



KOMITI AROTAKE MAHERE Ā-ROHE DISTRICT PLAN REVIEW COMMITTEE

7 November 2024

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

Thursday 14 November 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.
-

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 14 November 2024 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TŪTURU: TĒNEI AU

Tēnei au	This
Tēnei au te hōkai nei o taku	This is the journey of sacred footsteps
tapuwae	Journeyed about the earth journeyed
Ko te hōkai nuku ko te hōkai	about the heavens
rangi	The journey of the ancestral god
Ko te hōkai a tō tupuna a Tāne-	Tānenuiarangi Who ascended into the
nui-a- rangi	heavens to Te Tihi-o- Manono
Ka pikitia ai ki ngā rangi tūhāhā	Where he found Io, the parentless source
ki te Tihi-o-Manono	From there he retrieved the baskets of
Ka rokohina atu rā ko Io-Matua-	knowledge Te kete-tuauri
Kore anake	Te kete-tuatea Te kete-aronui
Ka tikina mai ngā kete o te	These were distributed and implanted
wānanga	about the earth
Ko te kete-tuauri	From which came human life Growing
Ko te kete-tuatea	from dim light to full light
Ko te kete-aronui	There was life.
Ka tiritiria ka poupoua	
Ka puta mai iho ko te ira tāngata	
Ki te wheiao ki te ao mārama	
Tihei-mauri ora!	

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. **RECOMMENDATION TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL – 10 December 2024**

Draft Sustainable Growth Strategy 2025-55 for Community Engagement

Report No. DPRC2024/5/320 by the Head of Urban Development 8

CHAIR'S RECOMMENDATION:

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

6. **PROPOSED APPEAL ON CHANGE 1 AND VARIATION 1 TO THE WELLINGTON REGIONAL POLICY STATEMENT**

Report No. DPRC2024/5/321 by the Head of Planning 106

CHAIR'S RECOMMENDATION:

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

7. **UPDATE ON THE TE AO MĀORI CHAPTERS FOR THE DISTRICT PLAN REVIEW**

Report No. DPRC2024/5/322 by the Senior Tikanga Māori Policy Planner 146

CHAIR'S RECOMMENDATION:

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

8. **INFORMATION ITEM**

District Plan Review Committee Forward Programme 2024- 2025

Memorandum dated 5 November 2024 by the Democracy Advisor 160

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

Judy Randall
DEMOCRACY ADVISOR



District Plan Review Committee

29 October 2024

Report no: DPRC2024/5/320

Draft Sustainable Growth Strategy 2025-55 for Community Engagement

Purpose of Report

The purpose of this report is to seek approval of the Draft Sustainable Growth Strategy 2025-55 for community engagement.

Recommendations

That the Committee recommends that Council:

- (1) approves the Draft Sustainable Growth Strategy 2025-55, attached as Appendix 1 to the report;
- (2) notes that, subject to approval of the document, community engagement on the Draft Sustainable Growth Strategy and Proposed District Plan will take place in February and March 2025; and
- (3) notes that adoption of the Sustainable Growth Strategy 2025-55 by Council is planned for May 2025.

For the reason that this progresses the Draft Sustainable Growth Strategy (formerly Spatial Plan) in accordance with the Committee decisions of 29 February 2024 and 4 July 2024.

Background

1. A report on the Spatial Plan (now Sustainable Growth Strategy) was presented to the District Plan Review Committee (DPRC) on 29 February 2024.
2. The Committee agreed that the purpose of the Spatial Plan is to:
 - Provide strategic direction for Lower Hutt's urban development and growth over the next 30 years.
 - 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.

- Identify an integrated plan of action to accommodate population growth.
 - Identify improvements (transport, community facilities, parks & 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.
 - Update and replace the 2012-32 Urban Growth Strategy.
3. The preliminary content of the Spatial Plan was presented to the DPRC on 4 July 2024.
 4. The Committee approved the officers' recommendations to:
 - Approve the general direction of the Spatial Plan;
 - Instruct officers to prepare a Draft Spatial Plan for community engagement based on the preliminary content appended to the report, subject to text refinements and content added from Mana Whenua and maps;
 - Instruct officers to seek Committee approval for the Draft Spatial Plan prior to community engagement;
 - Approve the approach to community engagement which has the engagement on the Draft Spatial Plan and Proposed District Plan starting at the same time;
 - Note the risks associated with the approach to community engagement; and
 - Approve changing the name of the document from "Spatial Plan" to "Sustainable Growth Strategy 2025-2055" to mitigate the identified community engagement risks.

Discussion

5. Since approval of the general direction of the Strategy in July, officers have undertaken the following activities:
 - Incorporated feedback from the DPRC.
 - Engaged with Mana Whenua and integrating their input into relevant parts of the Strategy.
 - Added the Mayor's acknowledgement.
 - Prepared better maps.
 - Expanded the challenges and opportunities in the Climate Change section.
 - Moved the full analysis of opportunities and challenges to an appendix and including a summary in the main body of the document.

- Graphic design and editorial refinements.
6. The feedback from Mana Whenua focussed mainly on protecting the awa, integrating mātauranga Māori in planning, strengthening the Cultural Identity section, and adding iwi to the list of partners in the Actions chapter.
 7. The general direction of the Strategy (summarised by the eight Strategic Moves) is unchanged.

Climate Change Impact and Considerations

8. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
9. Climate change is a fundamental consideration for the Strategy.
10. Of particular relevance is 'Strategic Move 4: Foster prepared coastal and low-lying communities.' This highlights the need to start planning with communities most at risk from climate change.
11. The Strategy is informed by climate change and its effect on hazards such as coastal erosion and flooding. Such considerations are reflected in officers' recommendations for where the city should grow.
12. The Strategy contains recommendations for future public transport, walking and cycling, and residential intensification in the central city and other highly accessible areas. These will help reduce greenhouse gas emissions.
13. The Strategy also considers community and infrastructure resilience and contains principles and actions to improve these.

Consultation

14. A preliminary Engagement Plan was approved by the DPRC on 4 July 2024.
15. Officers from the District Plan, Communications & Engagement, and Urban Development teams are currently preparing a more detailed engagement plan.
16. Subject to Council approval of both documents, community engagement on the Draft Sustainable Growth Strategy and Proposed District Plan will start in February 2025 and run for eight weeks.
17. Engagement with Mana Whenua has taken place via the Kahui Mana Whenua throughout the development of the Strategy. Discussions with individual entities were undertaken in July and August 2024.
18. Preliminary feedback from Crown agencies (Kāinga Ora, NZ Transport Agency Waka Kotahi, Ministry of Education, Health NZ, Ministry of Housing and Urban Development) and Greater Wellington Regional Council/Metlink was sought in May. Officers will formally seek feedback from these organisations during the community engagement period.

Legal Considerations

19. There are no legal implications.

Financial Considerations

20. There are no budget implications.

Appendices

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Author: Lucie Desrosiers
Head of Urban Development

Approved By: Jon Kingsbury
Director Economy & Development



Te Awa Kairangi ki Tai
Lower Hutt

Rautaki Whakatipu Sustainable Growth Strategy 2025–2055





Ngā hua o roto

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He kupu nā Te Koromatua

From the Mayor

Kia ora koutou,

Across Aotearoa New Zealand, cities are grappling with rapid population growth, housing shortages, ageing infrastructure and the impacts of our changing climate. Te Awa Kairangi ki Tai Lower Hutt is no exception.

As a dynamic and diverse city, Lower Hutt is preparing to welcome 40,000 more residents over the next 30 years. This growth presents both exciting opportunities and significant challenges. Our challenge is to ensure that this expansion is equitable, sustainable and preserves what makes our city special.

Our Sustainable Growth Strategy sets out an ambitious roadmap to transform Lower Hutt into a thriving, resilient and inclusive city. We are committed to creating more homes, jobs and services to support our growing population, but not at the expense of our environment, quality of life or sense of community.

Balancing these needs requires careful planning and innovative solutions, while integrating Māori perspectives and knowledge into our planning. We will enhance the heart of our city, develop our central and northern Valley Floor, and grow alongside the Hutt River to create a vibrant urban centre.

At the same time, we will focus on building resilient coastal and low-lying communities and strengthening our business areas to withstand future challenges.

Our plan also prioritises equitable growth beyond the Valley Floor, with enhanced transport options and support for all neighbourhoods. Central to this vision is a commitment to a greener, healthier city – one where our tamariki and mokopuna can thrive, inspired by our innovation and deeply connected to our natural environment.

We honour and respect Mana Whenua, their rights and their stories through our partnership and as reflected in our Tākai Here ensuring that their voices and values guide us.

Together, we are embarking on a journey towards a brighter future for Lower Hutt – our shared future that is sustainable, resilient and filled with opportunity for generations to come.

Campbell Barry

Te Koromatua
Mayor

Tākai Here – Mana Whenua

Partnership with Mana Whenua

Manaaki whenua, manaaki tangata, haere whakamua.

*If we take care of the land and take care of the people,
we will take care of the future.*

Hutt City Council, Mana Whenua and hapori Māori (Māori communities) have strong and trusting relationships, working collectively to support and enhance the wellbeing of everyone living and working in Te Awa Kairangi ki Tai Lower Hutt. This Sustainable Growth Strategy outlines many of the ways we seek to do this.

Central to Council's work with Mana Whenua are the Tākai Here. Through these partnership agreements, we work together to create a more inclusive and sustainable future for all our people. We all acknowledge there is much work to do to address the inequities across our tāone (town) so that all people in Te Awa Kairangi ki Tai Lower Hutt thrive.

The ambition to thrive outlined in Te Herenga Kairangi (Council's Māori Strategy) holds the interest of Mana Whenua and Māori at heart. The expression of kaitiakitanga, kotahitanga and manaakitanga throughout Te Herenga Kairangi is supported by Mana Whenua and demonstrates the various ways Council is committed to keeping Te Tiriti o Waitangi and its legislative obligations at the heart of its work programme serving as the foundation for this Sustainable Growth Strategy.

More information about Mana Whenua partnerships can be found at:
www.huttcity/mana-whenua



Whakarāpopototanga

Executive summary

With our population 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. The Sustainable Growth Strategy (the Strategy) considers the whole of 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 to set the scene for the next 30 years. The Strategy identifies challenges and opportunities and outlines how we respond to growth in the following chapters:

Chapter 1

He whakatakinga Introduction

Introduces the purpose and strategic context of the Strategy.



Chapter 2

Tō tātou tāone i nāianeī rangi Te Awa Kairangi Lower Hutt Today

Provides an overview of Lower Hutt and considers challenges and opportunities we face in relation to urban growth.

These include:

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

Chapter 3

Te anamata o tō tātou tāone Lower Hutt in 30 Years

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 recognition.¹

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 Strategy sets out eight 'strategic moves' to inform a coordinated response:

- 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

¹ This principle is not specified in the Long-Term Plan but is a key part of other Council strategies

Chapter 4

Ngā tukanga Action Plan

Presents a list of actions to give effect to our 'strategic moves' and achieve our outcomes.



Sustainable Growth Strategy at a glance



Long Term Plan

Purpose

A connected, resilient and inclusive city where everyone thrives

Principles

Livable city and vibrant neighbourhoods

Supporting and enhancing the environment

Being a future-fit city

Cultural recognition

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

Sustainable Growth Strategy

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



9



11



3



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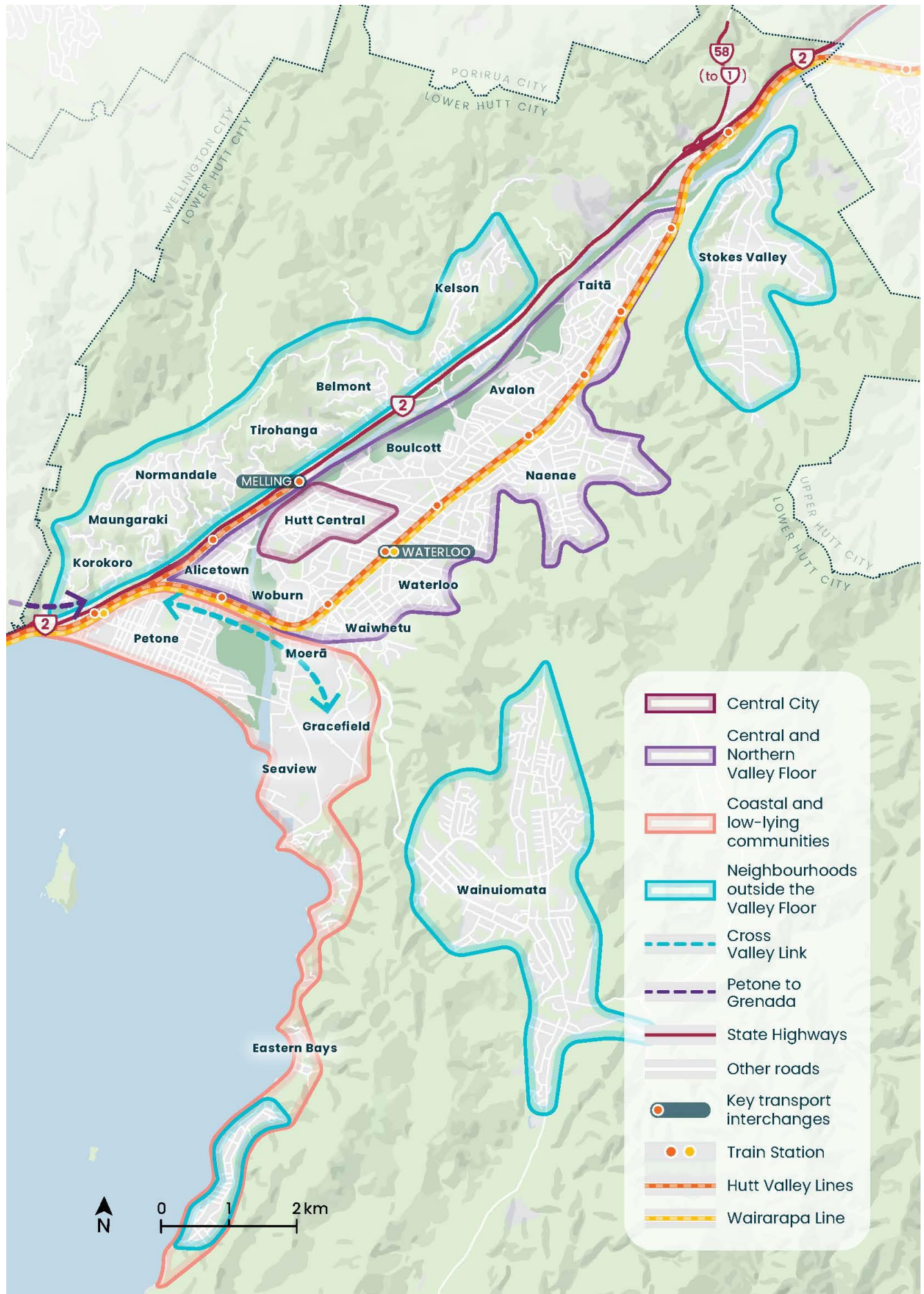
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19



Chapter 1

He whakatakinga Introduction

Te Awa Kairangi ki Tai Lower Hutt is a growing and changing city². Where and how we accommodate our population and economic growth will impact current and future generations.



