ Hutt City Emissions Inventory 2021/22

The importance of water

Under the Mana Whenua concept of 'Te Mana o te Wai', the management of wai (water) is critically important.

Ka ora te wai – If the water is cared for

Ka ora te Whenua – The land will be nourished

Ka ora te Whenua – If the land is nourished

Ka ora te tāngata – The people will prosper

For Te Awa Kairangi ki Tai Lower Hutt, this means planning and designing a city that can withstand climate induced changes, such as sea level rise, coastal inundation and flooding, and provide the community with the services they need, particularly flood prevention and protection. Having more permeable surfaces and sustainable stormwater management can help mitigate these risks. The right vegetation in the right place can help with water management as well as sequestering carbon and keeping the city cool.

Low carbon transport

Part of adapting to climate change includes designing for and encouraging low carbon transport modes. This includes making it easier and more convenient for people to walk, bike and use public transport. Providing appealing local centres and neighbourhood reserves within a 10-minute walk of where people live is one way Council can support carbon reduction.

Challenges and Opportunities

The current challenges and future opportunities for climate change are:

To be further developed

Changing climate: Key Challenges		Opportunities
Net Zero emissions	<ul style="list-style-type: none"> Recognising that we need to curb our emissions to help slow down the rate of change in our climate. 	<ul style="list-style-type: none"> Adopting low carbon transport modes Switching to electric vehicles Supporting new buildings to use electricity for cooking and heating instead of gas. Reducing waste
Sea Level rise	<ul style="list-style-type: none"> Recognising that sea level rise is anticipated at 1m–1.2m by 2100²⁹. This will directly impact coastal and low-lying areas such as Petone, Alicetown, Mōera and Seaview. 	<ul style="list-style-type: none"> Preparing an Adaptation Plan so we can respond to the increasing risks.
Surface flooding (from rain events and storm events)	<ul style="list-style-type: none"> Recognising that some areas like the Eastern Bays and Waiwhetū are already prone to flooding. 	<ul style="list-style-type: none"> Continuing to invest in upgrades to our stormwater network. Adopting “sponge city” approaches in reserves and streets to manage surface flooding.

²⁹ [Greater Wellington Regional Council Climate Change Mapping](#)

Salination of the aquifer	<ul style="list-style-type: none"> Noting that sea level rise creates pathways for saltwater to enter our aquifer and cause compromise the quality of our drinking water. 	<ul style="list-style-type: none"> Minimising deep building foundations and other works below ground in the vicinity of the aquifer, especially near boreholes. Reducing our water take from the aquifer, especially during dry spells.
Slips in hilly areas	<ul style="list-style-type: none"> Recognising that there are a number of single access neighbourhoods such as Stokes Valley, Eastbourne and Wainuiomata that are vulnerable to slips. The Western Hill are also vulnerable although there are more access ways off the hill reducing the risk of communities being cut off. 	<ul style="list-style-type: none"> Encouraging housing growth in areas with good resilience, multiple access points and flat terrain.
Land use distribution helps reduce emissions	<ul style="list-style-type: none"> Recognising that where housing is built impacts how people travel and that development in remote areas are linked to higher emissions. 	<ul style="list-style-type: none"> Enabling intensification on the Valley Floor near train stations, frequent bus services and where the flat topography supports walking cycling.

Open Space, Recreation and Environment

Summary

The city has a range of active and passive recreational opportunities, including access to quality natural environments. These are important for the health and wellbeing of our communities.

As our population grows and residents increasingly live in townhouses and apartments with limited private outdoor space, the public open space network needs to evolve. This means providing more and better open spaces and recreation opportunities close to where people live. We also need to prioritise efforts towards the ongoing protection and enhancement of the natural environment and indigenous biodiversity.

Māori have long understood the importance of living in harmony with te taiao (the natural world). There is an opportunity to grow and nurture Te Awa Kairangi ki Tai Lower Hutt's open space network by upholding the mana of Tangata Whenua.

Current State

Over half of Te Awa Kairangi ki Tai Lower Hutt's area comprises land protected as reserves. This is unique. Reserves play an important role in addressing the impact of a changing climate, contributing to flood resilience and healthier ecosystems with greater biodiversity³⁰ of flora and fauna.

In the hills to the east and west of the Valley Floor, Lower Hutt has extensive natural bush reserves surrounding the urban areas. These larger reserves are highly valued as natural spaces but have potential for further enhancement to improve biodiversity, hydrological processes (including flood resilience), recreational opportunities and connections between areas. Te Awa Kairangi Hutt River supports a network of open spaces, connected by the Hutt River Trail, and is a significant flood management corridor.

On the Valley Floor and in urban communities, a range of open spaces, parks and recreational facilities offer spaces for informal play, exercise, sports and social interaction.

The Reserves Investment Strategy identifies a range of gaps within the open space network including in the city centre, Seaview-Gracefield, the Western Hills and the eastern suburbs of the Valley Floor. It also highlights that several of our existing reserves are located in areas subject to natural hazards (e.g., landslide risks on steep terrain, coastal and surface flooding). Indeed, open spaces are part of our flood management system and help reduce flooding from waterways after high rain events.

Providing adequate green space and clean, safe waterways is essential to foster public health and wellbeing in Lower Hutt and to improve freshwater and coastal environments. Investing in parks, playgrounds, sports fields, and walking trails provide areas for physical activity, relaxation, social interactions, and aids in contributing to reduced stress and improved mental wellbeing.

Greater Wellington Regional Council oversees management of the regional parks and flood management for Te Awa Kairangi Hutt River and key tributaries³¹. Upper Hutt City Council is involved in the management of reserves and upstream catchments that flow downstream into Lower Hutt catchments. We work with the regional council and our neighbours to manage our rivers and bush-clad hills.

³⁰ Rautaki Kanorau Koiora Taketake Indigenous Biodiversity Strategy 2023

³¹ Scope of water quality and stream health improvements is also small streams, Waiwhetū, Black Creek, Wainuiomata River. Most, but not all these waterways are tributaries to Te Awa Kairangi.

Challenges and Opportunities

The current challenges and future opportunities for open spaces, recreation and the natural environment are:

Open space, recreation and environment: Key Challenges		Opportunities
Changing community expectations of open spaces and recreation facilities	<ul style="list-style-type: none"> Recognising that as communities grow and change over time local recreation facilities or open spaces may need changes to effectively meet community needs. Demand from new groups and for new activities will mean public spaces will need to be versatile to meet a variety of needs. This may be a challenge for traditional users. 	<ul style="list-style-type: none"> Locating open space in the right places, including offering residents a variety of options in terms of location and scale. Aligning open space and recreation investment with growth areas to ensure equitable and convenient access for residents.
Gaps in provision of open spaces	<ul style="list-style-type: none"> Recognising and addressing a range of gaps within the open space network in some areas of the eastern Valley Floor and the central city to support future residential growth. Recognising the low amenity for workers in the Seaview and Gracefield areas. 	<ul style="list-style-type: none"> Improving the range of spaces and facilities along the Te Awa Kairangi Hutt River corridor to better meet community needs, including enhanced quality, safety and attractiveness.
Environmental degradation and biodiversity loss	<ul style="list-style-type: none"> Recognising and addressing the loss of biodiversity that has occurred in the city over time. 	<ul style="list-style-type: none"> Supporting revegetation to provide habitats for our birds and insects. Prioritising enhancement of waterways and wetlands, including regeneration of suburban streams like Awamutu, Waiwhetū, Stokes Valley and Black Creek.
Using natural systems to enhance resilience	<ul style="list-style-type: none"> Noting that many open spaces are part of our flood management network and located in areas unsuitable for housing and other types of buildings. 	<ul style="list-style-type: none"> Using of “sponge city” / water sensitive design measures to improve water quality and reduce flooding. Enhancing urban tree cover to reduce the effect of warmer summers.
Poor access to reserves	<ul style="list-style-type: none"> Recognising that not everyone has convenient access to nature and recreational amenities. 	<ul style="list-style-type: none"> Enhancing access to open spaces. Introducing natural features in the urban environment (e.g., green corridors, street trees).

Open space, recreation and environment: Key Challenges		Opportunities
Stewardship and management of reserves and river catchments	<ul style="list-style-type: none"> Recognising that the approach to managing the river corridor and tributaries between HCC, UHCC, GWRC and Mana Whenua provides opportunities to realise a more integrated, sustainable approach to managing reserves and river catchments. 	<ul style="list-style-type: none"> Ongoing partnering with Mana Whenua to guide environmental management in the city – drawing on Mātauranga Māori – and continuing to foster our joint roles and responsibilities as kaitiaki. Supporting and promoting environmental stewardship initiatives that provide opportunities for community engagement and participation (e.g., tree planting program, restoration projects).
Limited local food production	<ul style="list-style-type: none"> Recognising that we produce little of the food we consume. 	<ul style="list-style-type: none"> Having spaces for growing food can provide an attractive complement to living in apartments or on smaller sections.

Community Facilities

Summary

Te Awa Kairangi ki Tai Lower Hutt has a wide range of community and recreational facilities, many provided by the Council.

Our growing population, changing demographics and the evolving needs and expectations of our communities mean we need to continue to adapt our facilities.

We can enhance community well-being through strategic investments in integrated hubs and facilities.

Recent upgrades demonstrate a commitment to innovation and sustainability, ensuring Lower Hutt is a thriving and inclusive city. Through collaboration, partnerships and innovative governance models, Lower Hutt ensures that facilities remain culturally relevant, catering to the evolving needs of its diverse community.

Current State

Hutt City Council provides a range of community and recreational facilities, with many of these established during the city's growth period in the 1950s and 1960s. Eight neighbourhood hubs provide library services, digital access and activities to support community wellbeing. The city has six public pools, including indoor and outdoor facilities, and three with fitness suites, as well as two museums including the Dowse which is a regional destination. Council also provides a range of halls, community houses and other buildings which are managed and used by community groups and provides funding to support social services and activities to support wellbeing.

Over the past 10 years there has been significant investment to refurbish existing and build new facilities, particularly in under-served communities. This includes the Kōraunui Strokes Valley Community Hub, the Walter Nash Centre in Taitā (which includes 5 indoor sports courts) and the Naenae Bowls Centre. More recently, Naenae has benefited from the rebuilding of its regional swimming pool (to a green star 5 sustainability standard) and new community centre in the heritage-listed former Post Office building. The Moerā Hub is also earmarked for investment that will provide additional facilities for residents with its innovative sustainable design, setting a precedent for future developments in Lower Hutt. Council is also undertaking a programme of work to decarbonise its facilities by converting them from gas to electricity.

With a growing population, there is increasing demand from new groups and for new activities. Council's approach to meeting the demand is to optimise existing facilities so they have many uses and users including more sharing and 'hubbing' of activities. This may require adjustments to some historic arrangements and innovative new uses of public spaces and places. Future investment will focus on ensuring the current network of facilities is well-maintained, and where needed adapted to be multi-use or to increase capacity.

Alongside investment in infrastructure, a priority for Lower Hutt is to focus on community wellbeing and supporting its people to have a sense of identity and be proud of where they live. Neighbourhoods and communities give residents a sense of place and purpose and Council's role is to support and enable neighbourhoods and communities to thrive, working alongside them to support community-led initiatives and solutions to local issues.

Challenges and Opportunities

The current challenges and future opportunities for our community facilities are:

Community facilities: Key Challenges		Opportunities
Strategic investment to respond to multiple challenges	<ul style="list-style-type: none"> Recognising the need to plan community facilities to make best use of our existing facilities. 	<ul style="list-style-type: none"> Strategically planning and investing in community facilities to counter the multiple impacts of ageing infrastructure, financial viability, seismic risk, natural hazards and changing community needs.
Meeting the demand from increased population, changing needs and new activities.	<ul style="list-style-type: none"> Recognising that many of the city's recreational and community facilities are no longer physically or socially capable of meeting the needs and/or expectations of our changing population, in terms of accessibility, function and use. 	<ul style="list-style-type: none"> Optimising existing facilities so they have many uses and users including more sharing and 'hubbing' of activities. This may require adjustments to some historic arrangements and innovative new uses of public spaces and places.
Buildings vulnerable to natural hazards and seismic risks	<ul style="list-style-type: none"> Recognising the threat that seismic risks and exposure to other natural hazards and climate change impacts pose to the resilience of community facilities. For example, the Petone Recreation Ground grandstand is a key amenity that fosters community gathering opportunities but has been closed due to seismic issues. 	<ul style="list-style-type: none"> Developing and implementing a holistic approach to revitalising community spaces and facilities to ensure their relevance, resilience and sustainability into the future.
Develop new models and partnership approaches to deliver facilities	<ul style="list-style-type: none"> Recognising the threat that financial shortfalls, maintenance costs and changing societal needs and expectations present to the relevance and viability of the city's existing community facilities. 	<ul style="list-style-type: none"> Working in partnership with others, including schools and private owners to create more capacity for public use.

