



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 COUNCILKOMITI 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 PAPERPUBLIC 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

11 June 2024

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

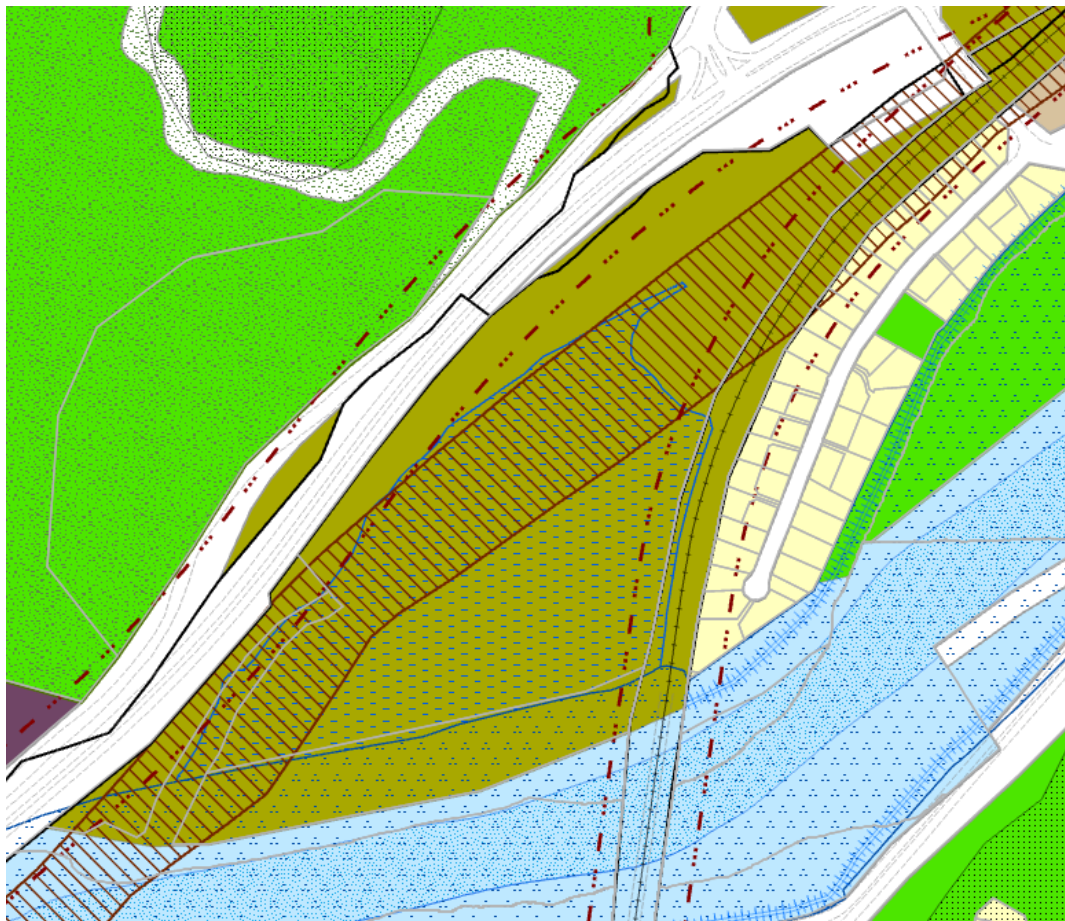








Legend

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	Primary River Corridor
State Highway and Railway Corridor Buffer Overlays	 Primary River Corridor
	Secondary River Corridor
Railway Line	 Secondary River Corridor
 Railway Line	
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

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1↓	Draft District Plan Feedback – Benmore Crescent, Manor Park	23

Author: Stephen Davis
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Head of Planning

Approved By: Alison Geddes
Director Environment and Sustainability

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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Approved By: Jon Kingsbury
Director Economy & Development

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

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1↓	Forward Programme 2024	119

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