Pūtake Purpose

The Sustainable Growth Strategy (the Strategy) guides how we want our city to change over the next 30 years. It sets out what's important to 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. This Strategy is intended to inform future decision-making and investment decisions by Council, central government and the private sector.

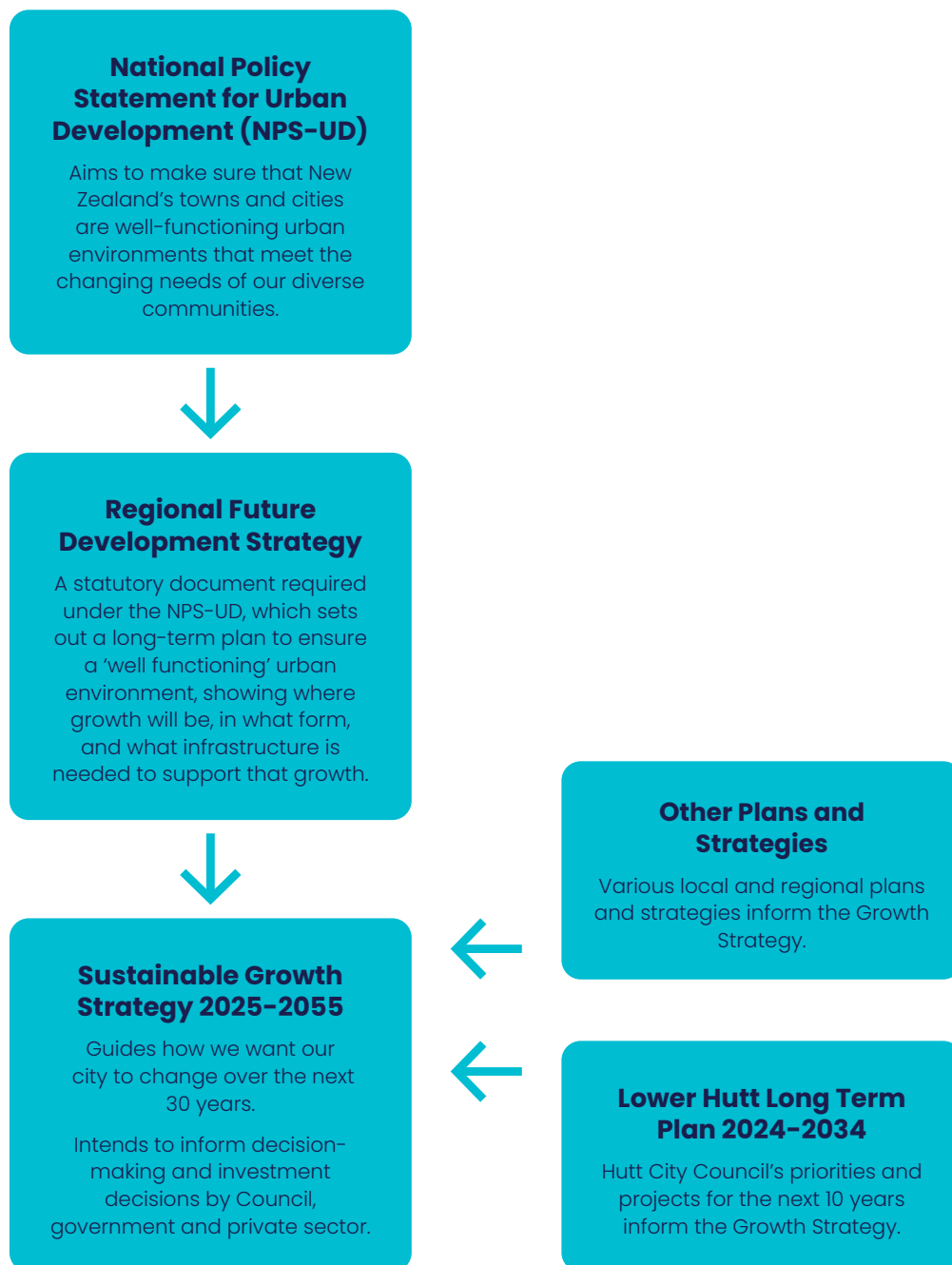


Horopaki Whānui Strategic Context

In Aotearoa, spatial planning is used to improve coordination between council's plans and strategies, regional frameworks and national direction. While there is currently no statutory requirement for councils to produce a Spatial Plan or a Growth Strategy, many produce such documents with a longer time horizon than our District Plan, Long Term Plan, Integrated Transport Strategy, Climate Change Plans and other plans and strategies which typically focus on the next 10 years.

The Strategy complements 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 Strategy expands on the direction of the FDS and provides the next level of detail by identifying 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.

² 40,000 more residents in the next 30 years according to Housing and Business Capacity Assessment Hutt City - August 2023



Chapter 2

Tō tātou tāone i nāianeī rangi Te Awa Kairangi ki Tai Lower Hutt Today

This chapter provides an overview of Lower Hutt and presents the challenges and opportunities our city faces as we grow and change over the next 30 years.

These are grouped around eight key themes derived through an analysis attached as [Appendix 1](#).

Understanding the key challenges and opportunities that Lower Hutt must respond to informs the development of our 'Strategic Moves' (see [Chapter 3](#)).

The key themes are:

- 1. Ngā hanganga**
Housing
- 2. Ngā waka**
Transport
- 3. Ngā puna wai**
Water Infrastructure
- 4. Pākihi me te ōhanga**
Business and Economy
- 5. Tuakiritanga**
Cultural Identity
- 6. Huringa āhuarangi me ngā mōrearea**
Changing Climate and Natural Hazards
- 7. Taiao me ngā whenua tāpui**
Open Space, Recreation and Environment
- 8. Pokapū hapori**
Community Facilities



Tirohanga whānui

Overview

Te Awa Kairangi ki Tai Lower Hutt has a 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 Zealand⁴ as a whole. The population is expected to remain relatively young due to increases in international migration and natural population growth⁵. Lower Hutt has a higher proportion of Māori and Pacific people compared to Aotearoa New Zealand as a whole.

Lower Hutt is the second largest employment centre in the Wellington Region. The professional and scientific service sector is the largest employer, followed by manufacturing, health care, and construction.

Ours is a diverse economy and the main area for industrial activity in the Wellington Region with flat land close to major transport routes. Lower Hutt has a competitive advantage and higher than average productivity in the science technology and high value manufacturing sectors through unique industrial zoning, workforce and clusters of supporting industries.

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 that will support our local and global economies.

There is a strong vocational education and training presence in our community. Lower Hutt is home to WelTec which has delivered technical training in various forms for 120 years. The physical base of the Open Polytechnic is in Lower Hutt and Te Wānanga o Aotearoa has a small campus here. There are also a range of secondary schools, private training establishments and industry training organisations (ITO) who are an important part of the tertiary education landscape.

Hutt City Council is investing heavily in our city's infrastructure with a \$2.7b capital spend over the next 10 years in our roads, water services, Te Wai Takamori o Te Awa Kairangi, community facilities and projects to improve our city's resilience. To do this we need people with the skills to deliver the work programme that is ahead of us.

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 located around 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. The Lower Hutt hospital campus is a regionally significant healthcare facility. The Seaview/Gracefield area is important for employment, manufacturing and industry with zoning that allows for a wide range specialist industrial activity.

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 water 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 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 Hutt River while enhancing transport connections and amenity in the central city and along the river.

Te Whanganui-a-Tara Whaitua Implementation Programme 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 water infrastructure, which have informed the development of the Growth Strategy.

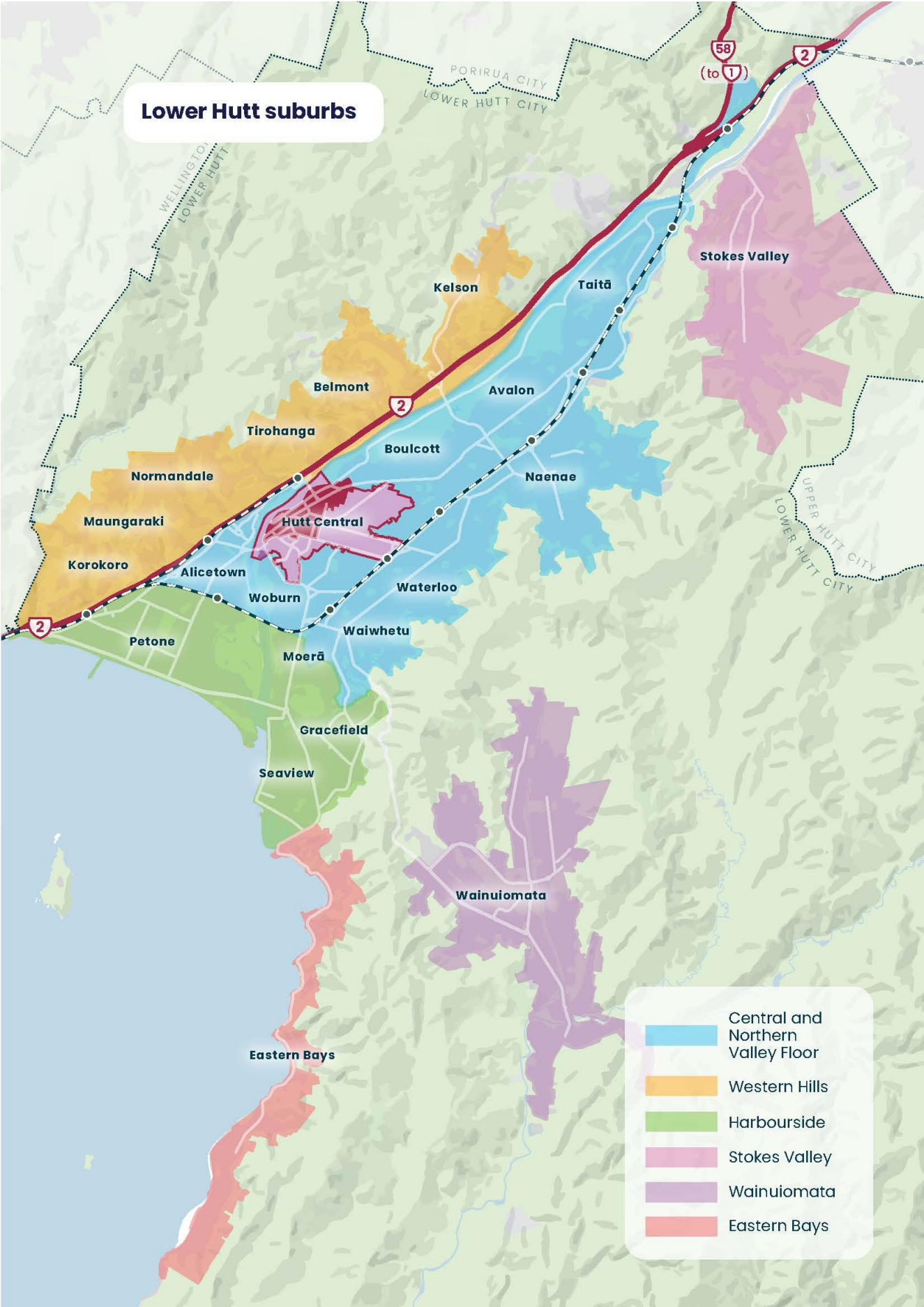
Initiatives with NZ Transport Agency Waka Kotahi, such as Tupua Horo Nuku and Te Ara Tupua shared paths, are improving walking and cycling routes and increasing coastal resilience.

³ Population composition of Lower Hutt residents, June 2023. Data Source: Infometrics Regional Economic Profile.

⁴ 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).

⁵ Sense Partners, Migration, births and deaths forecasts 2021 to 2054, Lower Hutt.





Ngā wero me ngā āheinga

Challenges and opportunities

Lower Hutt faces several challenges and opportunities that have been identified across eight themes, summarised below.

[Appendix 1](#) provides more details of the challenges and opportunities facing the city over the next 30 years.

Theme	Challenges	Opportunities
Housing	<ul style="list-style-type: none"> • Around 18,000 more dwellings are needed over the next 30 years to support our population growth. • More, and upgraded, water infrastructure is needed to support housing growth. • Lack of choice in housing type, size and tenure. • Housing affordability and homelessness. • Natural hazards and climate change constrain the areas suitable for housing development. 	<ul style="list-style-type: none"> • Prioritise housing development in locations well-served by existing transport and water infrastructure. • Prioritise water infrastructure investments in targeted areas taking into consideration the cost of upgrades and factors such as natural hazard risks. • Support more varied housing options. • Work with Kāinga Ora in areas with high concentrations of Crown land. • Balance enabling housing development and the long-term risks to public safety in areas vulnerable to natural hazards and climate change.
Transport	<ul style="list-style-type: none"> • Building new roads is expensive and sometimes not feasible. • Our hills and low-density housing make it difficult to run bus services cost effectively in some areas. • Congestion affects economic activity. • Inadequate walking and cycling environments. • Infrequent public transport connections limit choices. • The transport network is vulnerable to natural hazards, climate change and unplanned events. • Transport is our main source of carbon emissions. 	<ul style="list-style-type: none"> • Support more housing close to existing public transport routes. • Improve the attractiveness of public transport, walking and cycling, resulting in reduced congestion and lower carbon emissions. • Work with Government on a better road connection for freight to and from our industrial areas. • Better connect the central city and Melling train station on foot and bikes. • Consider the resilience of the transport network as part of our climate adaptation planning.
Water Infrastructure	<ul style="list-style-type: none"> • Our ageing water infrastructure cannot accommodate our population growth without significant and costly upgrades. • It is not affordable to upgrade water infrastructure everywhere. • Climate change and natural hazards impact on water network resilience. • Ageing Seaview Wastewater Treatment Plant. 	<ul style="list-style-type: none"> • Target water infrastructure investment in areas that achieve the highest benefit to residents and the city. • Explore ways to reduce water use. • Consider the resilience of our water network as part of our climate adaptation planning. • Promote the use of nature-based solutions to improve flood resilience.