Chapter 3: Te Awa Kairangi ki Tai Lower Hutt in 30 Years

Summary

This chapter sets out our direction for Te Awa Kairangi ki Tai Lower Hutt in 30 years, the outcomes we want to see delivered and the strategic moves we need to get there. It spells out our “sustainable growth strategy” for the city.

Eight strategic moves are defined:

1. Enhance the heart of the city

Revitalise the city centre to create a thriving neighbourhood and destination

2. Build up the central and northern Valley Floor

Concentrate new housing in the central and northern Valley Floor

3. Grow with Te Awa Kairangi Hutt River

Enhance resilience, recreation and biodiversity along the river

4. Foster prepared coastal and low-lying communities

Recognise the risks of climate change and build community preparedness

5. Cultivate well-connected economic precincts

Improve resilience of and access to employment areas

6. Support neighbourhoods outside the Valley Floor

Sustain the access, character and services of neighbourhoods

7. Strengthen transport options

Provide a variety of transport options that make it easy to get to and around the city

8. Create a greener and healthier city

Improve the health and wellbeing of the city and its ecosystems

Strategic Framework

The ‘strategic framework’ guides planning and investment over the next three decades. It articulates a shared purpose, values, principles, outcomes and strategic moves to shape the city’s future urban growth and change.

The purpose, values and principles have been informed by the 2024–34 Long Term Plan. An additional principle, “cultural recognition” was added to reflect the longer horizon (30 years) of the Spatial Plan. The outcomes have been developed for each principle through workshops with Hutt City Council staff.

Long Term Plan	Purpose	A connected, resilient and inclusive city where everyone thrives							
	Principles	Thriving neighbourhoods	Enhancing the environment	A future-fit city	Cultural recognition				
Spatial Plan	Outcomes	Urban growth in suitable areas Thriving local centres Affordable housing Transport options	Compact urban footprint Mana Whenua as kaitiaki Healthy natural systems Resilient environment	Zero-carbon city Targeted infrastructure upgrades Diverse business environment	Mana Whenua history and identity Distinct neighbourhoods				
	Strategic moves	Enhance the heart of the city	Build up the central and northern Valley Floor	Grow with Te Awa Kairangi Hutt River	Foster prepared coastal and low-lying communities	Cultivate well-connected economic precincts	Support neighbourhoods outside the Valley Floor	Strengthen transport options	Create a greener and healthier city
	Actions	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...	a, b, c, ...

Figure 5: Strategic Framework

Purpose

A connected, resilient and inclusive city where everyone thrives.

Values

In partnership

Collaborating with Mana Whenua and hapori Māori, other groups and organisations to achieve our goals.

This value emphasises the importance of collaboration and inclusivity in the planning process, recognizing the value of diverse perspectives and partnerships in achieving shared objectives.

With a changing climate in mind

Considering a changing climate in all decisions and actions.

This value underscores the need to prioritise sustainability and resilience in urban development, acknowledging the challenges posed by climate change and the importance of proactive planning to mitigate its impacts.

Promoting the wellbeing of all people

Focusing on the social, economic and cultural wellbeing of the community.

This value centres on fostering environments that prioritise the social, economic, and cultural welfare of the community. In urban planning, this value translates into creating inclusive spaces that support community health, safety and happiness. It involves designing neighbourhoods, infrastructure and public spaces that enhance social cohesion, economic opportunities and cultural vibrancy.

Creating a positive future legacy

By being good ancestors, we create a beneficial legacy for our mokopuna.

Future generations reap the wellbeing benefits of past stewardship, planning and investment.

Principles and Outcomes

1. Liveable city and vibrant neighbourhoods

Creating vibrant, accessible communities where everyone has affordable access to housing, amenities, and spaces that foster wellbeing.

The specific outcomes sought in the Spatial Plan under this principle are:

- **Urban growth in suitable areas** – Urban intensification to accommodate our population growth occurs in areas where sufficient three-waters capacity and public transport services are able to be provided cost-effectively.
- **Thriving local centres** – All suburbs have good access to local shops, amenities and services.
- **Affordable housing** – Housing choices, suitable for all incomes, lifestyles, cultures and life stages, including intergenerational housing options, are available and contribute to inclusive, vibrant neighbourhoods.
- **Transport options** – All urban neighbourhoods have access to transport choices, including public transport, cycling infrastructure and pedestrian pathways. Transport options are convenient and inclusive, reduce community reliance on private vehicles and improve city resilience.

2. Supporting and enhancing the environment

Fostering a thriving, sustainable city by improving and enhancing our environment while accommodating, with clean water, clean air, healthy spaces and abundant vegetation.

The specific outcomes sought under this principle are:

- **Compact urban footprint** – Urban growth is accommodated within the existing urban area rather than by expanding outwards into rural areas.
- **Mana Whenua as kaitiaki** – Mana Whenua are recognised as active kaitiaki of Lower Hutt's natural environment, working in partnership with Council and communities.
- **Healthy natural systems** – Lower Hutt has clean waterways and air, more abundant native vegetation, restored wetlands and enhanced biodiversity. Natural systems support the city's resilience, actively reducing urban heat island effects and flood risks.
- **Resilient environment** – Lower Hutt is proactively adapting to the impacts of climate change and natural hazards, making infrastructure, business and communities more resilient.

3. Being a future-fit city

Focusing on building a future-fit city that is resilient, adaptable, and geared towards a zero-carbon future.

This principle embodies our commitment to building a future-fit city, emphasising adaptability and flexibility to enhance resilience in the face of climate change. By prioritising actions that mitigate and adapt to climate change, fostering a resilient economy and infrastructure and transitioning towards a zero-carbon future, we aim to create a city that is prepared to thrive in an ever-changing world.

The specific outcomes sought under this principle are:

- **A zero-carbon city** – Reduced greenhouse gas emissions, adoption of renewable energy and improved energy efficiency across all sectors contributes to the transition to a zero-carbon future in Lower Hutt.
- **Targeted infrastructure upgrades** – We make better use of our three-waters and transport infrastructure, with capacity for future growth in identified growth areas.
- **Diverse business environment** – Lower Hutt has a diverse business environment that supports businesses to grow, evolve and stay in Lower Hutt and sustains local employment.

4. Cultural recognition

Incorporating Mana Whenua values into our city, we celebrate all cultural identities and promote cultural vitality, fostering social cohesion and belonging for all residents.

The specific outcomes sought under this principle are:

- **Recognition of Mana Whenua history and identity** – Māori history, identity and pūrakau (bodies of knowledge) are prominently acknowledged and mātauranga Māori (traditional knowledge) is integrated into the urban environment of Te Awa Kairangi ki Tai, honouring Mana Whenua and their sites of cultural significance – historic, present and future.
- **Distinct neighbourhoods** – The character of each neighbourhood is recognised, valued and supported to evolve over time. Neighbourhoods visibly celebrate local cultural heritage and the diversity of their communities.

Strategic Moves

The strategic moves are the primary components of successful urban growth in Te Awa Kairangi ki Tai Lower Hutt over the next 30 years.

1. Enhance the heart of the city

Revitalise the city centre to create a thriving neighbourhood and destination

2. Build up the central and northern Valley Floor

Concentrate new housing in the central and northern Valley Floor

3. Grow with Te Awa Kairangi Hutt River

Enhance resilience, recreation and biodiversity along the river

4. Foster prepared coastal and low-lying communities

Recognise the risks of climate change and building community preparedness

5. Cultivate well-connected economic precincts

Improve resilience of and access to employment areas

6. Support neighbourhoods outside the Valley Floor

Sustain the access, character and services of neighbourhoods

7. Strengthen transport options

Provide a variety of transport options that make it easy to get to and around the city

8. Create a greener and healthier city

Improve the health and wellbeing of the city and its ecosystems

Cross-cutting nature of the plan

The matrix below illustrates how each strategic move contributes to the principles and outcomes. **To be updated.**

Multiple strategic moves contribute to achieving each principle

Principles	Strategic Moves							
	1	2	3	4	5	6	7	8
Liveable city and vibrant neighbourhoods	✓	✓		✓		✓		
	✓	✓		✓	✓	✓		
	✓	✓		✓		✓		
							✓	✓
Supporting and enhance the environment	✓	✓		✓		✓		✓
			✓	✓		✓		✓
	✓		✓	✓				✓
	✓	✓	✓	✓	✓	✓		
Being a Future-fit city					✓		✓	✓
			✓		✓		✓	✓
	✓	✓	✓	✓		✓	✓	✓
Cultural recognition	✓	✓	✓	✓	✓	✓	✓	✓
	✓	✓	✓	✓	✓	✓	✓	✓
	✓	✓		✓		✓		

✓ Primary
 ✓ Secondary

Figure 6: Principles, Outcomes and Strategic Moves alignment matrix

Strategic moves in detail

The next section explains each strategic move, their rationale, what types of actions are recommended to give effect to them, and what their expected benefits are.

PRELIMINARY

1. Enhance the heart of the city

Revitalise the central city to create a thriving neighbourhood and destination

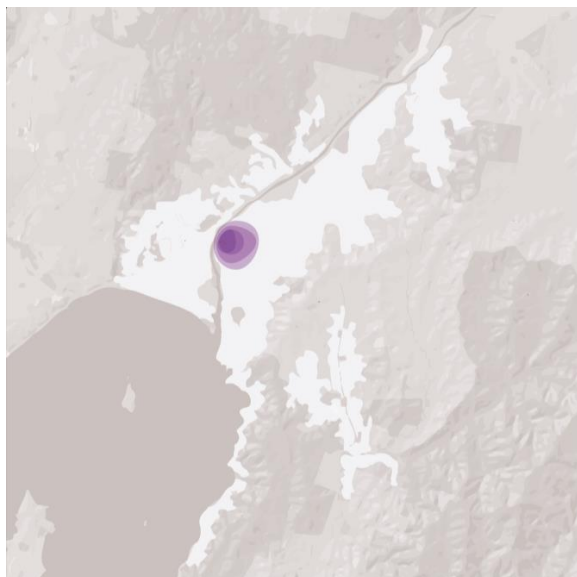


Figure 7: Strategic Move 1

The central city is the area we most want to see growing for housing and businesses.

Over the last two decades, the Council has proactively invested in the central city to make it more attractive to businesses, residents and visitors. This includes investments in the Dowse Museum, the Events Centre, Riddiford Gardens and the Council building as well as a redesign of High Street in the core business area. This strategic move is about building on all this good work.

The central city is a major commercial and employment hub and already provides exceptional facilities and green spaces with the War Memorial Library, the Huia pool and fitness centre, the Hutt Recreation Ground and extensive open spaces along the river corridor.

We are investing in the central city to encourage more residents and business to locate here.

Investments in Te Wai Takamori o Te Awa Kairangi (RiverLink) will improve access to the city centre with the relocated Melling train station, a new pedestrian bridge across the river connecting the station and the centre, a new interchange on State Highway 2 and improvements to local roads and public spaces. It will also increase the flood protection for Hutt Central and help turn the city towards the river with new buildings along a riverside promenade. Together these will make the city centre a more resilient location for housing and businesses with riverside amenity and excellent access to public transport and services.

Significant investment in three-waters infrastructure will increase the capacity of our wastewater, stormwater and potable water networks and help support more residents and businesses locating in the central city.

There is more work to be done to ensure the central city provides a safe and attractive environment for residents with the services they need.

Work is also needed to attract new employers to the city centre and ensure our businesses thrive. More residents and better transport connections should help with this, but a continuous programme of physical improvements and activation is also needed to create a vibrant city centre.