Business and economy	<ul style="list-style-type: none"> • Some employment areas are exposed to natural hazards and climate related risks. • Poor transport connections to employment areas. • Resilience of key utilities. • Changing business environment. • Limited land availability for business growth. • Low amenity in business areas. 	<ul style="list-style-type: none"> • Prepare a climate adaptation plan. • Improve critical transport connections. • Support businesses to innovate and adapt. • Make better use of existing business land. • Improve the amenity of the central city. • Encourage more inner city living. • Recognise our untapped tourism potential.
Cultural identity	<ul style="list-style-type: none"> • Many sites of significance to Mana Whenua are situated within high-risk coastal areas. • Recognising the presence of Mana Whenua in the city centre, in neighbourhood centres and along the river. 	<ul style="list-style-type: none"> • Celebrate Māori culture and Mana Whenua pūrakau. • Improve the physical resilience of cultural facilities. • Continue to acknowledge and provide for the key role of Mana Whenua as kaitiaki of Lower Hutt and Te Awa Kairangi.
Changing climate and natural hazards	<ul style="list-style-type: none"> • Achieving net zero emissions. • Lower Hutt is prone to natural hazards. • Sea level rise will impact low-lying and coastal areas. • Surface flooding from rain and storm events. • Salination of the aquifer. • Single access neighbourhoods are vulnerable to slips. 	<ul style="list-style-type: none"> • Reduce emissions by adopting low carbon transport modes. • Prepare an adaptation plan to respond to climate related risks. • Continue to upgrade stormwater network. • Encourage housing growth in areas with good resilience and public transport access.
Open space, recreation & environment	<ul style="list-style-type: none"> • Changing community expectations of open spaces and recreation facilities. • Gaps in provision of open spaces. • Environmental degradation and biodiversity loss. • Poor access to reserves. • Limited local food production. 	<ul style="list-style-type: none"> • Locate open spaces to align with growth. • Improve the range of spaces and facilities along Te Awa Kairangi Hutt River. • Support revegetation. • Prioritise enhancement of waterways. • Enhance access to open spaces. • Partner with Mana Whenua.
Community facilities	<ul style="list-style-type: none"> • There is demand from increased population, changing community needs and new activities. • Ageing facilities and maintenance costs. • Funding constraints. • Buildings are vulnerable to natural hazards and seismic risks. 	<ul style="list-style-type: none"> • Strategic investment to respond to multiple challenges. • Optimise existing facilities so they have many uses and users. • Develop new models and partnership approaches to deliver facilities.

The eight themes listed above have been used to develop the eight Strategic Moves and actions to support growth management over the next 30 years.

Chapter 3

Te anamata o tō tātou tāone

Te Awa Kairangi ki Tai

Lower Hutt in 30 Years

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.



Pou tarāwaho

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.

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, recognising the value of diverse perspectives and partnerships in achieving shared objectives.



Creating a positive future legacy

As kaitiaki (guardians) of our place, we want to protect our whenua, our people and our future for our mokopuna.

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



Promoting the wellbeing of all people

Focusing on the social, economic and cultural wellbeing 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.



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.

Principles and Outcomes

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 Strategy under this principle are:

- > **Urban growth in suitable areas** – Urban intensification to accommodate our population growth occurs in areas where:
 - sufficient water infrastructure capacity and public transport services are able to be provided cost-effectively.
 - impacts of development on te taiao and the potential for natural hazards to impact housing are considered.
- > **Thriving local centres** – All suburbs have good access to local shops, amenities and services, including cultural facilities (marae, urupā, kura, wānanga, wāhi tapu) that support the wellbeing of mana whenua.
- > **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. This includes papakāinga which support living with whānau and in a community which supports cultural wellbeing (including māra kai).
- > **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.

Supporting and enhancing the environment

Fostering a thriving, sustainable city by improving our environment 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 extreme summer heat 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.



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 emphasises 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 water 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.

Cultural recognition

By incorporating Mana Whenua values and aspirations into our city and celebrating all cultural identities, we promote cultural vitality and foster 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, honouring Mana Whenua and their sites of cultural significance – historic, present and future. The environment of Te Awa Kairangi⁶ is enhanced to support the revitalisation of te taiao, mātauranga, tikanga and traditional practices including te reo, toi, mahainga kai which connect us with te taiao and whakapapa.
- > **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.

⁶ Te Awa Kairangi was a traditional area to gather piharau and tuna as well as harakeke. The awa was also an important transport route for waka.



Te ara whakamua

Strategic Moves

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.



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.

Intersecting nature of the strategy

The matrix below illustrates how each strategic move contributes to the principles and outcomes.

Principles	Outcomes	Strategic Moves							
		1	2	3	4	5	6	7	8
Liveable city and vibrant neighbourhoods	Urban growth in suitable areas	✓	✓		✓		✓	✓	
	Thriving local centres	✓	✓		✓	✓	✓	✓	
	Affordable housing	✓	✓		✓		✓		
	Transport choices	✓	✓		✓	✓	✓	✓	
Supporting and enhancing the environment	Compact urban footprint	✓	✓			✓	✓	✓	✓
	Mana Whenua as Kaitiaki	✓	✓	✓	✓				✓
	Healthier natural systems	✓		✓	✓		✓		✓
	Resilient environment	✓	✓	✓	✓	✓	✓		
Being a future-fit city	Zero-carbon city	✓	✓			✓		✓	
	Targeted infrastructure upgrades	✓	✓	✓		✓		✓	
	Diverse Business environment	✓				✓		✓	
Cultural recognition	Recognition of Mana Whenua history and identity	✓	✓	✓	✓		✓		✓
	Distinct neighbourhood	✓	✓			✓	✓		✓

✓ Primary

✓ Secondary



Te whakamana i te pokapū o Te Awa Kairangi

Enhance the heart of the city

Revitalise the central city to create a thriving neighbourhood and destination.

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 Art Museum, the Events Centre, Riddiford Garden 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.

Investment in Te Wai Takamori o Te Awa Kairangi 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 water infrastructure will increase the capacity of our wastewater, stormwater and water supply 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 Te Wai Takamori o Te Awa Kairangi – relocating Melling station, a new pedestrian bridge connecting the station and city centre, increased flood protection, riverside park, street improvements and new Melling interchange.
- ➔ Delivering our Infrastructure Acceleration Fund (IAF) water upgrades to support new housing in Hutt Central.
- ➔ Supporting Waterloo station as a key rail and bus hub.
- ➔ Other 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 to support our growing population.
- ⊕ A vibrant city centre with thriving retail, commercial, food and hospitality activities.
- ⊕ A location of choice for employment with easy access, open spaces and amenities.
- ⊕ A more accessible central city with better public transport, cycling infrastructure and convenient walking routes.
- ⊕ Residents living close to jobs and transport links, reducing carbon emissions.
- ⊕ A more attractive city centre with inviting streets and public spaces.





Te whakatipu i te kauwhanga me te raki o te papa taiororua

Build up the central and northern Valley Floor

Concentrate new housing in the central and northern Valley Floor.

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 water 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. Council is investing significantly in infrastructure upgrades to support growth in this location.

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?

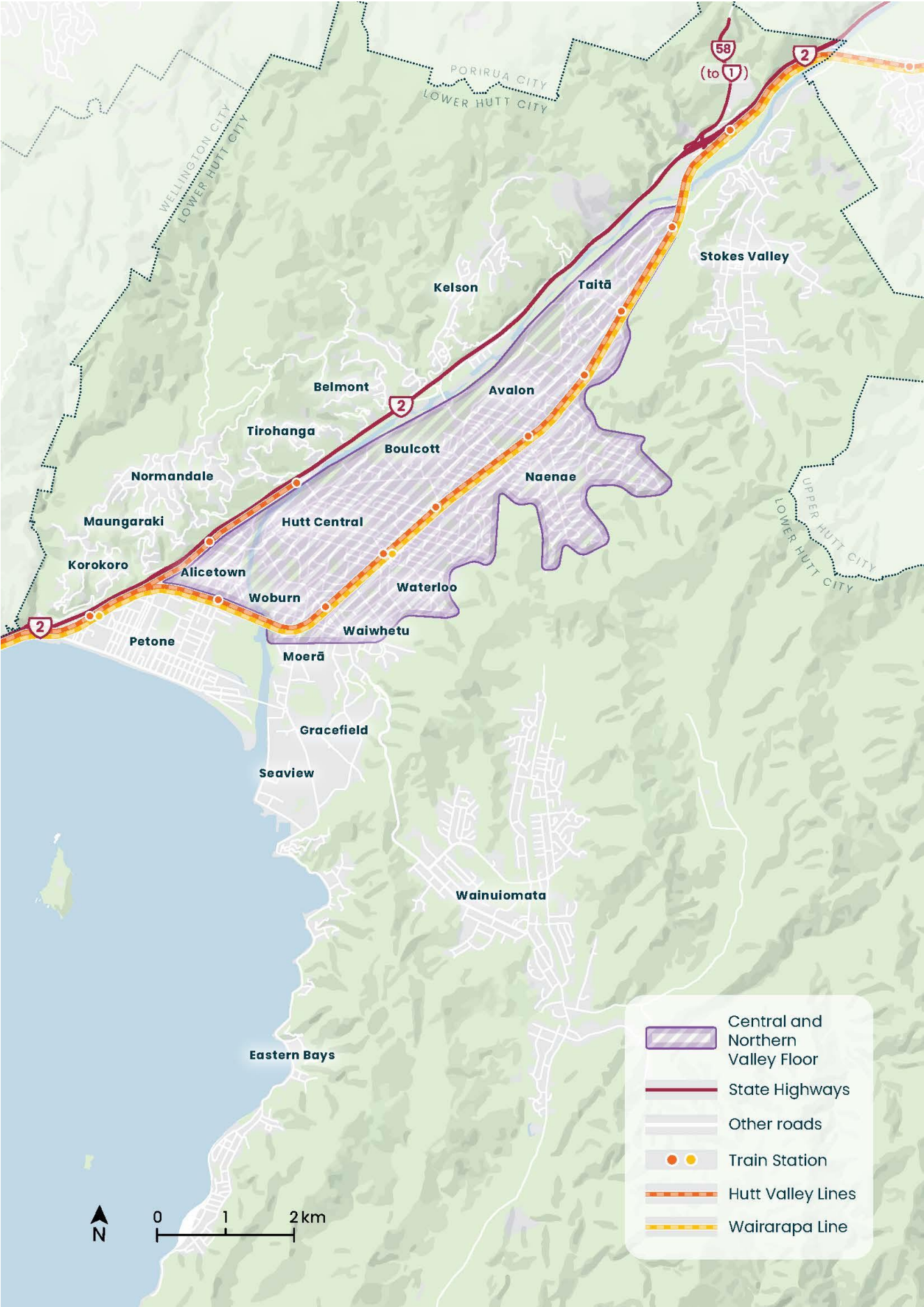
This Strategic Move involves:

- ➔ Targeted investment in Valley Floor water infrastructure
- ➔ Supporting Kāinga Ora's housing upgrades with a focus on Naenae, Taitā and Avalon.
- ➔ Continued partnerships with iwi through Tāka Here to deliver more affordable homes.
- ➔ Improving public transport, walking and cycling access across the Valley Floor via local centres.
- ➔ Potential mixed-use development around an upgraded Waterloo Station.
- ➔ 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 water and transport infrastructure.
- ⊕ Improve housing choices and affordability.
- ⊕ Create thriving, convenient communities, situated closer to transport hubs.
- ⊕ 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.





Te tipu ngātahi ki Te Awa Kairangi

Grow with Te Awa Kairangi Hutt River

Enhance resilience, recreation and biodiversity along the river.

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 – Te Awa Kairangi and its connecting tributaries. The mauri of these waterways is under threat and needs to be restored.

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 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 which involves Greater Wellington Regional Council raising the stopbanks to protect people and property; and 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 with a focus on Naenae, Taitā and Avalon.
- ➔ Improving parks and reserves along the river.
- ➔ Wetland restoration and improvements along the waterway banks.
- ➔ Partnership in river management, including working with Mana Whenua.
- ➔ Water metering to reduce water take from the catchment.

How will the city benefit?

Implementation of this Strategic Move will:

- ⊕ 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.





Whāngaihia te hunga noho takutai

Foster prepared coastal and low-lying communities

Recognise the risks of climate change and build community preparedness.

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

Our 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 and Moana. 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 elsewhere 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 greater 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.

Council made decisions to focus on getting the basics right with significant investment in core infrastructure including water. We are investing significantly in the resilience of our water infrastructure, for example 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?

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 seaside environments.
- ⊕ Greater visibility and recognition of Mana Whenua history and identity in coastal areas, by exploring Mana Whenua led approaches to protecting places of significance (to iwi).





Te whanake i ngā wāhi ōhanga

Cultivate well-connected economic precincts

Improve access to and the resilience of employment areas.

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?

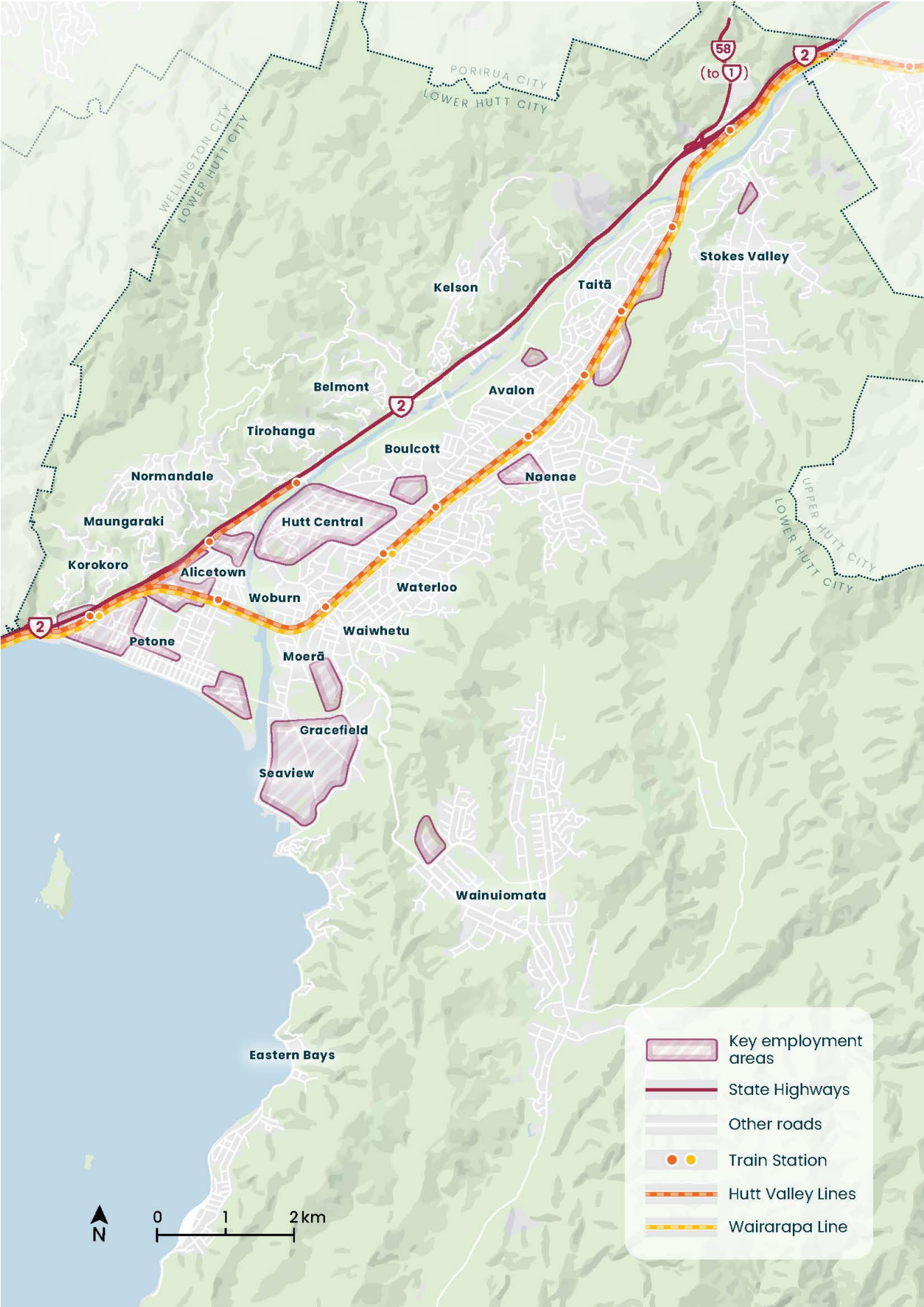
This Strategic Move involves:

- ➔ 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 services to employment areas, 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?

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.





Whāngaihia te hunga noho ki ngā pari maunga

Support neighbourhoods outside the Valley Floor

Sustain the access, character and services of neighbourhoods.

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 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, indirect street networks 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?

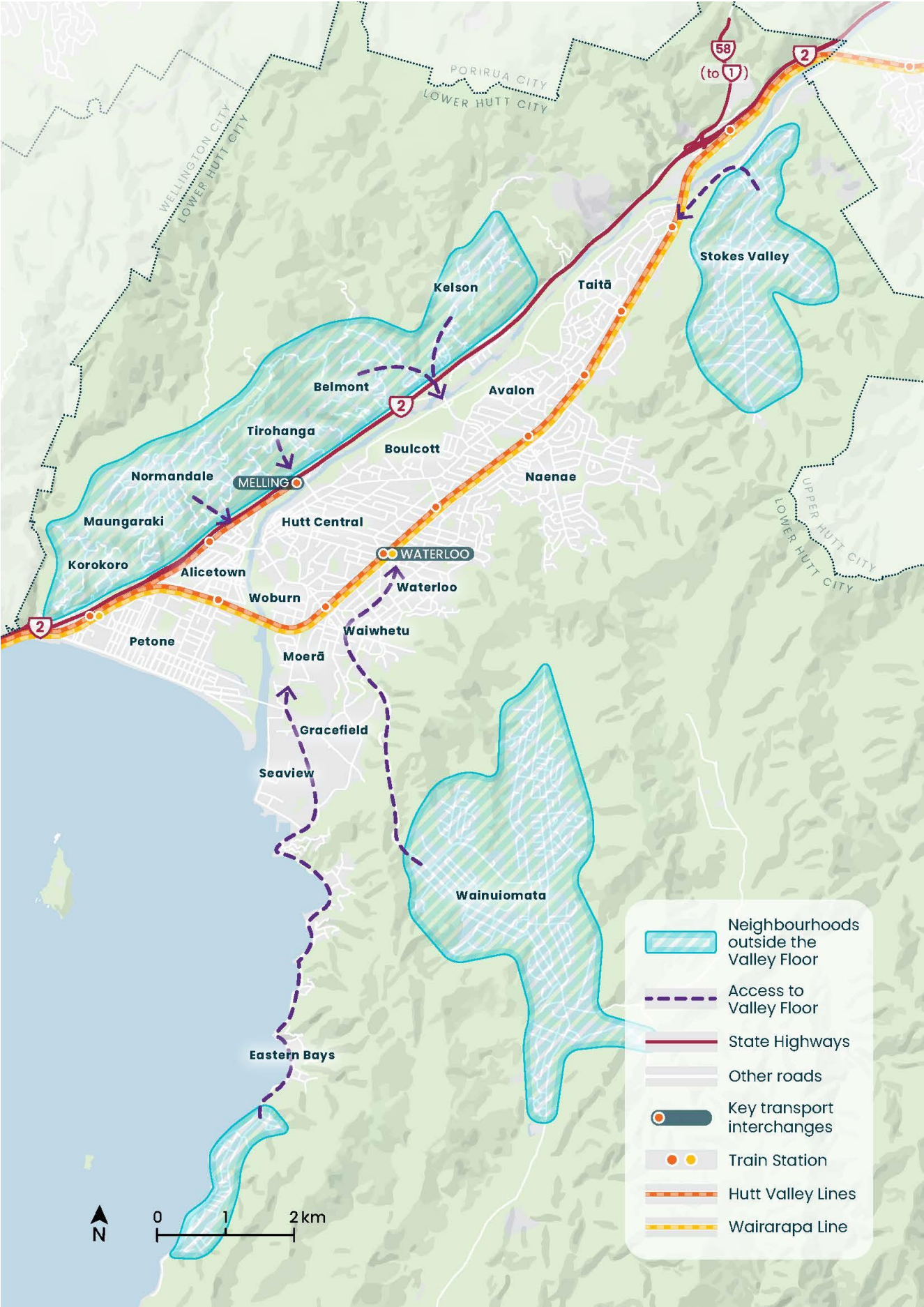
This Strategic Move involves:

- ➔ 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?

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.





Te whakapakari i ngā ara waka

Strengthen transport options

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

Transport is a critical component of urban infrastructure. A well-connected city can help boost economic and productivity growth.

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 and KiwiRail 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 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 our existing road space. We will also implement our Parking Strategy through Parking Management Plans to 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?

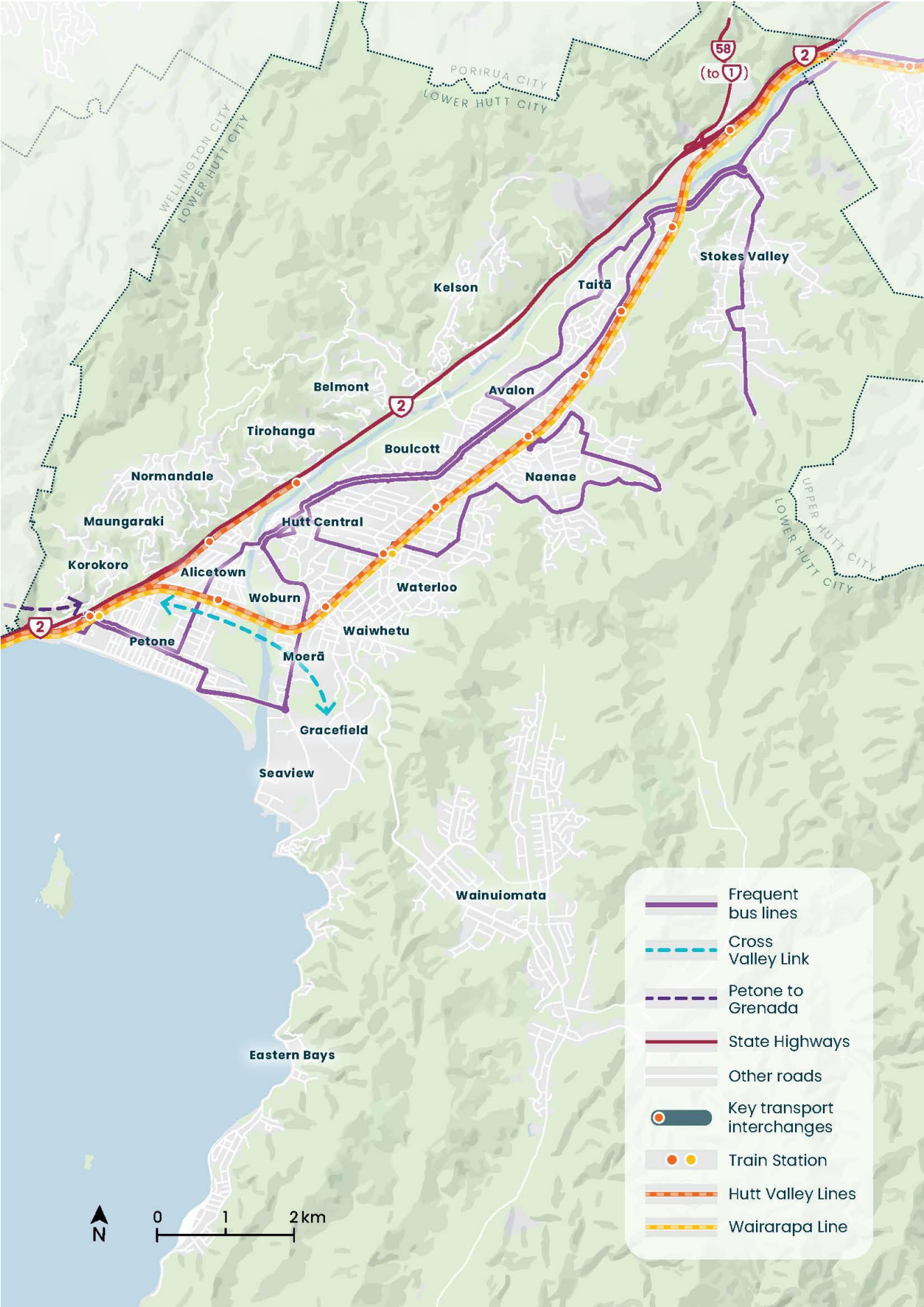
This Strategic Move involves:

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

How will the city benefit?

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 and cycling options.
- ⊕ Less conflicts between modes of transport.
- ⊕ Improved transport resilience.
- ⊕ Reduced carbon emissions.
- ⊕ Fewer death and serious injuries due to transport.





Te whanake i te toiora o te taiao

Create a greener and healthier city

Improve the health and wellbeing of the city and its ecosystems.

The city has significant natural amenities, such as the harbour and the hills, and Te Awa Kairangi Hutt River, Waiwhetū and Opahu streams running through the Valley Floor, and the Wainuiomata stream. 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 and for the mauri of te taiao to thrive and support our wellbeing. As kaitiaki, iwi want to protect the natural character of awa.

Te Awa Kairangi is the largest source of freshwater in the area. We need to protect our aquifer to support the health of our people, be good kaitiaki and ensure that future generations have access to clean drinking water.

We also need to continue planting trees along our streets and in public spaces, so we have clean air, and much needed shade for hotter summers. Planting along awa/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. This will support the taonga within the awa and a healthier habitat. 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 Lower 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 healthy neighbourhoods, we will continue investing in our parks and reserves and will increase opportunities for residents to interact with nature.

Our partnership with iwi is enduring, and we will continue to seek their advice so we can make the right decisions for future generations.

What will this look like?

This Strategic Move involves:

- ➔ Park and reserves improvements.
- ➔ Stream regeneration and planting.
- ➔ Tree planting and reforestation initiatives.
- ➔ ‘Sponge city’ initiatives.
- ➔ Ongoing partnership with Mana Whenua, and Upper Hutt and Regional councils.
- ➔ New or improved walking routes.
- ➔ Support community initiatives e.g., planting natives.

How will the city benefit?

Implementation of this move will provide:

- ⊕ Cleaner water and air.
- ⊕ Enhanced mauri of te taiao (natural habitats and biodiversity) including taonga species and mahinga kai.
- ⊕ Healthier open spaces.
- ⊕ More equitable access to nature.
- ⊕ Reduced summer heat effects and flood risks.
- ⊕ More resilient infrastructure, creating more resilient neighbourhoods.



Chapter 4

Ngā tukanga 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 and will need to be approved by Council. Of those actions that are funded, some are already underway, and some are still at the planning stage. It is acknowledged that not all of this work can happen at once. It will be planned for over the next 30 years.

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 Strategy outcomes.