The retail, commercial, food and hospitality offering will play an important role in attracting and retaining businesses, residents and visitors.

What will this look like?

This strategic move involves:

- Supporting the RiverLink programme – relocating Melling train station, a new pedestrian bridge connecting the station to the city centre, increased flood protection in Hutt Central, riverside park, streetscape improvements and new interchange on State Highway 2.
- Delivering our Infrastructure Acceleration Fund three-waters upgrades to support new housing in Hutt Central.
- Supporting Waterloo Station renewal as the main rail hub that can bring people in from all directions via rail.
- Initiatives to support more residents and business to locate in the central city.
- Improving the safety and attractiveness of public spaces and streets in the city centre.

How will the city benefit?

This Strategic Move will achieve:

- More housing options – new apartments and other housing choices to support our growing population.
- A vibrant city centre with thriving retail, commercial, food and hospitality activities.
- A location of choice for employers and employees with access to public transport, open spaces, amenities, services and recreation.
- A more accessible central neighbourhood with better transport choices, including public transport, cycling infrastructure and convenient pedestrian routes.
- Residents living close to jobs and transport links, helping to achieve our carbon emissions targets.
- A more attractive commercial centre for visitors, including inviting streets and public spaces.

See chapter 4 for a full list of actions to implement this move.

2. Build up the central and northern Valley Floor

Concentrate new housing in the central and northern Valley Floor

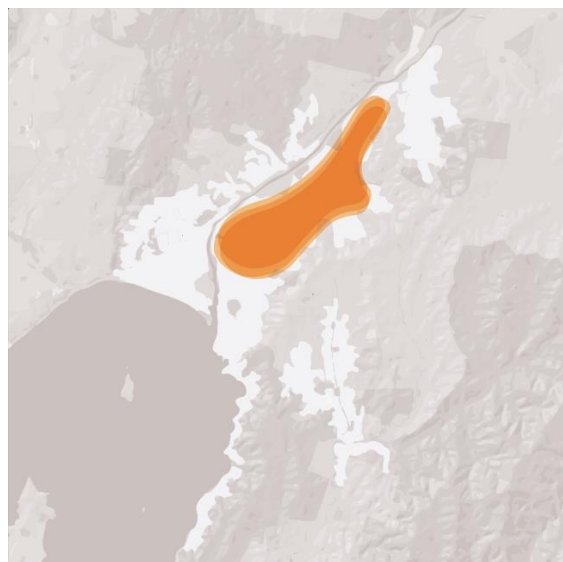


Figure 8: Strategic Move 2

The central and northern Valley Floor are best placed to support our population growth as they are resilient, well serviced by public transport and most cost-effective to service with three-waters infrastructure.

The upper half of the Valley Floor, by virtue of its resilience, its distance from the coast, flat topography and good access to the regional road and rail networks, is the preferred location for residential growth over the next 30 years.

In 2023, we changed our District Plan to facilitate more housing development; this has resulted in much of the Valley Floor being zoned for “High Density Residential” activities, enabling buildings up to six storeys high in most places. The Council is investing significantly in infrastructure upgrades to support growth in this location.

We are also improving our community facilities and open spaces and will continue to do so.

A key driver for growth in the Valley Floor is the convenient access to rail stations and public transport services. We will support Metlink to deliver better public transport services and improve access to these services for our residents and visitors.

More work is required to improve the attractiveness, range of services and access of our suburban centres. We want to improve our walking and cycling networks to ensure everyone in the Valley Floor has easy access to local centres.

We are also improving our community facilities and open spaces to support our growth.

The Valley Floor is home to thousands of social housing tenants. Kāinga Ora is a major landowner in several neighbourhoods, such as Taitā, Naenae and Avalon, and we will support them to upgrade their ageing housing stock.

What will this look like?

This strategic move involves:

- Targeted investment in Valley Floor three-waters infrastructure.
- Improving public transport services, walking and cycling access across the Valley Floor via local centres.
- Supporting Kāinga Ora in their housing upgrades with a focus on development in Naenae, Taitā and Avalon.
- Supporting local centres to attract and sustain a range of services for residents.
- New or improved community facilities in local centres
- Improved local parks and reserves.
- Public realm improvements like street tree planting.

How will the city benefit?

Implementation of this strategic move will:

- Support development in areas where it is most affordable and sustainable to provide three waters and transport infrastructure.
- Create thriving, convenient communities.
- Improve housing choices and affordability.
- Reduce transport emissions by supporting more residents living in the Valley Floor, close to employment areas and with convenient access to everyday services and amenities.
- Support and enhance the character of existing neighbourhoods and local centres.

See chapter 4 for a full list of actions to implement this move.

3. Grow with Te Awa Kairangi Hutt River

Enhance resilience, recreation and biodiversity along the river.

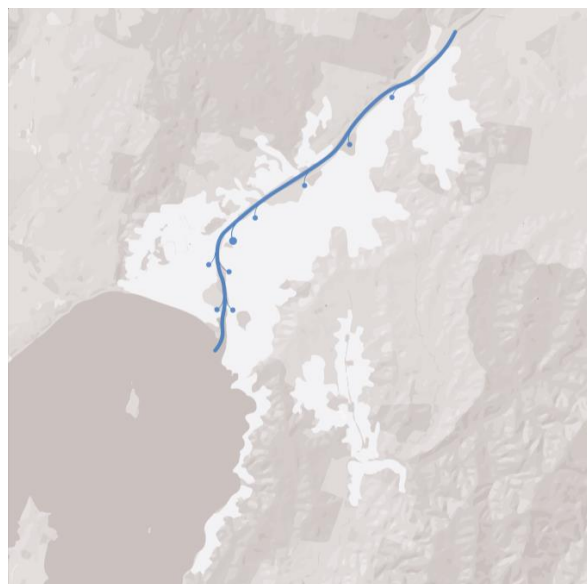


Figure 9: Strategic Move 3

Te Awa Kairangi Hutt River is a treasured natural feature of Lower Hutt. In all that we do, we will recognise the kaitiaki role of Mana Whenua in relation to our waterways.

Water shapes the city, our transport network and our open spaces. The river is also a threat and past efforts to protect the city from flooding have resulted in the city turning its back on the river.

Our future city is one that embraces the amenity provided by the river corridor, has buildings facing towards the green corridor of the river and provides numerous connections between the city and the water.

This transformation starts with Te Wai Takamori o Te Awa Kairangi (RiverLink) which will raise the stopbanks to protect people and property from a one in 440-year flooding event. Without these works, such an event could affect up to 3,000 homes, five schools and 600 businesses. The project will also improve walking and cycling routes along the river corridor and connections to the central city.

More work is needed to make the most of the vast recreational and environmental opportunities provided by the river. This includes connecting the Hutt River trail to Te Ara Tupua and Tupua Horo Nuku in the regional shared cycling and walking network. Better walking and cycling connections to adjoining neighbourhoods are also needed.

The gradual replacement of introduced species with native plants and trees will help restore the health and biodiversity of the river corridor. Extending these efforts to the tributaries of Te Awa Kairangi and adopting “sponge city” principles in our urban areas will help improve water quality in these streams and the river itself. We will optimise our efforts by working in partnership with our neighbours and with the regional council.

What will this look like?

This strategic move involves:

- Supporting Te Wai Takamori o Te Awa Kairangi (RiverLink) which involves GWRC raising the stopbanks to protect people and property; and Hutt City Council providing a new pedestrian bridge over the river and improving the connection between the city centre and the river.
- Improving walking and cycling routes along the river.
- Improving parks and reserves along the river.
- Wetland restoration and riparian improvements.
- Partnership in river management, including working with Mana Whenua.
- Water metering to reduce water take from the catchment.

How will the city benefit?

The implementation of this move will provide:

- A more resilient river corridor, supporting the resilience of the city as we adapt to the impacts of climate change and natural hazards.
- A healthier river with cleaner water, more abundant native vegetation, restored wetlands and enhanced biodiversity.
- Mana Whenua have greater recognition as active kaitiaki of Te Awa Kairangi.
- More visitors and new business to the city and region with a significant recreational tourism asset.
- More equitable access to natural spaces, parks and recreation spaces and the treasured Te Awa Kairangi corridor.

See chapter 4 for a full list of actions to implement this move.

4. Foster prepared coastal and low-lying communities

Recognise the risks of climate change and build community preparedness

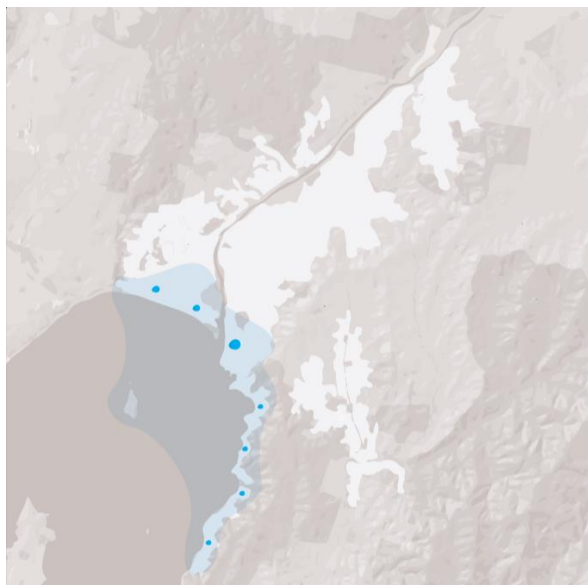


Figure 10: Strategic Move 4

We need to start planning now for adapting to our changing climate.

Te Awa Kairangi ki Tai Lower Hutt's extensive coastal environment is home to many residents and valued by the whole community. It is an area of early settlement for Māori and holds many sites of cultural significance to Mana Whenua. Sea level rise and more frequent and severe storm events however make the coast and other low-lying areas vulnerable in the long-term.

Examples from the wider region show that communities must be at the heart of climate adaptation planning and that we can take a phased approach to making decisions.

This may mean we strengthen our coastal edges in the short-term. This is illustrated by recent work for Te Ara Tupua and Tupua Horo Nuku where shared walking and cycling paths helped reduce erosion of the coastal edge and flooding of the adjoining transport network and properties. The Cross Valley Link project provides for resilience for freight for Seaview, Gracefield and Wainuiomata industrial areas and an opportunity to look at the Petone Esplanade and reconsider its role in sea defence.

Hutt City Council made decisions to focus on getting the basics right with significant investment in core infrastructure including three waters. We are investing significantly in the resilience of our water infrastructure, for e.g., Petone pipe network and Barber Grove.

Longer term, when our underground pipes and utilities become waterlogged, we may make different decisions. What is most important is to have an agreed approach to making decisions with the community, Mana Whenua and those who stand to bear the costs of the mitigation measures.

What will this look like?

This strategic move involves:

- Developing an Adaptation Plan for Lower Hutt with Mana Whenua, businesses and residents, noting that the Adaptation Plan is needed to inform future District Plan responses.
- Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link project so it delivers transport and resilience benefits, including consideration of the future function of the Petone Esplanade.
- Completing Tupua Horo Nuku and other shared paths.
- Working with Mana Whenua to increase recognition of culturally significant sites in the coastal area.
- Considering the resilience of our business areas in Seaview and Gracefield.

How will the city benefit?

The implementation of this move will provide:

- Shared direction and approach for coastal adaptation and investment.
- Upgraded infrastructure which helps Seaview and Gracefield be more accessible and resilient.
- Improved access to valued coastal reserves and sea-side environments.
- Greater visibility and recognition of Mana Whenua history and identity in coastal areas.

See chapter 4 for a full list of actions to implement this move.