Te whakamana i te pokapū o Te Awa Kairangi

Enhance the heart of the city

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi 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)	City Delivery	GWRC, NZTA and Mana Whenua
2. 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)	City Delivery	
3. 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)	City Delivery	
4. 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)	Transport	
5. 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)	Transport	
6. 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)	GIS	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. 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)	Facilities	
8. Create a new skatepark in the City Centre	A new skatepark facility in the City Centre will provide greater access to recreation for existing and future residents.	New initiative (unfunded)	Parks & Reserves	
9. Improve the Melling stormwater pump station	An upgrade to create more stormwater capacity to support growth in the central city.	Planned (funded)		Wellington Water



Te whakatipu i te kauwhanga me te raki o te papa taiororua

Build up the central and northern Valley Floor

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. 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
2. Support Kāinga Ora 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. There is an opportunity to work closely with Kāinga Ora to support their future development across the suburbs.	New initiative (unfunded)		Kāinga Ora
3. Upgrade wastewater network on the Valley Floor	This includes improving the Naenae wastewater storage (Seddon Street), improving Alicetown wastewater pump station and storage, and upgrading the Waterloo Wastewater Pipes.	Planned (funded)		Wellington Water
4. Upgrade wastewater network on the Valley Floor	This includes improving the Waiwhetū wastewater storage (Whites line) and upgrading the Woburn wastewater pump station.	New initiative (unfunded)		Wellington Water
5. Upgrade drinking water network on the Valley Floor	This includes improving Manor Park water storage and replacing 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
6. Upgrade stormwater network on the Valley Floor	This includes upgrading 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

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. 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	Urban Development	
8. 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)	Urban Development	Ministry of Education
9. 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)	Parks & Reserves	
10. 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)	Neighbourhoods & Communities	
11. Continue developing One View, to coordinate construction/ infrastructure 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)	GIS	



Te tipu ngātahi ki Te Awa Kairangi

Grow with Te Awa Kairangi Hutt River

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi 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)	City Delivery	GWRC, NZTA and Mana Whenua
2. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways⁷	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 water 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 actions that will be progressed in collaboration with GWRC, Mana Whenua and local communities.	Funded by another agency		GWRC and Mana Whenua

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
3. 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)	Parks & Reserves	GWRC and Mana Whenua

² [Whaitua \(freshwater catchment management\) implementation Programme for Te Awa Kairangi and other Lower Hutt waterways](#)



Whāngaihia te hunga noho takutai

Foster prepared coastal and low-lying communities

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support the development of the Regional Adaptation Plan	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, and clarifying roles and responsibilities.	Funded by another agency		WRLC
2. 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 to 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	
3. 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)	Transport	
4. 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)	Transport	Mana Whenua
5. 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

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
6. 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
7. Improve Petone Stormwater in Udy Street, Queen Street	Improving Petone's surface drainage, taking into consideration more severe rainfall events.	Planned (funded)		Wellington Water
8. 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. Some urupā already flood 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
9. 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)	Planning Team	Mana Whenua
10. 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)	Facilities	
11. 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)	Facilities	
12. 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)	Parks & Reserves	



Te whanake i ngā wāhi ōhanga

Cultivate well-connected economic precincts

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects	Better connections to the regional road network are essential to support our economy. HCC will assist NZTA as lead agency in charge of the Roads of National Significance.	Funded by HCC and NZTA	HCC	NZTA
2. 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 another agency		WRLC
3. 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)	Business & Economy	
4. Align the Hutt Valley Chamber of Commerce Vision with City Strategy direction	The development of the City Strategy is underway and must reflect the vision of our commercial sector.	Planned (funded)	Business & Economy	
5. 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	



Whāngaihia te hunga noho ki ngā pari maunga

Support neighbourhoods outside the Valley Floor

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Upgrade the wastewater network outside the Valley Floor	This includes improvements to the Silverstream wastewater storage, improvement of Maungaraki wastewater storage and upgrades of the Wainuiomata wastewater storage on Fraser Street and Main Road.	Planned (funded)		Wellington Water
2. Upgrade the drinking water network outside the Valley Floor	This includes replacement of the Maungaraki reservoir and upgrades to the Wainuiomata water supply storage and network.	Planned (funded)		Wellington Water
3. Explore different partnership delivery models for community facilities	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)	Neighbourhoods & Communities	
4. 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)	Parks & Reserves	
5. 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)	Parks & Reserves	
6. 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	Mana Whenua



Te whakapakari i ngā ara waka

Strengthen transport options

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi project	This project includes 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, improved flood protection and improvements to local streets and riverside park.	Underway (funded)	City Delivery	GWRC, NZTA and Mana Whenua
2. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects	Better connections to the regional road network are essential to supporting our economy. HCC will assist NZTA as lead agency in charge of the Roads of National Significance and will deliver the HCC elements of the programme.	Funded by HCC and NZTA	HCC	NZTA
3. 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 another agency		Metlink
4. 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 another agency		Metlink
5. 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 another agency		Metlink

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
6. 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 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: to 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)	Transport	



Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. 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 another agency		Metlink
8. 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)	Transport	
9. Upgrade the Hutt Trail shared path from Waione Street to Ava Park	The Hutt Trail along Te Awa Kairangi by Shandon 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	GWRC



Te whanake i te toiora o te taiao

Create a greener and healthier city

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. 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)	Parks & Reserves	
2. Increase street tree planting in Hutt Central and Valley Floor	Street trees help increase biodiversity, improve amenity, connect the open spaces together and reduce extreme heat in hotter summers.	Planned (funded)	Transport	
3. Create a new reserve within Hutt Central	This will provide more space for Hutt Central residents and to accommodate future growth.	New initiative (unfunded)	Parks & Reserves	
4. 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)	Parks & Reserves	
5. 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)	Parks & Reserves	
6. 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)	Parks & Reserves	
7. 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)	Parks & Reserves	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
8. Develop High Street Reserve (Taitā)	To improve the presentation and range of recreation opportunities available for the local neighbourhood.	Underway (funded)	Parks & Reserves	
9. 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)	Parks & Reserves	
10. Improve 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)	Parks & Reserves	
11. 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)	Parks & Reserves	
12. 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)	Parks & Reserves	
13. 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.	Underway (funded)	HCC	Mana Whenua
14. Develop a 'sponge city' programme	Identify and deliver alternative stormwater management approaches.	New initiative (unfunded)	HCC	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
15. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways⁸	This programme brings a new way of approaching water management which integrates water quality and environmental outcomes with water 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 actions that will be progressed in collaboration with GWRC, Mana Whenua and local communities.	Funded by another agency		GWRC
16. 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
17. 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 another agency		GWRC
18. 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 another agency		GWRC
19. Support residents and businesses to reduce their use of fossil fuels	Council provides eco-design advice service and works with developers to phase out the use of fossil fuels in businesses and homes.	Underway (funded)	Climate and Solid Waste	

⁸ [Whaitua \(freshwater catchment management\) implementation Programme for Te Awa Kairangi and other Lower Hutt waterways](#)



Te Rangapū Working in partnership

Effective delivery of the Growth Strategy's 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.



Arotakenga Monitoring and Review

Successful delivery of the outcomes sought for the city relies on regular evaluation, 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 Strategy remains 'fit for purpose' and responsive to change, a full review of the Strategy 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.

Āpiti hanga 1: Tātari tanga

Appendix 1: Analysis

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

The key themes are:

1. Ngā hanganga
Housing

2. Ngā waka
Transport

3. Ngā puna wai
Water Infrastructure

4. Pākihi me te ōhanga
Business and Economy

5. Tuakiritanga
Cultural Identity

6. Huringa āhuarangi me ngā mōrearea
Changing Climate and Natural Hazards

7. Taiao me ngā whenua tāpui
Open Space, Recreation and Environment

8. Pokapū hapori
Community Facilities



Ngā hanganga Housing

Te Awa Kairangi ki Tai Lower Hutt will need around 18,000⁹ 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 water capacity constraints, high housing costs, lack of choice in housing type, size and tenure, 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 townhouses. We have few dwellings sized for smaller households. Of the 27,278 homes in Lower Hutt 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 (71%) of households in Lower Hutt were owner occupiers, while 29% were rented.

Lower Hutt has the highest proportion of social and community housing in the Wellington region. This comprises 3,558¹¹ public homes managed by Kāinga Ora and 145 homes managed by Community Housing Providers (CHPs).

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.

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. We also want to encourage new housing to make use of renewable source of energy, i.e., moving away from natural gas.

New housing is being delivered by the private sector and public housing agencies. In the five-year period to 2024 building consent rates for new builds in Lower Hutt have increased from 521 dwellings in 2018-2019 to 654 dwellings in 2023-2024. 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 national rate of 8.7 dwellings per 1,000 residents for the same period.

Our city is unique in Aotearoa New Zealand in that it has a council-controlled organisation, Urban Plus Limited (UPL), focused on building affordable housing for sale and on delivering affordable rental housing for the elderly. 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 Community Housing Providers 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 demonstrates 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, including supporting the development of papakāinga, while balancing environmental and recreational needs for our community.

⁹ Hutt City Housing and Business Capacity Assessment 2023

¹⁰ Stats NZ, 2018 census – the most recent source of housing data at the time of writing this Strategy.

¹¹ As at July 2024: Key Stats by TLA – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (hud.govt.nz)

Over the next 30 years, **the challenges and opportunities for housing** are:

	Key Challenges	Opportunities
More, and upgraded, water infrastructure needed to support housing growth	<ul style="list-style-type: none"> Recognising that future housing development is dependent on water infrastructure capacity. Recognising that it is not affordable or practicable to upgrade water infrastructure 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 (townhouses and apartments). However, more variety in size, price and tenure (e.g. shared ownership) 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 national average it is still unaffordable for many residents¹². This is worsened by the costs of maintaining older homes and insuring homes in areas subject to natural hazards and climate change impacts. Recognising that there is a lack of affordable rental housing¹³ and of security of tenure for a variety of household groups¹⁴ resulting in homelessness and sustained pressure on rental housing stock. 	<ul style="list-style-type: none"> Increasing community resilience through initiatives that bolster public housing and enhance housing affordability. Considering Development Contributions remissions for Community Housing Providers to encourage more affordable housing.
Prioritising development in well-serviced locations	<ul style="list-style-type: none"> Recognising the development capacity already enabled by the District Plan 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.

	Key Challenges	Opportunities
Leveraging large public land ownership	<ul style="list-style-type: none"> Recognising the large Kāinga Ora portfolio in Taitā, Naenae, Avalon and Eponi, 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 hazards and climate change constrain 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 Despite increases in mean household income, incomes are not keeping pace with house prices, with housing affordability prices dropping since 2016

¹³ A key action of the [Homelessness Strategy](#) is to increase supply of affordable homes to rent and buy

¹⁴ 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.



Ngā waka Transport

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 main roads are often congested at peak times, 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 Te Wai Takamori o Te Awa Kairangi project is critical to enable direct access and more trips to and from the central city by train and to support a vibrant city centre.

Current State

The transport network enables the city to function, linking residents to essential services, employment and recreational amenities, both within Te Awa Kairangi 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 makes 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 are not 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 Hutt¹⁵. 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%).

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.

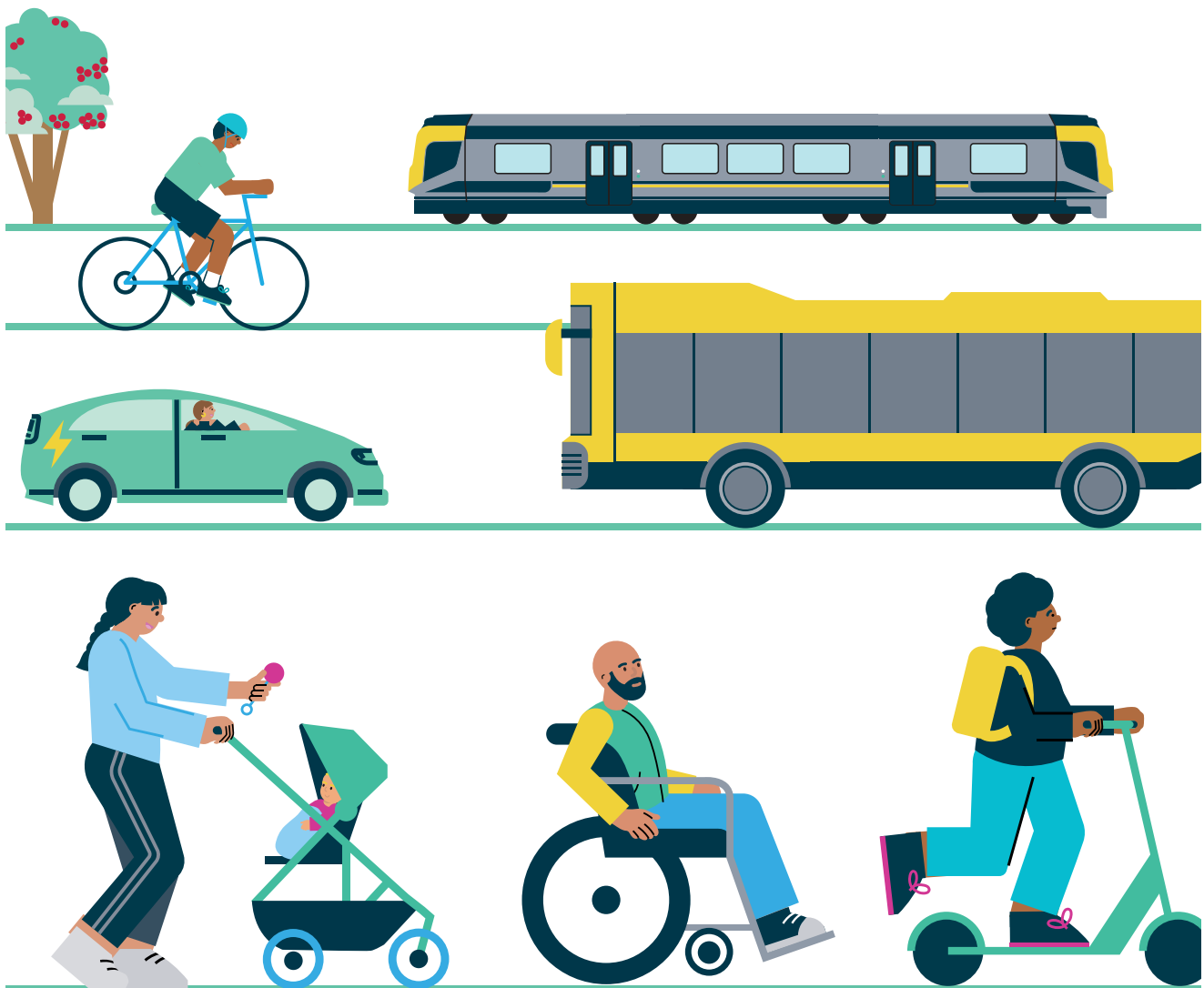
Several key connections in the transport network are vulnerable to natural hazards or the increasing effects of climate change, impacting the resilience of the network. These include coastal roads, single access road to certain suburbs (e.g., Wainuiomata, Eastbourne and Stokes Valley) and roads aligned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

There is also the issue of resilience to natural hazards of Eastern Hutt Road between Stokes Valley and Trentham. The only other access to and from Lower Hutt is SH2.

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.