5. Cultivate well-connected economic precincts

Improve access to and the resilience of employment areas

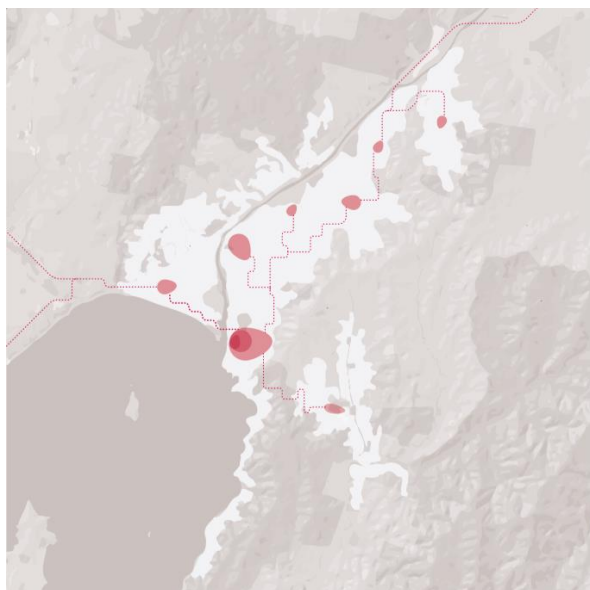


Figure 11: Strategic Move 5

Te Awa Kairangi ki Tai Lower Hutt has been a key centre of industry for a century and will remain a strategically significant employment centre for the region.

Over time, we have evolved from large-scale manufacturing to smaller-scale specialised production, research and high-tech industries. We benefit from a wide labour pool and Crown entities with GNS Science and Callaghan Innovation. Our flat land in Seaview, Gracefield, Petone, further north in the Valley Floor and in Wainuiomata gives us an advantage over other districts in the Wellington Region.

Our future challenges lay in improving our connectivity to the wider region and the resilience of our low-lying, coastal areas.

We need to ensure we have the necessary connections to enable freight movements through and around the city, that support business growth and help to reduce congestion on our roads.

The Cross Valley Link and Petone to Grenada projects are key to improving efficiency for the industrial sector and access for our labour force.

More work is needed to improve public transport access and the amenity of employment areas. We also need to ensure we are a place where it is easy to do business, and where businesses and education providers support each other.

What will this look like?

This move involves:

- Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects to better connect our core employment areas to the State Highway network.
- Working with Metlink to improve public transport, including links to Seaview, Gracefield and Wainuiomata. This could involve bus priority measures.
- Continue implementing the 2030 Vision for Seaview and Gracefield.
- Public realm improvements in business areas, including safer and more convenient pedestrian facilities and open spaces that workers can use.

How will the city benefit?

The implementation of this move will provide:

- A more diverse business environment that supports businesses to grow, evolve and stay in Lower Hutt and sustains local employment.
- Adequate transport infrastructure with capacity for future business and retail growth.
- More attractive business areas for business, investors and workers
- More convenient and equitable access to employment for workers.
- Support for businesses to transition towards a low-carbon economy and promote economic diversity and innovation.

See chapter 4 for a full list of actions to implement this move.

6. Support neighbourhoods outside the Valley Floor

Sustain the access, character and services of neighbourhoods

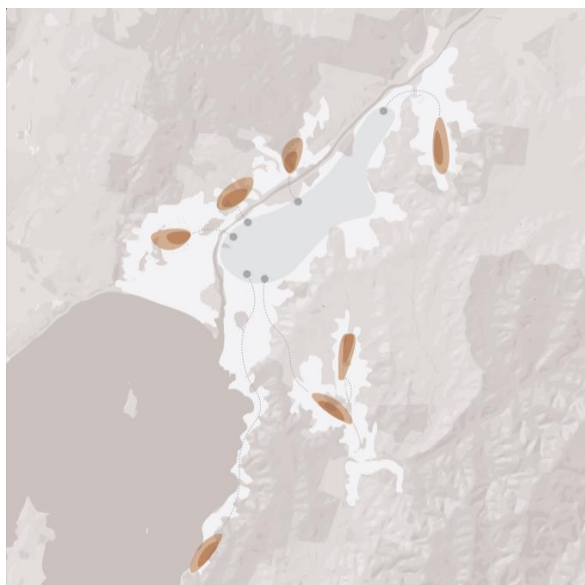


Figure 12: Strategic Move 6

While we are not planning for significant residential growth outside the Valley Floor, we will continue to support each community so everyone has access to good services.

Our neighbourhoods in the Western Hills, Wainuiomata, Eastern Bays and Stokes Valley will continue to grow albeit at a lower rate than the Valley Floor.

These areas already benefit from proximity and access to natural areas and from great natural amenity. To make these natural areas even better we will work with the Regional Council and local partners to support the planting of native vegetation and improvements to the health of local streams.

What some of these communities lack is access to frequent public transport. Steep topography, disconnected and indirect street network and low population densities make the provision of traditional forms of public transport challenging so we will continue working with Metlink to explore ways of serving more residents better and of providing routes to where people want to go.

There are also some gaps in the provision of recreation and sport facilities. We will continue to support residents of the Western Hills, Wainuiomata, Eastbourne and Stokes Valley with community, sports and recreation facilities. This may involve new partnership models, for example working with schools to share facilities. Community-driven models may also be used to manage facilities.

We will also continue to invest in local centres to improve their attractiveness and to enhance the character of each neighbourhood.

What will this look like?

This move involves:

- Working with Metlink to improve public transport services.
- Addressing gaps in recreation and sports facilities.
- Improving walking and cycling access.
- New approaches to deliver community facilities.
- Improving local centres.

How will the city benefit?

The implementation of this move will provide:

- Sustained quality of life for residents.
- Improved access to employment opportunities, education, open spaces, recreation and services.
- Celebration of the character of each neighbourhood and the diversity of its communities.
- Improved biodiversity and environmental health.

See chapter 4 for a full list of actions to implement this move.

7. Strengthen transport options

Provide a variety of transport options that make it easy to get to and around the city

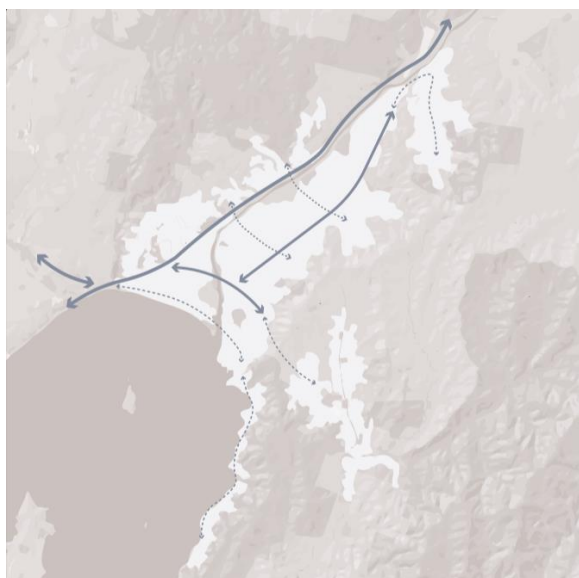


Figure 13: Strategic Move 7

Public transport, walking and cycling all need to be improved so residents have options other than driving a private vehicle.

Transport is a critical component of urban infrastructure. A well-connected community can help boost economic and productivity growth. Lower Hutt's current network enables various modes of transport; however, private motor vehicles remain the most common mode.

Congestion affects our economic performance and the wellbeing of our people. Some movements, such as freight, emergency vehicles and deliveries, cannot be accommodated by public transport, walking or cycling. Other movements could potentially make use of these modes but are currently more conveniently done by car.

As our population grows, congestion will increase unless we make it more convenient and safer for those who could make different choices to leave their car at home for certain trips.

This means investing in cycle infrastructure, so continuous routes are available for those, such as children, who do not feel confident sharing roads with vehicles.

It also means giving higher priority to pedestrians in our city centre, in neighbourhood centres, near schools and around other key destinations.

We will support Metlink in implementing the Wellington Rail Programme which includes improvements to station access and amenity, more frequent train services and upgrades to improve the resilience of the rail network. In particular, improvements to the Waterloo station will improve inter-connectivity and accessibility between trains, buses, walking and cycling and improve access to Hutt Central.

We will also support Metlink in improving the bus services. This may involve bus priority measures and looking into ways of extending bus services to employment areas, train stations, the hospital and other key destinations from more neighbourhoods.

To make space for public transport, walking and cycling, we may need to reconsider how we use existing road space, for example possible reallocation of existing lanes, or intersection prioritisation. Other ways we will do this is by implementing our Parking Strategy through Parking Management Plans, which will help achieve greater accessibility.

We will work with central government to create more direct and efficient routes for freight through the Cross Valley Link and Petone to Grenada projects.

What will this look like?

This move involves:

- Working with Metlink to improve public transport services and train stations, including bus priority measures.
- Providing sufficient and attractive cycling options
- Providing better pedestrian infrastructure, safe crossing and wayfinding.
- Implementing our Parking Strategy, including the management of parking.
- Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects to provide better freight routes away from local streets.

How will the city benefit?

The implementation of this move will provide:

- Better use of our existing transport network, a cost-effective approach.
- Reduced traffic congestion.
- More efficient freight movements.
- More, better and safer walking, cycling and micro-mobility options.
- Less conflicts between modes of transport.
- Improved transport resilience.
- Reduced carbon emissions.
- Fewer death and serious injuries due to transport.

See chapter 4 for a full list of actions to implement this move.

8. Create a greener and healthier city

Improve the health and wellbeing of the city and its ecosystems

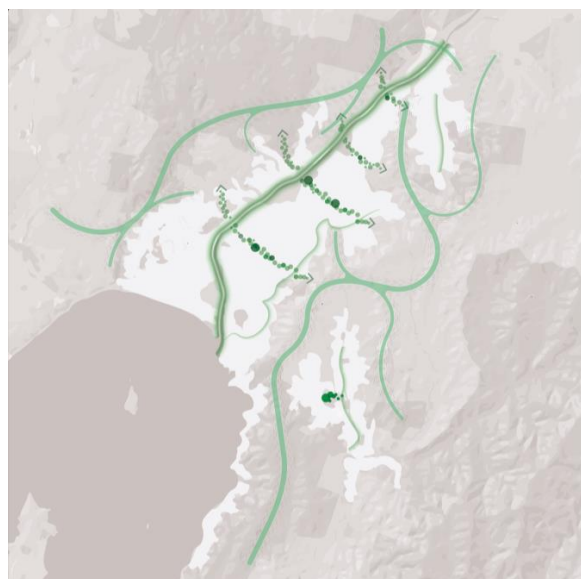


Figure 14: Strategic Move 8

We have much to be proud of but there is still more to do to recloak our hills, protect our water and create healthy urban neighbourhoods.

Te Awa Kairangi ki Tai Lower Hutt has significant natural amenities, such as the harbour and the hills, and with Te Awa Kairangi Hutt River and Waiwhetū streams running through the valley floor. Regional parks are at our doorstep and we enjoy the recreational benefits of a long and varied coastline with beautiful, safe beaches.

Urban development has resulted in a high level of paved areas, the channelling of waterways, the loss of native trees and a reduction in biodiversity. As the city intensifies, we need to make sure we make space for nature and create the right conditions for people to live healthy lives.

This involves protecting our aquifer so we continue to have access to clean drinking water. It also involves planting trees along our streets and in public spaces so we have clean air and the shade trees provide help reduce the impact of hotter summers. Planting along streams and the return of channelled streams to their natural state, where appropriate, will help to filter pollutants so they do not enter our waterways. Similarly, using “sponge city” approaches to surface drainage will help improve water quality while reducing flooding risks in some areas. This also implements Whaitua recommendations for Hutt City in Te Whanganui-a-tara.

Our communities are already invested in the natural environment and volunteer their time in pest-control and restoring ecosystems through re-vegetation. We will support them in continuing their efforts. We will support the Regional Council in their pest control and weed management so hillside reserves are covered in native trees and we can welcome back native birds and insects.

To create liveable urban neighbourhoods, we will continue investing in our parks and reserves, we will seek to create and connect green corridors and will increase opportunities for residents to interact with nature.

In all major projects, Mana Whenua are leading the way with their kaitiaki role and wisdom. We will continue to partner with them and seek their advice, so we make the right decisions for future generations.

What will this look like?

This move involves:

- Park and reserves improvements.
- Stream regeneration and planting along streams.
- Tree planting and reforestation initiatives
- ‘Sponge city’ initiatives.
- Ongoing partnership with Greater Wellington Regional Council, Upper Hutt City Council and Mana Whenua.
- New or improved walking connections and trails.
- Support community initiatives e.g., pest control.

How will the city benefit?