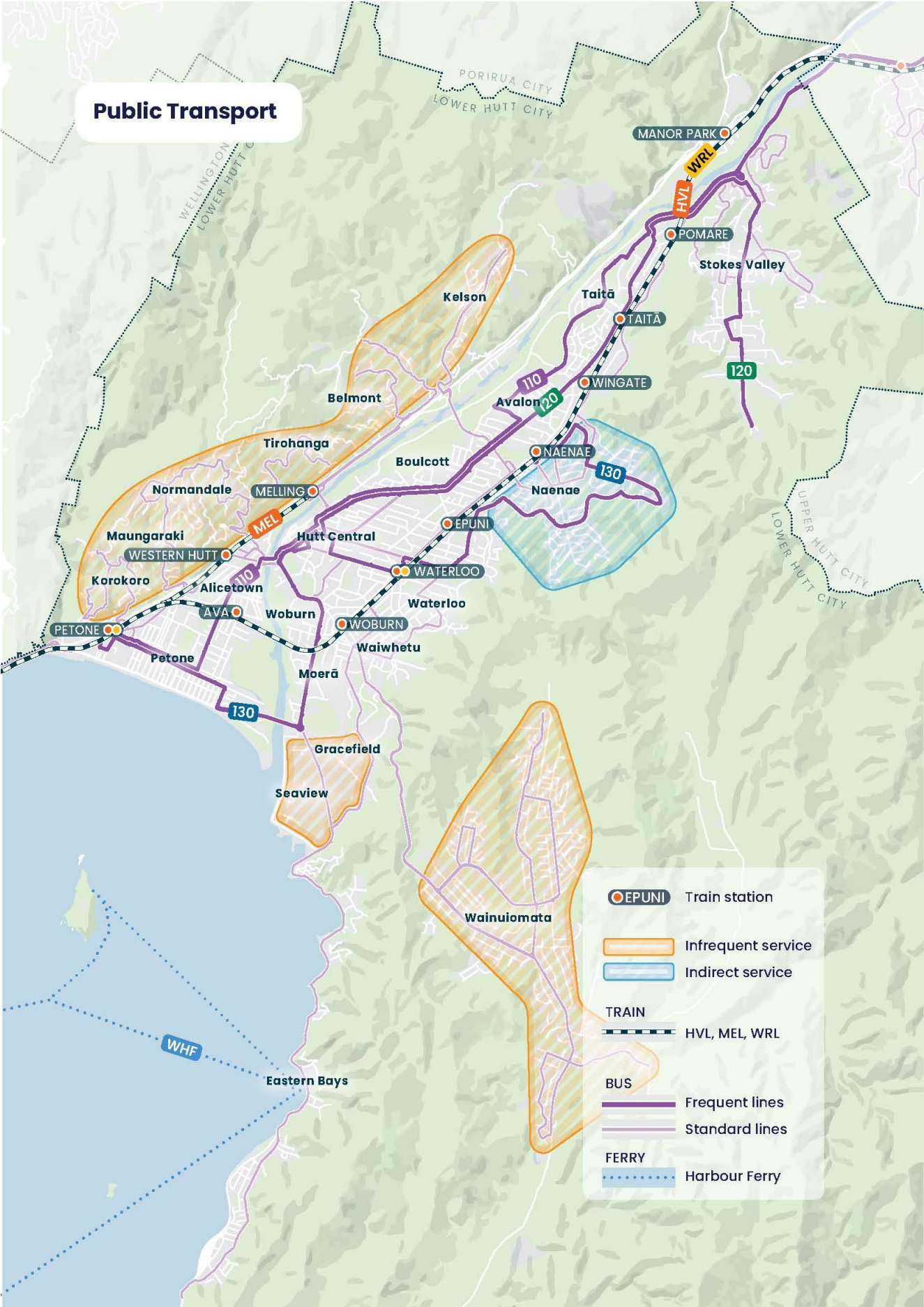
Images on pages 64-66: Cycleway Connections, Transport Connections and Public Transport.

¹⁵ Hutt City Council's Integrated Transport Strategy





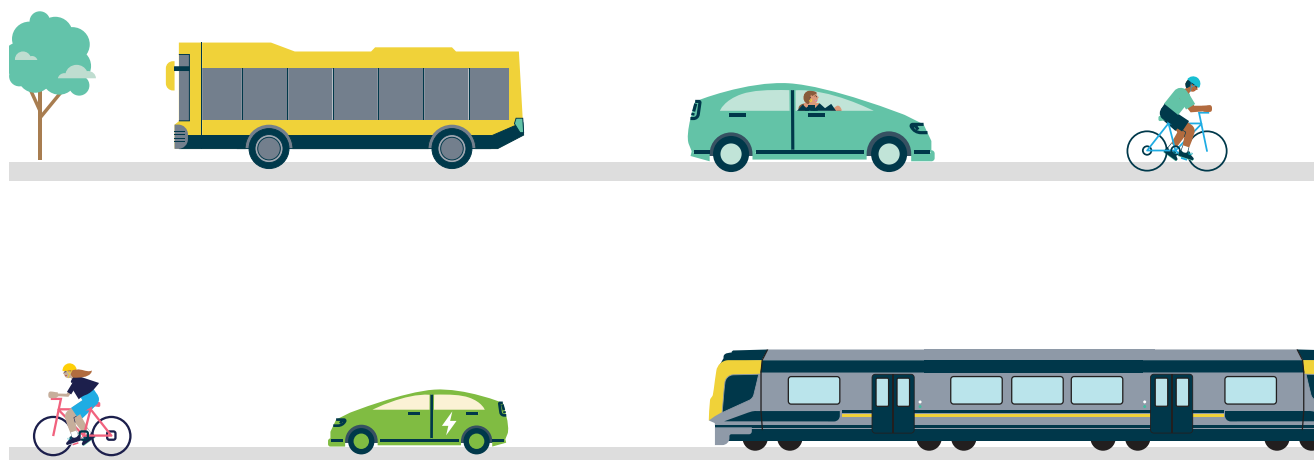




Over the next 30 years, **the challenges and opportunities for transport** are:

	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 make it difficult to run bus services cost effectively in some areas. 	<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, 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 faster and more efficient. 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 and 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.
Infrequent 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. 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. Working with Mana Whenua to incorporate Mātauranga Māori into environmental planning.

	Key Challenges	Opportunities
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.



Ngā puna wai

Water Infrastructure

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 water network is used up, upgrades are required to facilitate further growth.

There is currently little spare capacity in our water networks, so Council has earmarked significant investment in water infrastructure.

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 water infrastructure investment.

Current State

Homes, businesses and facilities are all connected to the water networks (drinking water, wastewater and storm water). Water infrastructure is vital to support future urban development. Like many places across the country, Lower Hutt is facing significant challenges with water 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 water 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).¹⁶

The Waiwhetū Aquifer is a vital water source for the region. Typically, about 40 percent of drinking water is sourced by Wellington Water Ltd 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 20m and 70m 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 Water Treatment Plant via the Waterloo collector main.¹⁷

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.

¹⁶ Hutt City Council Three Water Growth Study 2022, page 3

¹⁷ Hutt City Council Three Water Growth Study 2022, page 13

Over the next 30 years, **the challenges and opportunities for our water infrastructure** are:

	Key Challenges	Opportunities
Water capacity to support growth	<ul style="list-style-type: none"> • Recognising that our ageing water infrastructure cannot accommodate our projected population growth without significant and costly upgrades. • Recognising that it is not affordable to upgrade water 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 water infrastructure 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. • Including Mana Whenua knowledge in a prioritised programme of work for water infrastructure.
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 water 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 inundation¹⁸ and earthquakes. – The resilience of isolated or coastal communities that have single connections to the primary water 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 flooding.¹⁹ – 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. 	<ul style="list-style-type: none"> • Considering the resilience of our water network as part of our climate adaptation planning.

	Key Challenges	Opportunities
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. • Recognising that development should be restricted in some areas, for instance, where flooding is already significant and can't be mitigated. 	<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 water 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 (e.g. Taitā, Avalon and Naenae where Kāinga Ora is a major landowner). • Collaborating with Wellington Water Ltd and Upper Hutt City Council on cross-boundary water initiatives.
Partnership to enable efficient infrastructure investment	<ul style="list-style-type: none"> • Recognising that the Seaview Wastewater Treatment Plant is approaching the end of its service life. • Acknowledging that wastewater being released into our awa and moana is not acceptable to Mana Whenua. 	<ul style="list-style-type: none"> • Noting that we have budgeted for an upgrade of the Seaview treatment plant in our LTP 2024-2034. • Opportunity to innovate in upgrades.

¹⁸ 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.

¹⁹ 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.

Pākihi me te ōhanga Business and Economy

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. Over the next 30 years, more jobs will be required to cater for the projected population increase of 40,000 residents.

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

The city has a competitive advantage and higher than average productivity in the science technology and high value manufacturing sectors as well being the industrial hub for

the region. It is vital we provide opportunities for growing and retaining our comparatively smaller high-value businesses within the existing footprint of industrial land and preserve unique industrial zoning and attractiveness for our workforce and clusters of supporting industries.

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 15,500 jobs in Hutt Central and 19,000 jobs in Petone and Gracefield. This includes the Hutt Hospital with its large campus in the heart of Lower Hutt which is a major employer providing key health services regionally. Lower Hutt also features in the list of Top 10 Knowledge-Intensive²⁰ Territorial Authority in NZ.

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 2023²¹. 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 measured by GDP 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 businesses²². 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.

While we have a limited scope for 'greenfield' development, there are several opportunities for growing and retaining our high-value businesses within the existing footprint of industrial land. Our science, technology and high-value manufacturing sectors already have higher productivity than the national average and we can enhance this through further developing industry hubs and clusters, redeveloping underutilised areas and increasing amenity for the workforce through mixed use zones and ensuring we retain unique zoning for specific industry needs.

Institutes of technology and polytechnics in Lower Hutt support workforce skills development and pathways to employment. WelTec and Whitirea are important education facilities 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 national average of 3.7%²³.

Te Wai Takamori o Te Awa Kairangi 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. The project 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 nationally)²⁴. 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%).

²⁰ Industries in which the generation and use of knowledge play the predominant part in the creation of economic activity.

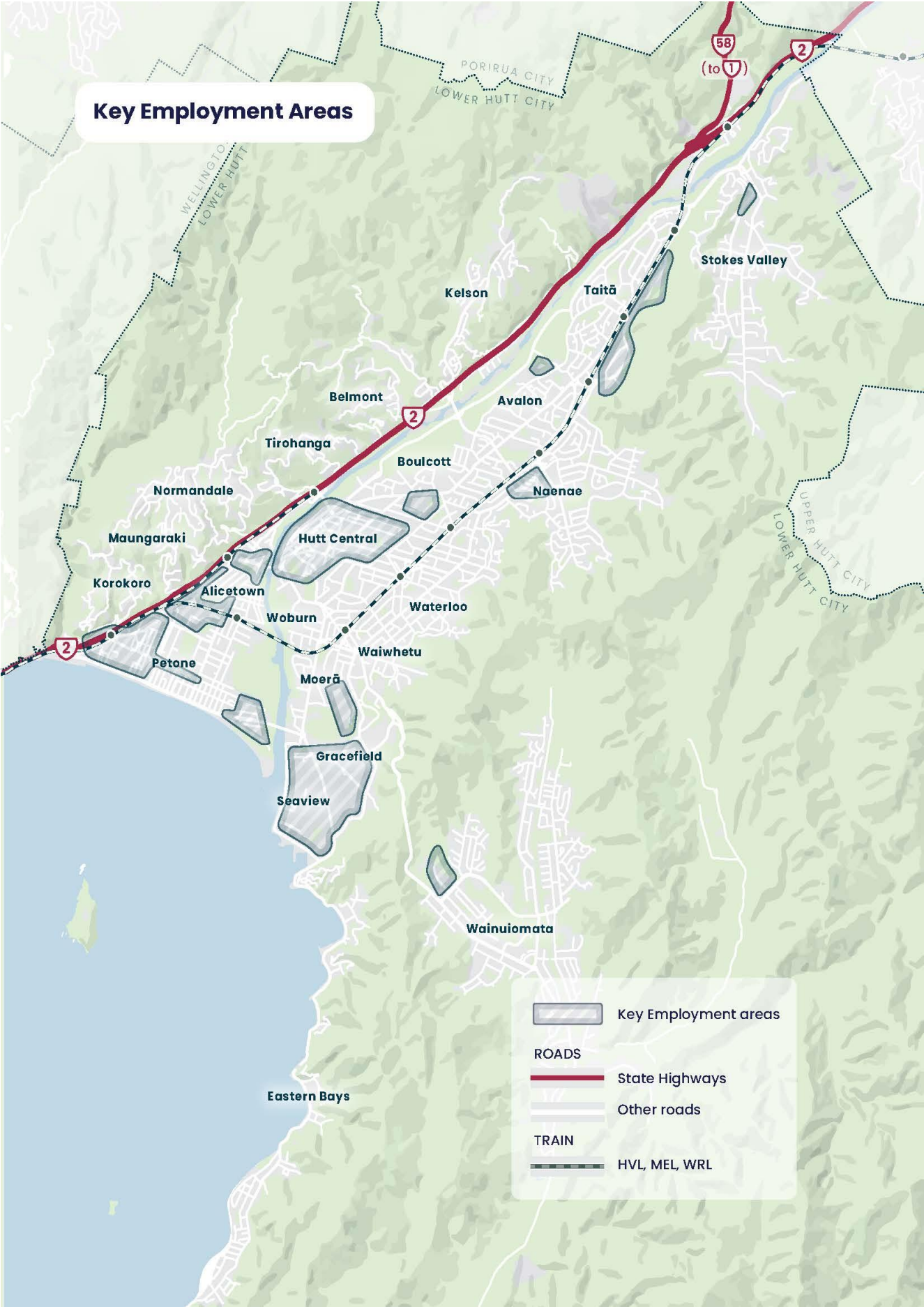
²¹ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²² 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.

²³ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²⁴ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City





Over the next 30 years, **the challenges and opportunities for our business and economy** are:

	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. 	<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. - 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.
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 Te Wai Takamori o Te Awa Kairangi 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 water, transport and community infrastructure in the central city to unlock residential development and support business activities.
Changing business environment	<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. - 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.

	Key Challenges	Opportunities
Limited land availability for business growth	<ul style="list-style-type: none"> Recognising that although there is sufficient land zoned for business activities to meet long term demand²⁶, this land is tightly held²⁷ 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, increasing productivity from large areas of at-grade car parking which could be better utilised to support businesses to develop fit-for-purpose premises.
Low amenity in business areas	<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 project.
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 operations²⁵.
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 and their unique "heavy industrial" zoning. 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 and wider industry. 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. Working with Mana Whenua to reflect culture and partnership in tourism.

²⁵ Industrial Land Study, Wellington Regional Leadership Committee, 2024

²⁶ Hutt City Housing and Business Capacity Assessment 2023

²⁷ Hutt City Industrial Land Study 2024

Tuakiritanga Cultural Identity

Te Awa Kairangi ki Tai Lower Hutt has a young and diverse community, with a rich multicultural 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 to support the values and aspirations of Mana Whenua.