The implementation of this move will provide:

- Cleaner water and air
- Protection and enhancement of natural habitats and biodiversity, enhancing the mauri of te taiao.
- Healthier open spaces.
- More equitable access to natural environments
- Reduced urban heat island effects and flood risks.
- More resilient infrastructure, creating more resilient neighbourhoods.

See chapter 4 for a full list of actions to implement this move.

Chapter 4: Action Plan

This chapter presents a list of actions to give effect to our strategic moves.

Some actions are already funded in the Long Term Plan 2024–2034 and some are new initiatives for which funding will be sought during future Long term Plan processes. Of those actions that are funded, some are already underway and some are still at the planning stage.

Some actions are fully within the remit of Hutt City Council, some require collaboration with other agencies, and some are led and funded by other agencies.

This is not an exhaustive list of all actions by Council and other agencies. Rather, it focusses on the most significant initiatives required to achieve the Spatial Plan outcomes.

Strategic Move 1 – Enhance the heart of the city

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Support the Te Wai Takamori o Te Awa Kairangi (RiverLink) project	This project includes improved flood protection, the relocation of the Melling train station, a new pedestrian bridge across the river linking the station to the city centre, a new interchange on State Highway 2 and improvements to local streets and riverside park. These initiatives plus the redevelopment of surplus land for apartments and businesses will help regenerate the city centre.	Underway (Funded)	HCC City Delivery	GWRC, NZTA
Improve wastewater capacity in Hutt Central through the IAF wastewater upgrades	The wastewater project will deliver a new bypass, redirecting existing wastewater flow (from Hutt Central catchment) to the Western Hills trunk main. This strategic diversion will alleviate strain on the current infrastructure, thereby unlocking additional housing capacity and reducing the risk of overflow discharge in this area.	Underway (Funded)	HCC City Delivery	
Reduce flood risk in Hutt Central through the IAF stormwater upgrades	The existing stormwater infrastructure in the Opahu Stream catchment is currently operating at full capacity. The objective of the stormwater project is to expand capacity within the trunk network.	Underway (Funded)	HCC City Delivery	
Improve the quality of the walking environment in the central city.	Deliver improvements for pedestrians in the central city to improve legibility, safety and connectivity between key destinations.	New initiative (Unfunded)	HCC Transport	

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Develop and implement the HCC Parking Strategy	The Parking Strategy sets out the strategic framework which will inform the development of parking management plans to address specific parking issues, challenges and opportunities in the City.	Underway (Funded)	HCC Transport	
Develop “One View” to coordinate construction projects	Coordination between Council, Wellington Water, utilities providers and other agencies, including data sharing of planned works, reduces disruptions and minimises costs through a 'dig once' approach.	Underway (Funded)	HCC GIS	
Earthquake strengthen the War Memorial Library	Earthquake strengthening the War Memorial Library will improve the city centre community facilities and support future housing growth.	Planned (Funded)	HCC Facilities	
Create a new skatepark in the City Centre	An additional recreation facility for in the City Centre will provide greater access to recreation for existing and future residents	New initiative (Unfunded)	HCC Parks & Reserves	
Improve the Melling stormwater pump station	An upgrade to create more stormwater capacity to support growth in the central city.	Planned (Funded)		Wellington Water

Strategic Move 2 – Build up the central and northern Valley Floor

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Build the Eastern Hills reservoir to support population growth on the Valley Floor	This project will address the existing shortfall and future water supply demand on the Valley Floor.	Planned (Funded)		Wellington Water
Support Kāinga Ora's Neighbourhood Investment Planning for Naenae and Taitā and advocate for consideration of Avalon	Kāinga Ora is a major landowner in Naenae, Taitā and Avalon. Given the scale of the portfolio and condition of the housing stock, Kāinga Ora is in the process of developing Neighbourhood Investment Plans, starting with Naenae and Taitā. These are based on a review of all Kāinga Ora assets, to create a long-term plan for neighbourhoods that require more involved interventions. There is an opportunity to work closely with Kāinga Ora to support their future development across the suburbs. This will allow Council to coordinate investment and initiatives for these suburbs to support future communities and housing growth.	New initiative (Unfunded)		Kāinga Ora
Upgrade wastewater network on the Valley Floor	This includes: - Improve the Naenae wastewater storage (Seddon Street) - Improve Alicetown wastewater pump station and storage - Upgrade the Waterloo Wastewater Pipes	Planned (Funded)		Wellington Water
Upgrade wastewater network on the Valley Floor	This includes: - Improve the Waiwhetū wastewater storage (Whites line) - Upgrade the Woburn wastewater pump station	New initiative (Unfunded)		Wellington Water
Upgrade drinking water network on the Valley Floor	This includes: - Improve Manor Park water storage - Replace the Gracefield reservoir: This work will occur once the new Eastern Hills reservoir has been commissioned to ensure continuity of supply.	Planned (Funded)		Wellington Water
Upgrade stormwater network on the Valley Floor	This includes: - Upgrade the Naenae and Taitā stormwater network: These suburbs need a few improvements on their stormwater network to support residential intensification.	New initiative (Unfunded)		Wellington Water
Investigate options for Urban Plus Ltd (UPL) to deliver more housing on the Valley Floor	UPL has the potential to be a key agent in delivering more homes on the Valley Floor including affordable market homes, new social housing homes to be managed by Community Housing Providers and papakāinga homes.	N/A	HCC Urban Development	

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Liaise with the Ministry of Education to coordinate urban growth and school provision.	Working in collaboration with the Ministry of Education to ensure schools have enough capacity to meet changing needs in the future.	Underway (Funded)		Ministry of Education
Redevelop Avalon Park	This will provide a better space to meet existing residents' needs and accommodate future growth. We will explore opportunities for "sponge city" approaches.	Planned (Funded)	HCC Parks & Reserves	
Review the provision of reserves and gathering spaces in the central and northern Valley Floor	As new housing development brings increased population in the central and northern Valley Floor, we will review access to reserves and gathering spaces, especially between Moera and Naenae. We will explore partnership approaches with schools, churches and other organisations to address the gaps identified.	New initiative (Unfunded)	HCC N'hoods & Communities	
Continue developing One View, to coordinate construction projects	Coordination between Council, Wellington Water, utilities providers and other agencies, including data sharing of planned works, reduces disruptions and minimises costs through a 'dig once' approach.	Underway (Funded)	HCC GIS	

Strategic Move 3 – Grow with Te Awa Kairangi Hutt River

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Support the Te Wai Takamori o Te Awa Kairangi (RiverLink) project	This project includes improved flood protection, the relocation of the Melling train station, a new pedestrian bridge across the river linking the station to the city centre, a new interchange on State Highway 2 and improvements to local streets and riverside park. These initiatives plus the redevelopment of surplus land for apartments and businesses will help regenerate the city centre.	Underway (Funded)	HCC City Delivery	GWRC, NZTA
Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways³²	Implementation of the Whaitua Programme for the Te Awa Kairangi / Hutt catchment (including Waiwhetū, Black Creek, Wainuiomata and other streams) will bring a new way of approaching water management which integrates water quality and environmental outcomes with three-waters improvement and urban redevelopment investments. This approach recognises the value of Ki Uta Ki Tai, the interconnectedness of nature and development, and sees the whole path of water, from mountains to sea, as something to be protected and restored. This involves a programme of deliverable actions that will be progressed in collaboration with GWRC, mana whenua and local communities.	Funded by other agency		GWRC
Explore initiatives for enhancing the tributaries of Te Awa Kairangi, including reinstating native riparian corridors.	Reinstate native planting along stream corridors. This will help reduce erosion, increase biodiversity and improve recreation spaces. These initiatives will also deliver sponge-city and water quality outcomes by filtering out urban contaminants, in line with the Whaitua Implementation Programme. The Belmont wetland project is an example integrating water quality, habitat and biodiversity outcomes within a flood corridor and recreation area.	New initiative (Unfunded)	HCC Parks & Reserves	GWRC

³² [Whaitua \(freshwater catchment management\) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways](#)

Strategic Move 4 – Foster prepared coastal and low-lying communities

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Support the development of the Regional Adaptation Plan	Following on from the Wellington Regional Climate Change Impact Assessment (February 2024), work is underway to develop a regional approach to adaptation. This will identify which problems need to be solved at a regional level e.g. lifelines, emergency management and pre-event plans; the management of large rivers and catchments; funding adaptation actions, clarifying roles and responsibilities, etc.	Funded by other agency		WRLC
Develop a Climate Adaptation Plan for Lower Hutt	Our coastal, low-lying and other areas are vulnerable to climate change. We need to prepare a strategy for how we will respond to climate risk in these areas over time. We will work with communities, businesses and Mana Whenua to make decisions about the future of these areas, building on the work underway at the regional and national level.	New initiative (Unfunded)	HCC	
Investigate improvements to Petone Esplanade to complement Cross Valley Link	The Cross Valley Link will help reduce traffic volumes on Petone Esplanade (including heavy goods vehicles), creating opportunities for better amenity and safer walking and cycling.	Planned (Funded)	HCC Transport	
Complete Tupua Horo Nuku shared path	Construction of a new shared path between Ma-Koromiko Windy Point and Ngāmatau Point Howard providing safer walking and cycling and construction of a new sea wall to improve the resilience of the road.	Underway (Funded)	HCC Transport	
Upgrade Seaview Wastewater Treatment Plant system	The Seaview Wastewater Treatment Plant is nearing the end of its service life. This project will deliver a number of critical plant system renewals including the sludge dryer, odour control systems, and UV systems. A third of the cost of this project will be paid by Upper Hutt City Council.	Underway (Funded)		Wellington Water
Upgrade the Petone collecting sewer	The main collecting sewer for Petone is at the end of its service life and has been assessed as being highly vulnerable. This project will deliver a replacement collecting sewer.	Planned (Funded)		Wellington Water
Improve Petone Stormwater in Udy Street, Queen Street	Improving Petone's surface drainage, taking into consideration more severe rainfall events.	Planned (Funded)		Wellington Water

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Investigate opportunities to improve resilience of key sites of significance to Māori, marae and urupā	Some sites of significance to Māori, marae and urupā are located in areas vulnerable to natural hazards. For example, some urupā are already flooding regularly and this creates a lack of land suitable for burials. Some marae buildings provide emergency support to the communities. There is an opportunity to work with Mana Whenua, marae and the Regional Council to improve the resilience of these sites.	New initiative (Unfunded)	HCC	GWRC and Mana Whenua
Explore non-regulatory approaches to protect sites of significance to Māori, with Mana Whenua	Working with Mana Whenua to identify sites of significance to support future planning.	New initiative (Unfunded)	HCC District Plan Team	
Refurbish the Petone Library	This project will repair the Petone Library and create a multi-purpose facility that meets the resident's needs right in the heart of Petone.	Planned (Funded)	HCC Facilities	
Refurbish the Petone Recreation Ground grandstand	It is proposed to demolish the seating and first floor and earthquake strengthen the ground floor to add a new lightweight roof with seating.	Planned (Funded)	HCC Facilities	
Develop the Seaview Marina beach	Seaview is lacking public open spaces. There is an opportunity to develop a beach in Seaview near Sunset Point.	New initiative (Unfunded)	HCC Parks and Reserves	

Strategic Move 5 – Cultivate well-connected economic precincts

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Work with NZ Transport Agency Waka Kotahi on Cross Valley Link and Petone to Grenada	Better connections to the regional road network are essential to support our economy. HCC will assist NZ Transport Agency Waka Kotahi as lead agency in charge of the Roads of National Significance.	Funded by other agency		Waka Kotahi
Deliver Lower Hutt elements of the Wellington Regional Economic Development Plan	The Lower Hutt initiatives include a STEM product commercialisation space and marketing to build awareness of the STEM sector in Lower Hutt.	Funded by other agency		
Develop a Lower Hutt Economic Development Strategy	Developing a strategy for Lower Hutt's economy will help bringing all stakeholders and decision makers around the table to define their future goals.	New initiative (Unfunded)	HCC Business and Economy	
Align the Hutt Valley Chamber of Commerce Vision development (10-year plan) with City Strategy direction	The development of the City Strategy is underway and must reflect the vision of our commercial sector.	Planned (Funded)	HCC Business and Economy	
Support the implementation of the 2030 Vision for Seaview and Gracefield	Seaview and Gracefield are important areas for Lower Hutt's economy. There is an opportunity to improve streets and open spaces to improve the amenity of the area for workers and water quality in the Waiwhetū Stream.	New initiative (Unfunded)	HCC	