Key cultural sites, including some marae and urupā, are vulnerable to natural hazards and climate change. Te taiao and natural environments including awa, maunga and ngāhere also need to be cared for and revitalised as this is integral to the identity and wellbeing of Mana Whenua. Careful consideration and collaboration are needed to uphold our cultural heritage.

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 years²⁸. However, our population growth is primarily the result of international migration²⁹ which adds to our multicultural tapestry.

The city has a younger population compared to the national 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.

Lower Hutt is home to a diverse array of religious and cultural facilities, including marae, temples, 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 wellbeing 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.

²⁸ Hutt City Council, 2024. Ethnic groups | Hutt City | People+Places (peopleandplaces.nz)

²⁹ Infometrics, 2024. Regional Economic Profile | Lower Hutt City | Age composition (infometrics.co.nz)

Mana Whenua

Hutt City Council has developed Tākai Here with iwi and Mana Whenua marae in Te Awa Kairangi ki Tai Lower Hutt. Tākai Here take a covenant approach, reflect iwi plans, and align with Council and iwi aspirations. The following organisations have Tākai Here with Hutt City Council:

- › Taranaki Whānui ki Te Upoko o Te Ika Trust
- › Te Rūnanga o Toa Rangatira Incorporated
- › Wellington Tenth 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 Remutaka 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.

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.

The rohe of Ngāti Toa Rangatira extends from Rangitikei in the north to Marlborough and Nelson in the south. At the heart of the rohe is Te Moana o Raukawa (Cook Strait). This is encapsulated in the tribal pepeha: Mai i Miria te Kakara, ki Whitireia, whakawhiti te moana o Raukawa ki Wairau, ki Whakatū. Within Lower Hutt, Te Awa Kairangi and Te Whanganui a Tara are significant for Ngāti Toa Rangatira as well as tracks which were traversed between Lower Hutt and Porirua.

The area of Te Awa Kairangi Lower Hutt 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, Kōraunui, 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.

Māra kai are important sites of cultural harvesting, as there were large areas of the Hutt Valley under cultivation by Mana Whenua in the old days.

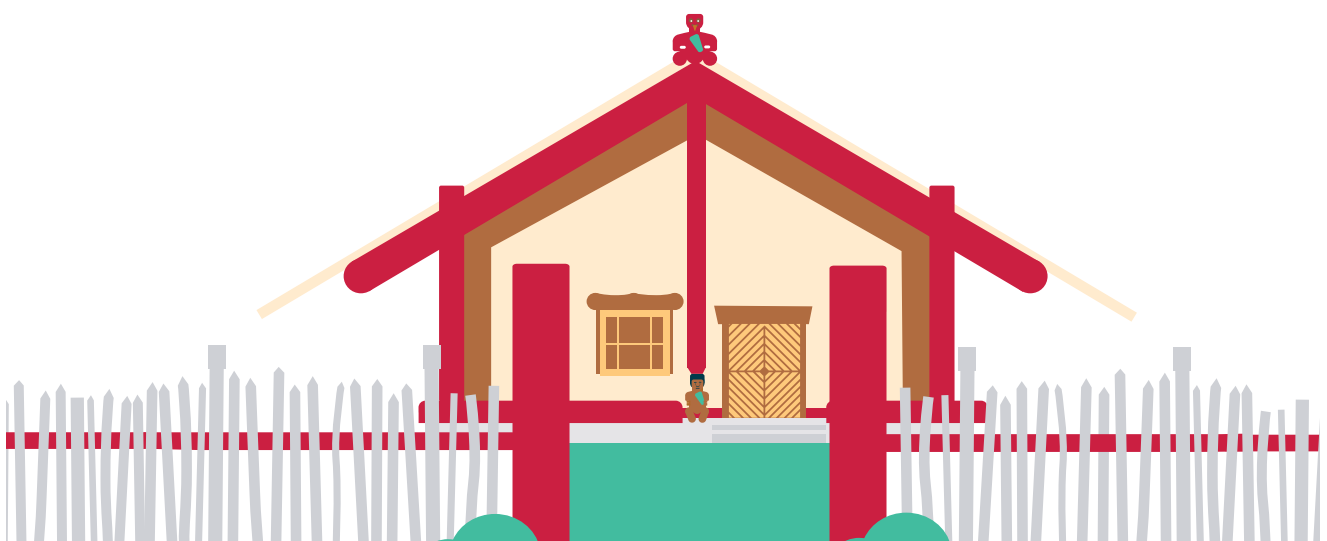
Notable natural elements of significance to Māori include Pukeatua maunga, Te Awa Kairangi, Korokoro awa, Okautu awa, Waiwhetū awa and a strong visual connection to significant motu (Matiu, Mokopuna, Mākaro), Te Awa Kairangi and Te Whanganui a Tara which are prominent in pūrakau about the establishment of this local area.

The multitude of areas with significance to Mana Whenua underscores the historical and cultural importance of Lower Hutt. 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.



Over the next 30 years, **the challenges and opportunities for cultural identity** are:

	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. Utilising cultural narratives and knowledge in public space development and planning.
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 resilience of cultural facilities to provide continuing spiritual, social and cultural support to groups and communities and wider support in the event of emergencies.
Kaitiakitanga	<ul style="list-style-type: none"> Recognising that Mana Whenua's role as the kaitiakitanga needs to be demonstrated in Council work programmes. Recognising that many sites of significance have been built over and urbanised. 	<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 (Mātauranga Māori) they hold to help guide environmental management and stewardship of the: <ul style="list-style-type: none"> Awa Maunga Moana Māra kai, representing the importance of affordable kai. Access to te taiao, education, health, youth support and mauri ora initiatives to provide whanau support. Opportunity to recognise the above sites and re-establish sites when possible.

Huringa āhuarangi me ngā mōrearea

Changing Climate and Natural Hazards

We face changing climate conditions which affect our water 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.

Natural hazards can also have significant impacts on long term growth management. Building on land that may be subject to natural hazards can be complicated and, in some locations, undesirable.

Current State

In 2022, 53% of Lower Hutt's carbon emissions came from land transportation making this the biggest reduction opportunity for the city. Other significant contributors were emissions from the use of natural gas, which accounted for 11%, and waste which contributed 9%³⁰.

The city has residential, industrial and commercial areas so solutions to emissions reduction include replacing gas appliances and systems with electric ones in homes, in commercial premises and in industrial heating.

The Valley Floor is built on a flood plain that is vulnerable to climate change impacts including sea level rise. This makes decisions about carbon emissions reduction 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 impacting 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 to accelerate the pace of change while the opportunity to make a 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.

Lower Hutt includes the country'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 water 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) highlights 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 Strategy, in order to avoid unnecessary risks.

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

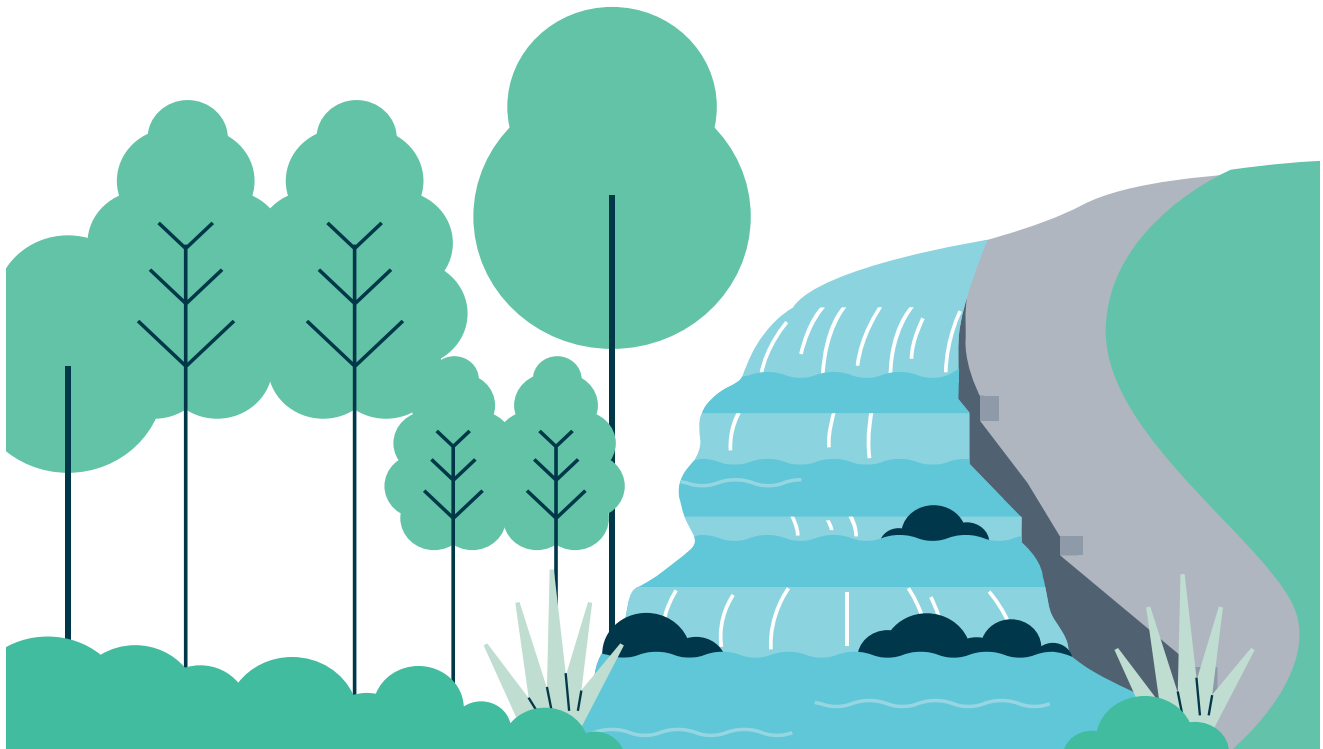
Part of adapting to climate change includes designing for and encouraging low carbon transport modes. This includes making it easier and more convenient for people to walk, bike and use public transport. Providing appealing local centres and neighbourhood reserves within a short walk of where people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

Natural Hazards

Lower Hutt has a major fault line running through it, and others close by. It is adjacent to the Hikurangi Subduction zone. Tsunami, liquefaction, landslides and land displacement are potential issues that can have huge impacts for managing growth in future.

Natural hazards like erosion (including coastal, bank, and sheet erosion), falling debris (including soil and rock), subsidence, and inundation (including flooding, overflow, storm surge, tidal effects and ponding) need to be considered for land use. Building consenting processes include these considerations.

³⁰ Hutt City Emissions Inventory 2021/22



Over the next 30 years, **the challenges and opportunities for changing climate and natural hazards** are:

	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 210³¹. This will directly impact coastal and low-lying areas such as Petone, Alicetown, Mōera, Eastbourne and Seaview. 	<ul style="list-style-type: none"> Preparing a Climate 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 reduce surface flooding
Salination of the aquifer	<ul style="list-style-type: none"> Noting that sea level rise creates pathways for saltwater to enter our aquifer and could 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. Water meters could support this.
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 housing growth on the Valley Floor near train stations, frequent bus services and where the flat topography supports walking and cycling.
Natural hazards	<ul style="list-style-type: none"> Recognising that Lower Hutt is prone to natural hazards, including a major fault line running through it. 	<ul style="list-style-type: none"> Ensuring natural hazards are identified and mitigated proactively in all future developments.

³¹ Greater Wellington Regional Council Climate Change Mapping.

Taiao me ngā whenua tāpui

Open Space, Recreation and Environment

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 biodiversity³² 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 [Draft 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 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.

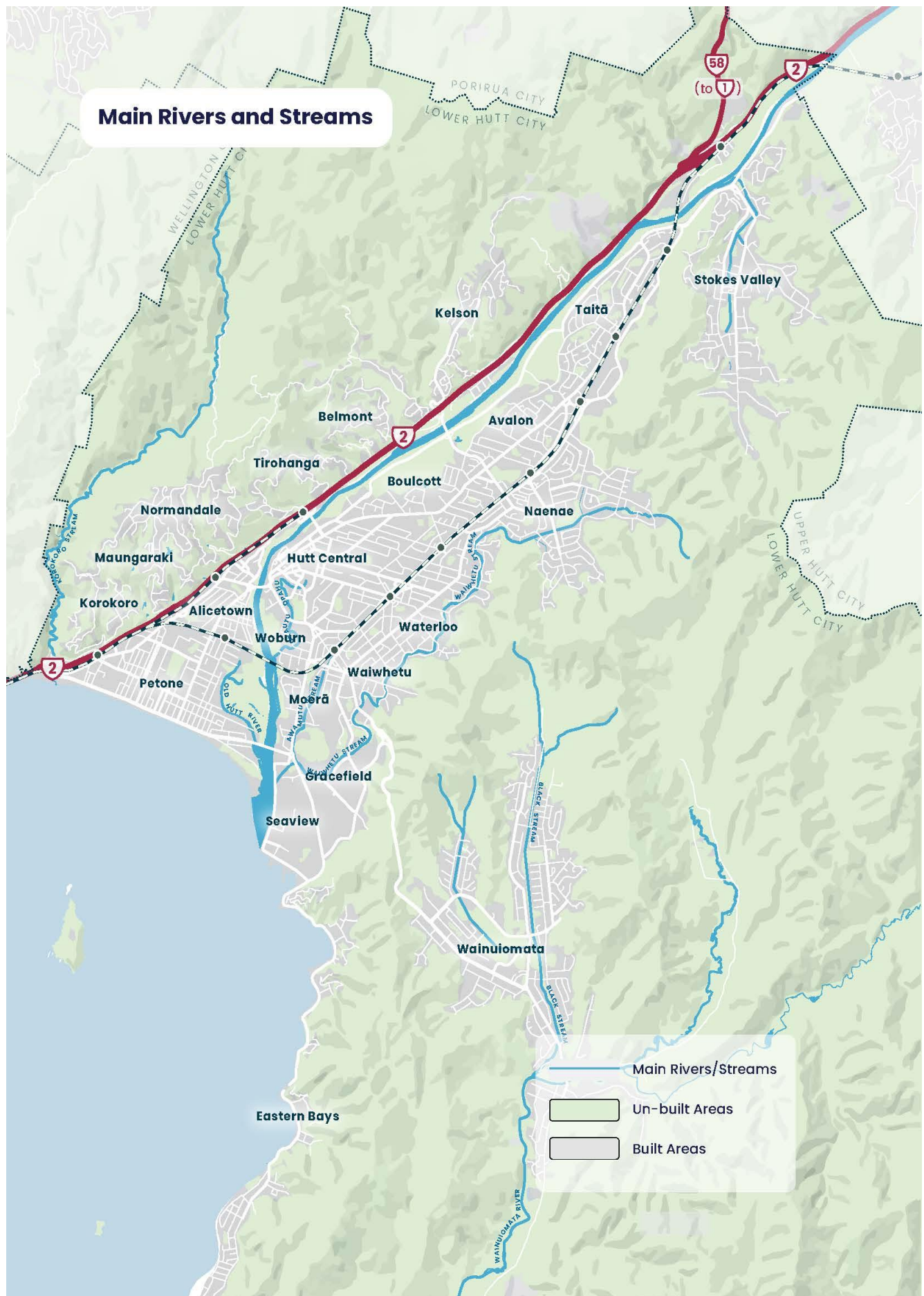
Greater Wellington Regional Council oversees management of the regional parks and flood management for Te Awa Kairangi Hutt River and key tributaries³³. Upper Hutt City Council is involved in the management of reserves and upstream catchments that flow downstream into Lower Hutt catchments. We work with the regional council and our neighbours to manage our rivers and bush-clad hills.