Strategic Move 6 – Support neighbourhoods outside the Valley Floor

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Upgrade the wastewater network outside the Valley Floor	This includes: - Improvements to the Silverstream wastewater storage - Improvement of Maungaraki wastewater storage - Upgrades of the Wainuiomata wastewater storage on Fraser Street and Main Road	Planned (Funded)		Wellington Water
Upgrade the drinking water network outside the Valley Floor	This includes - Replacement of the Maungaraki reservoir - Upgrades to the Wainuiomata water supply storage and network	Planned (Funded)		Wellington Water
Explore different partnership delivery models for community facilities across the city	Based on the Maungaraki model where Council partnered with a school to deliver library services and a reserve pump track, explore new delivery models to operate other facilities in partnership.	New initiative (Unfunded)	HCC N'hoods & Communities	
Redevelop Hugh Sinclair Park	To meet demand, we will improve the pathways, play areas and drainage within the reserve, connections to and within the reserve and enhance the aesthetic and recreation function of the reserve.	New initiative (partly funded)	HCC Parks & Reserves	
Improve Black Creek pedestrian track	Improve the pedestrian track along the stream to create better connections between North Wainuiomata and the local centre.	New initiative (partly funded)	HCC Parks & Reserves	
Implement Te Herenga Kairangi, our first Māori strategy	This involves actions to deliver strong and trusting relationships between Council and Hapori Māori; to ensure Māori are healthy, culturally accepted, sheltered and financially secure; and to make the Council a Te Ao Māori capable organisation. Notably, these include developing Marae Emergency Hubs support, ensuring accessibility to natural water sources, supporting māra kai initiatives and potential housing support initiatives.	New initiative (Unfunded)	HCC	

Strategic Move 7– Strengthen transport options

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Support the Te Wai Takamori o Te Awa Kairangi (RiverLink) project	This project includes improved flood protection, the relocation of the Melling train station, a new pedestrian bridge across the river linking the station to the city centre, a new interchange on State Highway 2 and improvements to local streets and riverside park. These initiatives plus the redevelopment of surplus land for apartments and businesses will help regenerate the city centre.	Underway (Funded)	HCC City Delivery	GWRC, NZTA
Work with NZ Transport Agency Waka Kotahi on Cross Valley Link and Petone to Grenada	Better connections to the regional road network are essential to supporting our economy. HCC will assist NZ Transport Agency Waka Kotahi as lead agency in charge of the Roads of National Significance.	Funded by other agency		Waka Kotahi
Support Metlink to deliver the Regional Rail Programme	The programme includes improvements to station access and amenity, service frequency, network resilience, re-signalling and supporting electric multiple unit fleet expansion.	Funded by other agency		Metlink
Support Metlink to develop and implement a Bus Priority Action Plan for Lower Hutt	A Bus Priority Action Plan will help identify which Lower Hutt bus routes require bus priority measures to deliver more frequent, reliable services.	Funded by other agency		Metlink
Work with Metlink to develop Waterloo as a strategic transport interchange	The Waterloo train station is planned to be upgraded, including better interchange with bus services. This is a key transport node due to its location, close to the main economic area of Lower Hutt and many transport connections linking Waterloo to Wellington City, Wairarapa, Upper Hutt, Wainuiomata, Eastbourne and the rest of the Valley Floor.	Funded by other agency		Metlink

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Deliver a connected cycleway network	<p>This includes:</p> <ul style="list-style-type: none"> - Completing the Beltway: plugging the gap between Waterloo and Woburn will ensure a connection from the north of the Valley Floor to Wainuiomata - Create a cycle connection between Petone and Seaview: Improving micromobility connection to Seaview and Gracefield from other suburbs will help to improve the attractiveness of the industrial areas and to reduce car journeys. - Improve the cycling connection and experience from Woburn train station to City Centre. - Create the Naenae centre cycleway. - Bridge the gap in cycle routes between the Wainuiomata Centre to Wainuiomata shared path: Bridging that gap we ensure active modes can easily join the city centre and the Waterloo train station from Wainuiomata - Investigate a cycleway link from Hutt Central to connect with Te Ara Tupua and Tupua Horo Nuku. 	New initiative (Unfunded)	HCC Transport	
Work with Metlink on bus service improvements	<p>This includes:</p> <ul style="list-style-type: none"> - Improvements between Seaview, Naenae and Stokes Valley, and between Wainuiomata and Seaview: Investigating better bus connections to our main centres of employments to reduce private car travel. - Exploring on-demand transport options: Explore opportunities to deliver public transport services cost effectively in areas that do not currently have frequent services, or linking key amenities with a frequent service - improved bus services to connect Western Hills to local services and train stations: A more frequent and reliable public transport service between the Western Hills and the city centre / train station could help reduce car travel. -Extending bus services to the north of Wainuiomata: There has been residential growth in the past years in Wainuiomata North, but the bus service has not yet connected this part of the suburb to the rest of the network. 	Funded by other agency		Metlink
Improve the cycling and pedestrian connections to Te Awa Kairangi Hutt River from Taitā and Avalon	Improve walking and cycling connections to the river from Taitā and Avalon, supporting growth in these neighbourhoods	Planned (Funded)	HCC Transport	

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Upgrade the Hutt Trail shared path from Waione Street to Ava Park	The Hutt Trail along Te Awa Kairangi by the golf course needs to be improved to offer a continuous paved shared path. A safe connection to our shared path, Tupua Horo Nuku, also needs to be planned.	New initiative (Unfunded)	HCC Transport	

PRELIMINARY DRAFT

Strategic Move 8 – Create a greener and healthier city

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Implement the Indigenous Biodiversity Strategy	Implement the Indigenous Biodiversity Strategy, including Mouri Tupu initiative to plant 114,000 native species across Lower Hutt and water-sensitive design.	Underway (Funded)	HCC Parks & Reserves	
Increase street tree planting in Hutt Central and Valley Floor	Street trees help increase biodiversity, improve amenity, connect the open spaces together and reduce the urban heat island effect.	Planned (Funded)	HCC Transport	
Create a new reserve within Hutt Central	This will provide more space for Hutt Central residents and to accommodate future growth.	New initiative (Unfunded)	HCC Parks & Reserves	
Explore property acquisition to expand reserves on the Valley Floor	There are opportunities on the Valley Floor to expand some reserves through land acquisition, to align with neighbourhoods undergoing redevelopment and intensification and to support existing neighbourhoods with better access to the right spaces.	New initiative (partly funded)	HCC Parks & Reserves	
Implement the Waiwhetū Stream masterplan	This masterplan aims to provide walking and cycling connections, improved water quality, stormwater mitigation, bank protection and sediment control in the Waiwhetū Stream.	New initiative (Unfunded)	HCC Parks & Reserves	
Enhance Wainuiomata wetland	The Upper Fitzherbert wetland in Wainuiomata will play a key role in stormwater management, improving water quality, biodiversity and recreation.	New initiative (Unfunded)	HCC Parks & Reserves	
Regenerate Black Creek	Black Creek in Wainuiomata is part of the stormwater management network. The channel has been engineered over time and a regeneration of the stream could help improve the stormwater capacity and quality, in line with the Whaitua Implementation Programme.	New initiative (Unfunded)	HCC Parks & Reserves	
Develop High Street Reserve (Taitā)	To improve the presentation and range of recreation opportunities available for the local neighbourhood.	Underway (Funded)	HCC Parks & Reserves	
Develop a place-based strategy for playgrounds	There are gaps in the provision of playground across Lower Hutt, especially for the suburbs around the Valley Floor. This project is about developing a clear strategy to plug these gaps.	New initiative (Unfunded)	HCC Parks & Reserves	

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Improve to Percer Grove Reserve, Pomare Reserve, Judd Reserve, Walter Milden Hall Reserve	There are some gaps in the open space and reserve network in the Valley Floor. These gaps are addressed in the Reserve Investment Strategy.	Underway (Funded)	HCC Parks & Reserves	
Improve reserve entrances	Lower Hutt is surrounded by lush hillside reserves but access to these areas is not always optimal. Improving the entrances and the wayfinding to these reserves will ensure that residents and visitors can access them easily.	New initiative (Unfunded)	HCC Parks & Reserves	
Identify and create new ecological corridors	Establishing ecological corridors between existing open spaces to improve connectivity and to increase the ecological function of the linked sites.	New initiative (Unfunded)	HCC Parks & Reserves	
Implement Te Herenga Kairangi, our first Māori strategy	This involves actions to deliver strong and trusting relationships between Council and Hapori Māori; to ensure Māori are healthy, culturally accepted, sheltered and financially secure; and to make the Council a Te Ao Māori capable organisation. Notably, these include developing Marae Emergency Hubs support, ensuring accessibility to natural water sources, supporting māra kai initiatives and potential housing support initiatives.	New initiative (Unfunded)	HCC	
Develop a 'sponge city' programme	Identify and deliver alternative stormwater management approaches.	New initiative (Unfunded)	HCC	
Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways³³	Implementation of the Whaitua Programme for the Te Awa Kairangi / Hutt catchment (including Waiwhetū, Black Creek, Wainuiomata and other streams) will bring a new way of approaching water management which integrates water quality and environmental outcomes with three-waters improvement and urban redevelopment investments. This approach recognises the value of Ki Uta Ki Tai, the interconnectedness of nature and development, and sees the whole path of water, from mountains to sea, as something to be protected and restored. This involves a programme of deliverable actions that will be progressed in collaboration with GWRC, mana whenua and local communities.	Funded by other agency		GWRC

³³ [Whaitua \(freshwater catchment management\) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways](#)

Action	Action description	Status	Lead agency / team	
			Hutt City Council	Other Agency
Explore access improvements to Belmont Regional Park	The Belmont Park is the biggest park in the Wellington region but it is hard to access. The closest parking to the park is at a 50 minutes' walk and the wayfinding to the carpark could be improved.	New initiative (Unfunded)		GWRC
Reforest Belmont Regional Park	The reforestation of Belmont Regional Park is an important action, including the planting of native species to sustain indigenous biodiversity and pest control.	Funded by other agency		GWRC
Support GWRC in pest and weed management	Collaborate with Greater Wellington to control pests and weeds across Lower Hutt. This includes monitoring, management and reduction of invasive species.	Funded by other agency		GWRC
Support residents and businesses to reduce their use of fossil fuels	Council provides eco-design advice service, works with developers to avoid fossil fuels in new developments, provides information and undertakes other relevant work to phase out the use of fossil fuels in businesses and homes.	Underway (Funded)	HCC Climate and Solid Waste	

Working in partnership

Effective delivery of the Spatial Plan outcomes, and the strategic moves we need to get there, will require ongoing coordination and collaboration between the partners involved in implementing the actions set out in the plan. We will look to build on the process used in developing the plan, noting, in addition to the key partnerships between council, Mana Whenua and government agencies, the crucial role that infrastructure providers, private and development sector interests, community organisations and the wider community will play in delivering the outcomes sought.

Monitoring and Review

Successful delivery of the outcomes sought for the city relies on regular monitoring and review of progress, particularly the effectiveness of specific actions relative to associated outcomes. To inform this process a set of relevant indicators will be developed and reported on to check the direction of travel.

To ensure that the Spatial Plan remains ‘fit for purpose’ and responsive to change, a full review of the plan will be undertaken every six years. Due to the close interdependency between funding and delivery, the supporting Action Plan will be reviewed and updated on a three-yearly basis to coincide with the council’s long term planning processes.

Glossary

Central City: See Hutt Central

City Centre: The city centre, sometimes called the Central Business District, is defined as the part of Hutt Central that is zoned City Centre within the Draft District Plan. It includes the area between the river and Knights Road / Cornwall Street and land both sides of High Street up to Melling Road.

Eastern Bays: Include Lowry Bay, Māhina Bay, Days Bay and Eastbourne.

Hutt Central: A suburb of Lower Hutt which includes the Central Business District and land generally located between the river and Waterloo, up to the hospital.

Neighbourhoods and Centres: They are defined by the extent of the Metropolitan and Local Centre zones within the Draft District Plan.

Urban neighbourhood: Non-rural neighbourhoods.

Suburbs: They are defined by the NZ Suburbs and Locality layer provided by LINZ.

Valley Floor: The Valley Floor comprises the suburbs of Hutt Central, Woburn, Boulcott, Epuni, Avalon (which comprises Wingate), Taitā, Waiwhetū, Waterloo, Fairfield and Naenae.

Western Hills: Comprises Korokoro, Maungaraki, Normandale, Tirohanga, Belmont and Kelson.

Reference documents

- Lower Hutt Long Term Plan 2024–34
- Reserves Investment Strategy 2024
- Draft Infrastructure Strategy 2024–2034
- Draft GPS on Land Transport (2024)
- GWRC Regional Emissions Reduction Plan 2024 – 2030
- Draft District Plan (2023)
- Industrial Land Study – Engagement Summary Slides (WRLC, 2024)
- Hutt City Council Housing and Business Capacity Assessment (2023)
- Hutt City Council's Integrated Transport Strategy 2022
- Wellington Future Development Strategy (2024)
- Greater Wellington Regional Council Long Term Plan 2024–2034
- City Centre Urban Design Analysis (2023)
- Kāinga Ora Lower Hutt Overview (2023)
- Three Waters Growth Study 2022
- Lower Hutt Climate Action Pathway 'Our race against time' (2022)
- Wellington Regional Economic Development Plan 2022 – 2032
- Wellington Regional Growth Framework (2021)
- Lower Hutt Urban Growth Strategy 2012–32
- Central City Centre Transformation Plan (2019)
- Operative District Plan
- Petone 2040
- Naenae Town Centre Spatial Plan (2020)
- Walk and Cycle Strategy 2014–2019
- Vision Seaview/Gracefield 2030: Implementation Strategy and Work Plan (2011)
- Hutt City Cycling and Micromobility Plan
- Urban Forest Plan (2011)
- Environmental Sustainability Strategy 2015–2045



Comms and engagement plan

Project name: Spatial Plan | Sustainable Growth Strategy
2025–2055

Project owner: Lucie Desrosiers, Head of Urban Development

Date: 20/06/2024

Summary

Lower Hutt is projected to grow by 40,000 more residents over the next 30 years. To help us plan for how we will accommodate this growth, we are preparing a new document called the “Spatial Plan”. This document will replace our existing Urban Growth Strategy 2012–2032.

Background

Growth planning involves looking at all the aspects of our city that are impacted by more people living and working here. This includes:

- Housing
- Businesses
- Transport
- Water infrastructure
- Open spaces, recreation and natural environment
- Community facilities
- Cultural identity

It also involves thinking about our changing climate and how this could affect where people live and work in the future.

Various Council teams have worked together to produce a draft Spatial Plan. This has involved bringing together a number of our existing strategies and plans, such

as our Integrated Transport Strategy, our 30-year Infrastructure Strategy, our Reserves Investment Strategy, our Draft District Plan and our Long Term Plan 2024-2034.

Objectives

We are seeking input from our community to make sure the Spatial Plan aligns with the people's vision of Te Awa Kairangi Lower Hutt.

We want our communities and businesses to:

- Become aware of the Spatial Plan – what it is and why we need it
- Support the general direction of the Spatial Plan – the 8 “strategic moves” presented in the plan
- Provide feedback on the draft Spatial Plan – to make it a better, more relevant and more useful plan

Strategic Approach

Given the close relationship between growth planning (the Spatial Plan) and land use planning (the District Plan), we are proposing to engage the community on both documents at the same time and in a coordinated manner.

We will need to be clear however that the District Plan is a statutory document and must adhere to schedule 1 of the RMA which requires a set consultation process with submissions, hearings and commissioners. The Spatial Plan, in contrast, is not a statutory document and does not require formal consultation.

People don't readily engage with long-term strategies as they do not see how they impact them and their property. Our approach will need to:

- illustrate how the strategic moves proposed in the Spatial Plan could change Lower Hutt
- explain how the Spatial Plan is relevant to each suburb and community of interest
- present the proposed “Action Plan” so it is easily understood and charts a clear course for Council investment and priorities

Audiences

Engagement with our Mana Whenua partners is on-going and separate and therefore not covered in this document which focusses on community engagement.

Primary audiences:

- Residents
- Business community
- Crown agencies and other organisations who invest in Lower Hutt or might be impacted by population growth
- Developers
- Investors

Key messages

Primary message:

Lower Hutt is projected to grow by 40,000 more residents over the next 30 years. Our Spatial Plan guides us to accommodate this growth while ensuring our city remains a place where everyone thrives.

Supporting messages:

- We are investing in the central city (RiverLink, water infrastructure) so that more people can live and work here and support our local businesses.
- The central and northern Valley Floor (from Woburn to Taitā) are the most suitable areas for significant housing development in the city, with easy topography; good resilience; several train stations providing access to jobs and services; and investment in water infrastructure capacity to support more residents.
- Our changing climate could affect where people live and work in the future; we need to start planning for this, especially with our coastal communities and other low-lying areas.
- Te Awa Kairangi Hutt River is a defining feature of our city which provides us with amenity, recreational and ecological opportunities. We need to look after it and make it easier for people to access it on foot and bike.
- Lower Hutt is home to some of the largest employers in the region. We need to better connect our employment precincts to the wider transport network and make them more attractive to businesses, investors and workers.
- We need to continue protecting and enhancing our natural environment for ourselves and future generations.

- We want every community to have access to parks, reserves, public transport services and community facilities so they can thrive.
- We want to provide transport options so people can get to where they need to go without always needing to use a car.

Principles

The Spatial Plan aligns with the strategic direction set out in the Long Term Plan and other strategies.

Our purpose:

- *A connected, resilient and inclusive city where everyone thrives*

Our guiding principle:

- *Promoting the wellbeing of all people*

Our priorities areas for the next ten years:

- *Providing future-fit infrastructure*
- *Enabling a liveable city and vibrant neighbourhoods*
- *Supporting and enhancing the environment*

How we will deliver these:

- *In partnership with our communities*
- *In a way that is financially sustainable*
- *Taking climate change into account*

Risks, opportunities and mitigations

Risk	Mitigation
<p>Confusion between the Spatial Plan and the District Plan:</p> <ul style="list-style-type: none"> - Risk that people don't understand that there are two different processes going on, which could result in people submitting on only one plan (or on the wrong plan). - Risk that people submit on the District Plan instead of the Spatial Plan, creating additional work for the District Plan team who, under the RMA, must respond to submissions. - Risk that people submit on the Spatial Plan, thinking that they have submitted on the proposed District Plan (and that they can be involved in the District Plan hearings). 	<p>Clearly distinguish both documents:</p> <ul style="list-style-type: none"> • Change the name from "Spatial Plan" to "Sustainable Growth Strategy 2025-2055" • Seek a Te Reo name for the Spatial Plan • Use different visual identities for the two documents <p>Set up an automated reply to Spatial Plan submissions directing submitters to the District Plan engagement portal if they want to submit on both documents.</p> <p>Officers advising submitters where a submission appears to be on the wrong document.</p> <p>Clear comms around the differences between both documents (see appendix 1).</p>
Engagement fatigue	<p>Engage on the District Plan and Spatial plan at the same time and in a coordinated manner.</p> <p>Make it easy for people to provide feedback</p>
Risk that people get heavily involved in engagement on one of the plans, to the detriment of the other.	Clear comms around the differences between both documents
Demand for in-person engagement events	<p>Make use of digital media (website, social media, online survey) and non-digital tactics (posters in community hubs, ads in Hutt News, HCC billboards) in preference to manned events.</p> <p>Provide sufficient information so that Councillors and other key stakeholders feel confident to engage directly with the community and businesses without Council staff.</p>

	Approach Community Boards to speak at their regular meetings.
Accidental or deliberate misinformation about the Spatial Plan	Clear messaging Factsheets on key topics FAQ document
Opportunity	
Engage on the District Plan and Spatial Plan at the same time and in a coordinated manner	Engaging on both documents at the same time will provide the community with the full picture of how we are managing growth.

Tactics

Community meetings and drop-in sessions have not in the past been well attended. Staff will be available for one-on-one and special interest group meetings and phone calls as requested. Other tactics are listed below.

Digital
Media releases
[Potential] A video about the Spatial Plan and the importance of giving feedback. Would be shared on social media and embedded on the Spatial Plan webpage. Informal videos from the Mayor, Committee Chair and Councillors could also be shared on HCC social media channels.
Factsheets on key topics on the webpage, easily downloadable and printable, so hubs and libraries can print copies on request.
Posts on social media throughout the engagement period, focusing on different topics of the Spatial Plan.
A survey on Have your Say, designed to maximise relevance and usability of feedback
Non-digital
Posters in hubs
Display ads in Hutt News
Council staff will approach community boards to speak at their upcoming meetings
Council staff will approach key groups (e.g. Chamber of Commerce) to communicate with their members
Potential for brief staff training (Hubs) so that they are prepared with the basics and know how to assist community (clear on the Spatial/District Plan differences). Maybe a light touch GoI module for this for a wider reach.

Appendix 1: Differences between Spatial Plan and District Plan

District Plan	Spatial Plan
Statutory	Non-statutory
10-year horizon	30-year horizon
Regulates land use and development; protects selected areas and features from change	Shapes city development through coordination of actions and investments
Detailed	High level
Contains zones, Sites and Areas of Significance to Māori, hazards overlays, papakāinga & tangata whenua chapters	Contains purpose, principles, outcomes, key moves and action plan
Does not propose any projects	Proposes projects / initiatives to support growth
Useful to anyone who wants to develop their land or change existing buildings and activities	Useful to the community, developers, investors and government agencies who want to know how the city is planned to change and where the Council is focussing its investments

19 June 2024
Report no: DPRC2024/3/167

Update on Three Waters and Natural Hazards and Coastal Hazards chapters for the proposed District Plan.

Purpose of Report

1. The purpose of this report is to:
 - a. Brief the committee on the feedback received on the draft District Plan relating to the Three Waters, Natural Hazards and Coastal Hazards topics; and
 - b. Update the Committee on changes made to these chapters.

Recommendations

That the Committee:

- (1) notes the content of this report; and
- (2) directs officers to complete the Three Waters and Natural and Coastal Hazards chapters for the Proposed District Plan.

Three Waters

2. The Three Waters chapter controls new connections to the stormwater, wastewater and potable water supply network, and it manages the impacts of new development on this network.

Draft District Plan consultation feedback

3. Only 11 submissions were received on the Draft District Plan consultation on this chapter. The submissions can generally be considered supportive and include suggested technical changes to make provisions clearer. A number of these changes have been made to the chapter. These changes have not substantially changed the intent or outcomes associated with the draft chapter provisions.

Proposed Plan Change 1 to the Natural Resources Plan

4. Greater Wellington Regional Council (GWRC) notified Proposed Plan Change 1 to the Natural Resources Plan in late October 2023, which was too late to inform the content of the Draft District Plan.
5. Proposed Plan Change 1 has a significant impact on the management of stormwater control from development. Its provisions have a strong focus on improving stormwater quality runoff from sites. The new provisions apply to all new residential units.
6. The provisions in Proposed Plan Change 1 overlap with some provisions that were in the Draft District Plan version of the Three Waters chapter, particularly in relation to the management of stormwater from development sites. As a result the chapter has now been updated to remove this duplication.

Key changes to Three Waters chapter

7. The key changes made to the Three Waters chapter in response to submissions and Proposed Plan Change 1 are summarised as follows:
 - Removal of requirements for a greywater tank on new residential units as these are a mitigation measure that can be used in response to the requirements in Proposed Plan Change 1. There was also insufficient evidence in the Lower Hutt context to justify that they would make a meaningful change to water use.
 - Removal of the policy considerations for improving the wellbeing of freshwater bodies, as this is now covered by Proposed Plan Change 1.
 - Removal of the requirement for development in commercial zones to provide water sensitive design measures in recognition that these are often small sites, and are permitted to be developed to 100% site coverage. As such, there is limited ability to provide meaningful water sensitive design measures on the sites.
 - Setting a minimum building size of 40m² before hydraulic neutrality devices are required in non-residential zones. This is to align with Wellington Water guidelines.
 - The provisions relating to subdivision have been duplicated from the Three Waters chapter into the Subdivision chapter. This is consistent with the National Planning Standards.
 - A new rule has been introduced that requires water meters for all new residential units.

Wellington Water Limited (Wellington Water)

8. Feedback from Wellington Water was largely technical in nature. All changes suggested by Wellington Water have been included in the updated Three Waters chapter. Wellington Water has also accepted the changes outlined above, and the rationale for these changes. Therefore there are not considered to be any outstanding matters of concern from Wellington Water for the Three Waters chapter.

Natural and Coastal Hazards

9. The new Natural Hazards chapter and the Coastal Hazards provisions manage development in relation to a range of natural and coastal hazards.
10. The Operative District Plan currently manages development in respect of the following hazards:
 - Fault hazards (all zones);
 - Flood hazards (residential and commercial zones only);
 - Coastal inundation (residential and commercial zones only); and
 - Tsunami hazards (residential and commercial zones only).
11. In the Draft District Plan, the proposed provisions:
 - Updated the fault hazard provisions;
 - Updated the flood hazard, tsunami and coastal inundation provisions so that they applied to all subdivision use and development;
 - Introduced limited provisions to address the liquefaction hazard; and
 - Introduced new provisions to address fault induced subsidence from the Wellington Fault.

Draft District Plan consultation feedback

12. 61 submissions were received in relation to natural and coastal hazards. However, the majority of these submissions were opposing the identification of high hazard areas on their respective properties, particularly in relation to stream corridors. However, for a number of these submitters the stream corridors were already identified on their site under the Operative District Plan.
13. All submissions that raised concerns about the mapping of the flood hazards were sent to Wellington Water for comment and review. As a result of this review there will be some minor changes to the maps in response to the

concerns raised in the submissions. However, in most cases there is no evidence to suggest that significant amendments to the mapping are required.

14. Other submissions related to minor technical changes to the wording of the proposed provisions. A number of these changes have been made. However, the nature of the changes did not substantially change the intent or outcomes associated with the draft provisions.

Ministry for the Environment guidance relating to coastal hazards

15. During the course of consultation on the Draft District Plan, the Ministry for the Environment released new non-statutory guidance relating to coastal hazards. As part of this guidance there is a recommendation that councils should plan for increases to either the 8.5+ (medium / 1.59m) or 8.5+ (high / 2.09m) of sea level rise.
16. Most of the current flood modelling is for 1m of sea level rise and as such does not align with the guidance. The flood hazard mapping included in the Draft District Plan is based on this 1m sea level rise scenario.
17. The new coastal hazards guidance is somewhat complex and in some places not entirely clear what is required.
18. As a result of this new guidance there have been a number of meetings between GWRC, Wellington Water and Hutt City Council in relation to which sea level rise scenario to use.
19. It was the GWRC preference to use the high scenario. However, through these meetings it has been agreed by all parties that Hutt City Council would progress with the 8.5+ (medium - 1.59m) sea level rise scenario. This scenario is considered appropriate as it aligns with the new non-statutory guidance, and it is likely to be more realistic for the 100 year timeframe compared to the 1m sea level rise scenario used for the Draft District Plan.
20. The implications of this revised sea level rise scenario for the Proposed District Plan are summarised as follows:
 - There will be an increase in the flood hazard extents, particularly south of Avalon.
 - There will be an increase in flood hazard depths for a number of suburbs. Alicetown, Petone, Waiwhetū, Moerā and Seaview will be the most significantly impacted.
 - As a result of the increased flood hazard depths and extents there will also be an increase in the number of properties that are mapped within

the medium and high hazard flood hazard areas from what was included in the Draft District Plan maps.

21. At this stage the full extent of the above changes is unknown as the mapping is still being updated. However, it can be expected that there will be more properties impacted and therefore that this will generate more submissions following notification of the Proposed District Plan.

Removal of the Fault Induced Subsidence Overlay

22. Another key change that has occurred in relation to the Natural Hazards chapter is that the Fault Induced Subsidence Overlay and associated provisions have been removed. The reasons for this are:
 - There was a sufficient degree of uncertainty with the data-set that meant officers could not adequately defend the level of subsidence that may occur;
 - There is no feasible way for development to adequately address this hazard and therefore it is best left to civil defence emergency management procedures; and
 - There is the potential for a fault induced uplift event in the same time period, which has a greater probability of occurring.

Slope hazard susceptibility maps

23. The final significant change to the Natural Hazards chapter is that it is now proposed to include slope hazard susceptibility maps in the Proposed District Plan.
24. The purpose of these maps is to manage the impacts of slope failure on future and existing development. It is proposed to take a similar approach to the current Plan Change 47 to the Upper Hutt City District Plan. This approach is summarised as follows:
 - All subdivisions that would create a building platform within the Slope Hazard Overlay would require resource consent as a Restricted Discretionary Activity, with the need for a geotechnical report to outline how the slope hazard overlay would be addressed.
 - All earthworks for the purposes of creating building platforms for a potentially hazard sensitive activity and hazard sensitive activity would require resource consent as a Restricted Discretionary Activity, with the need for a geotechnical report to outline how the slope hazard overlay would be addressed.

- The overlay will also include run out zones that cover the flat areas at the base of hillsides.

25. It is expected that this new hazard overlay will generate a number of submissions once the Proposed Plan is notified as it was not mapped in the Draft District Plan and will cover a large number of properties.

Expanding the carve out for the Seaview Industrial Area to also include the Petone Metropolitan Zone and Seaview Marina Special Purpose Zone

26. These zones are impacted to varying degrees by High Coastal Hazard Overlays. The framework for the High Coastal Hazard Overlay is essentially to avoid any future development, and only to allow new development if it reduces existing risk. However, each of these areas have been identified as a carve out / exception for the following reasons:

- Seaview Marina – it cannot be located apart from being in a High Hazard Overlay.
- Seaview Industrial Zone - this is a regionally significant industrial zone, and there is a shortage of industrial land in the region.
- Petone Metropolitan Zone – this zone contains a significant commercial area.

Other changes and overall summary

27. In addition to the more substantial changes outlined above, there has also been changes to the provisions as a result of the submissions received. These changes include:

- Removing the need for resource consent for the conversion of existing buildings that contain a potentially hazard sensitive activity in the low, medium and high coastal hazard overlays; and
- Changing some of the activity descriptions included as potentially hazard sensitive activities and less sensitive activities. In some cases this is to capture a wider range of activities, and in other cases it is to ensure that some activities (such as decks) are not unreasonably captured to require resource consent.

28. In summary, there has been a number of changes to the natural hazard and coastal hazard provisions following the consultation on the Draft District Plan. These include a number of technical changes in response to submissions, and some more significant changes to mapping of the hazard overlays, either in response to new information or to changes in national guidance.

29. While there will be a loss of development potential for some properties, for a number of properties the provisions will require consideration of the natural hazard, and providing the risk to the development can be addressed, then the development will be able to proceed.

Climate Change Impact and Considerations

30. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
31. Climate change is a fundamental consideration that is being addressed as part of the overall District Plan Review process.
32. The chapters that are the subject of this report are only a small part of the overall content for the Proposed District Plan. However, it is noted that these chapters do play an important role in addressing the impacts of new development on the climate, as well as reducing risk and increasing the resilience of new land use and development to the natural hazards associated with climate change.

Consultation

33. The notification of the Proposed District Plan requires a formal and comprehensive consultation process. Any interested person can lodge a submission on the proposed plan and speak to that submission at the relevant hearing.

Legal and Financial Considerations

34. There are no specific legal considerations at this stage.
35. There are no specific financial considerations at this stage noting that this work falls within the overall District Plan Review budget set in Council's Long-Term Plan.

Appendices

There are no appendices for this report.

Author: Tim Johnstone
Head of Planning

Approved By: Alison Geddes
Director Environment and Sustainability

Our Reference

TO: Chair and Members
District Plan Review Committee

FROM: Judy Randall

DATE: 30 May 2024

SUBJECT: DISTRICT PLAN REVIEW COMMITTEE FORWARD
PROGRAMME 2024

Purpose of Memorandum

1. To provide the Committee with a Forward Programme of work planned for 2024.

Recommendation

That the Committee receives and notes the Forward Programme for the District Plan Review Committee for the remainder of 2024.

Background

2. The Terms of Reference for the Committee requires the Committee to undertake a full review of the District Plan and development of a Proposed District Plan.
3. The Committee's programme of work for 2024 is attached as Appendix 1 to the report.
4. The Forward Programme for 2024 provides a planning tool for members and officers to coordinate work programmes for the year.

Forward Programme

5. The Forward Programme is subject to change on a regular basis. It is noted that the timeframes in the Forward Programme attached as Appendix 1 to the memorandum have been revised since the last District Plan Review Committee meeting. Further details of the revised timeframe and rationale for the changes are provided in Appendix 1.

Appendices

No.	Title	Page
1	Forward Programme 2024	119

Author: Judy Randall
Democracy Advisor

Author: Tim Johnstone
Head of Planning

Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Alison Geddes
Director Environment and Sustainability

Komiti Arotake Mahere Ā-Rohe
District Plan Review Committee Forward Programme 2024

Description	Author	Additional 8 Aug	Cycle 4 5 Sep	Additional 3 Oct	Cycle 5 14 Nov	Pending
Forward Programme	Head of Planning/Democracy Advisor	✓	✓	✓	✓	
Seek direction and provide updates to Committee on specific topics and issues for the proposed District Plan	Head of Planning	✓	✓	✓	✓	
Approval of complete Draft Spatial Plan document to proceed to community engagement	Head of Urban Development				✓	
Seek recommendation to notify Proposed District Plan	Head of Planning					✓
Adoption of Spatial Plan	Head of Urban Development					✓

The above timeframe has been revised since the last District Plan Review Committee meeting. The current programme is to seek a recommendation to notify the Proposed District Plan in December 2024 (a committee date is yet to be confirmed). This will be followed by the statutory consultation period taking place in February / March 2025. Community engagement on the

Draft Spatial Plan will take place at the same time as the statutory consultation on the Proposed District Plan. The rationale for the revised timeframe is summarised as follows:

- The previous target to seek Council approval for the Proposed District Plan in October 2024 was a self-imposed target and is not set by legislation
- The new timeframe would address current concerns relating to workload pressures on the team, noting that in addition to the District Plan Review work the team is also managing Proposed District Plan Change 58; the Eastern Hills Reservoir notice of requirement; and responding to submissions led by other government agencies.
- The revised timeframes allows a more manageable workload; more time to complete some key pieces of work; and more time for Mana Whenua input.
- The change in the submission period from November/December 2024 to February/March 2025 does not create any major conflicts with other Council engagement; it would not cause a significant disruption to the Spatial Plan project; and it is not significant in relation to the overall timeframe for the District Plan review process.

The following table provides a summary on the current progress of chapters for the Proposed District Plan:

Chapters / Issues where further decisions will be sought from Committee

These are chapters where further direction is required to enable officers to complete the chapter.

- Biodiversity
- Māori Purpose Zone
- Papakāinga
- Sites and Areas of Significance to Māori

Chapters with upcoming updates to the Committee

These are chapters where there is ongoing work, there is likely to be a notable change between the draft and proposed, or have been identified as a chapter that is likely to be of interest in the submission process.

- Three-waters
- Natural Hazards
- Coastal Environment
- Earthworks
- Historical Heritage
- Natural Features and Landscapes
- Notable Trees
- Quarry Zone
- Residential Zones
- Rural Zones
- Seaview Marina Zone
- Strategic Directions

Chapters that are ready to be incorporated in the Proposed District Plan (no further direction or updates planned)

These are chapters where little feedback was received on the Draft District Plan (and will require little change from what was include in the draft) or that have gone back to the committee since the draft.

- Activities on the Surface of Water
- Commercial and Mixed Use Zones
- Contaminated Land
- Financial Contributions
- Hazardous Substances

- Hospital Zone
- Industrial Zones
- Infrastructure
- Light
- Natural Character
- Noise
- Open Space and Recreation Zones Public Access
- Renewable Electricity Generation
- Signs
- Temporary Activities
- Tertiary Education Zone
- Transport
- Wind