³² Rautaki Kanorau Koiora Taketake Indigenous Biodiversity Strategy 2023

³³ 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







Over the next 30 years, **the challenges and opportunities for open space, recreation and environment** are:

	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 to change to effectively meet community needs. • Demand from new groups and for new activities 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 (for example, overflow of wastewater discharges in the Waiwhetū stream) 	<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 (for example, constructed wetlands, rain gardens and swales) 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).

	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 Hutt City Council, Upper Hutt City Council, Greater Wellington Regional Council 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.



Pokapū hapori Community Facilities

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 wellbeing 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. Nine 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 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.

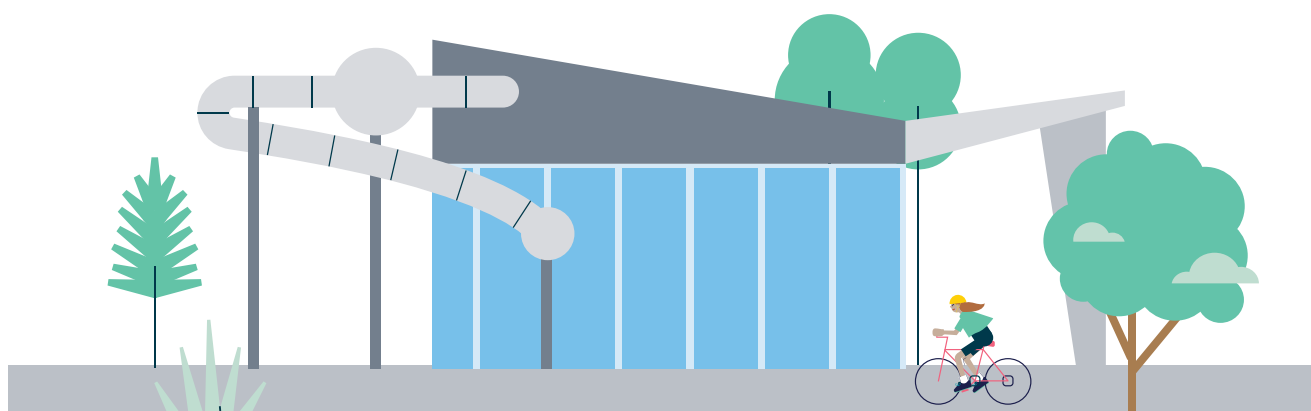
With a growing population, there is increasing demand from new groups and for new activities. Council's approach to meeting the demand is to optimise existing facilities so they have many uses and users including more sharing and 'hubbing' of activities. This may require adjustments to some historic 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.



Over the next 30 years, **the challenges and opportunities for our community facilities** are:

	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. • Recognising that links between Marae and community have dwindled. 	<ul style="list-style-type: none"> • Working in partnership with others, including iwi, schools and private owners to create more capacity for public use of their facilities. • Council has an opportunity to support revitalisation of local Marae as community spaces



Āpiti hanga 2: Kaputaka

Appendix 2: 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, Naenae, Petone, Seaview and Gracefield.
Western Hills	Comprises Korokoro, Maungaraki, Normandale, Tirohanga, Belmont and Kelson.
Te Wai Takamori o Te Awa Kairangi (formerly RiverLink)	A transformation project involving a number of partners to reduce flood risks from Te Awa Kairangi Hutt River while enhancing transport connections and amenity in the central city and along the river.

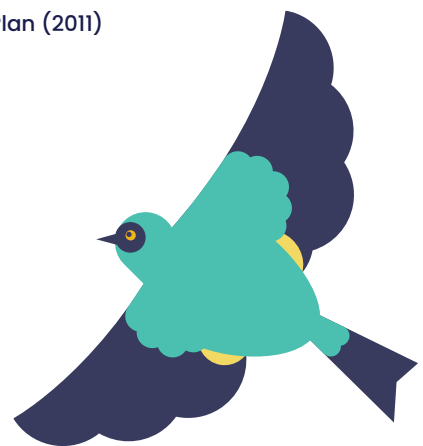
Commonly used Te Reo terms

Hapori Māori	Māori communities.
Mahinga kai	Traditional value of food resources and their ecosystems, as well as the practices involved in producing, procuring, and protecting these resources.
Māra kai	Gardening for food, important sites of cultural harvesting.
Mātauranga Māori	Traditional knowledge.
Papakāinga	Housing on ancestral Māori land.
Pūrakau	Bodies of knowledge.
Tāone	Town.
Te taiao	The nature that surrounds us – land, water, climate and living beings.

Āpitihanga 3: Ngā tohutoro

Appendix 3: Reference documents

Lower Hutt Long Term Plan 2024–34
 Reserves Investment Strategy 2024
 Infrastructure Strategy 2024–2034
 Government Policy Statement 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
 Kāinga Ora Lower Hutt Overview (2023)
 Hutt City Council 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 the Hutt 2014–2019
 Vision Seaview/Gracefield 2030: Implementation Strategy and Work Plan (2011)
 Hutt City Cycling and Micromobility Business Case 2021
 Urban Forest Plan (2011)
 Environmental Sustainability Strategy 2015–2045





25 October 2024

Report no: DPRC2024/5/321

Proposed Appeal on Change 1 and Variation 1 to the Wellington Regional Policy Statement

Purpose of Report

1. To seek approval for Council to lodge an appeal to the Environment Court on Proposed Change 1 and Variation 1 to the Wellington Regional Policy Statement (RPS) relating to the matters set out in this report.

Recommendations

That the Committee:

- (1) approves the Hutt City Council's appeal regarding Proposed Change 1 and Variation 1 to the Wellington Regional Policy Statement; and
- (2) authorises officers to review the appeals lodged by other parties and determine whether Council should register an interest in any of these appeals as a Section 274 party.

Background

2. The Resource Management Act requires all district plans to give effect to the RPS.
3. Greater Wellington Regional Council (GWRC) notified Proposed Change 1 (PC1) to the RPS on 19 August 2022. This is the first amendment to the RPS since it became operative in 2013. The proposed changes were focused on implementing and supporting national direction and addressing issues related to freshwater, urban development, climate change and indigenous biodiversity in the Wellington region.
4. Hutt City Council made a comprehensive submission on PC1 in October 2022. A copy of this submission is attached as Appendix 1 to this report. Council officers appeared at the hearing for the RPS to support Council's submission.
5. GWRC notified its decisions on PC1 on 4 October 2024. Submitters may now lodge appeals to the Environment Court by 18 November 2024.

6. As set out in its original submission, HCC supports the overall intent of PC1. However, there are some key areas of concern in the decisions that have significant implications relating to:
- Unclear and uncertain provisions impose an unachievable regulatory burden on HCC, its residents and resource consent applicants.
 - Unachievable targets that extend beyond the resource management system and cannot be given effect in the Hutt City District Plan.
 - Unworkable implementation timeframes
 - Overly constraining and contradictory policies for high natural hazard areas that could undermine the regionally significant functions of the Petone Metropolitan Centre Zone and the Seaview Heavy Industrial Zone.
7. Discussions have taken place between the planning policy officers at HCC, and Wellington City Council, Porirua City Council, Upper Hutt City Council and Kapiti Coast District Council. It is understood that all of these Councils are also proposing to appeal some provisions of PC 1. There are likely to be some common appeal points where similar positions are shared. It is also noted that Hutt City Council is planning to notify its Proposed District Plan in February 20125.

Recommended points for appeal

Definitions of Urban Areas and Urban Zones

8. Changes to these definitions are incompatible with the National Policy Statement on Urban Development (NPS-UD) and the proposed Hutt City District Plan.
9. The new Urban Zones definition does not include open space zones or special purpose zones. The proposed Hutt City District Plan will include open spaces zones and special purpose zones e.g. tertiary education, marae, hospital, marina and quarry.
10. The omission of these zones from the definition is problematic for the application of many provisions in PC1 in relation to these zones.

Climate Change

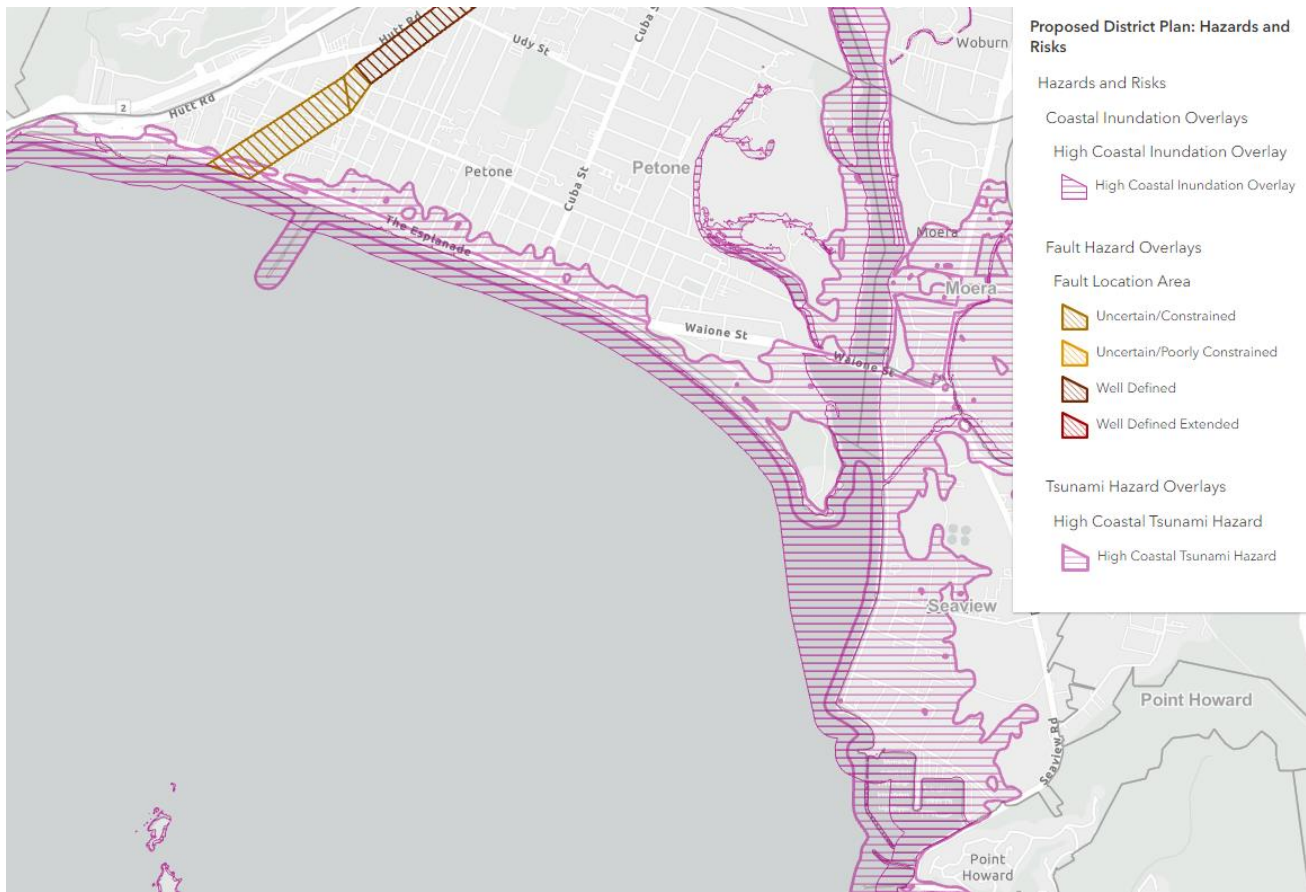
11. Objective CC.2 states that, *"The costs and benefits of transitioning to a low-emission and climate resilient region are equitable between sectors and communities"*.
12. Council's original submission sought the deletion of this objective on the basis that it cannot be achieved through the resource management system.
13. The objective remains largely unchanged in PC1. It represents an unclear and uncertain objective that would impose an unachievable regulatory burden on Council, its residents and resource consent applicants.

14. Objective CC.3 sets the following targets for greenhouse gas emissions reductions:
"To support the global goal of limiting warming to 1.5 degrees Celsius and New Zealand's greenhouse gas emissions reduction targets, net greenhouse gas emissions in the Wellington Region are reduced:
(a) to contribute to a 50 percent reduction in net greenhouse gas emissions from 2019 levels by 2030; and
(b) to contribute to achieving net-zero greenhouse gas emissions by 2050."
15. Council's original submission supported the intent of this objective, but also sought changes to make it clear that these targets cannot be wholly achieved through the resource management system.
16. To achieve these targets requires a variety of non-RMA-regulatory methods as well as wider national policy, legislative and regulatory directions. For example, district plans do not manage transport emissions, but these represent the largest of net greenhouse gas emissions in the Wellington region.
17. The objective remains largely unchanged in PC1. Without changes to the objective, it will be unachievable and cannot be given effect to in the Hutt City District Plan.
18. Policies CC.2 and CC2A direct district plans to include provisions requiring travel choice assessments and local thresholds for travel assessments by 30 June 2025.
19. This timeframe is unachievable and must be changed. Council can address these requirements through its current District Plan review process, but not by 30 June 2025.
20. Policy CC.4 relates to climate responsive development and directs district plans to include provisions to provide for development and infrastructure to respond to the predicted effects of climate change.
21. As set out in Council's original submission, this policy is not sufficiently clear to understand what is required. It is therefore overly onerous and difficult to implement and should either be deleted or amended to include clear and achievable requirements.

Natural Hazards

22. Policies 29 and 51 relate to managing subdivision, use and development in areas at risk from natural hazards.
23. Council's original submission supported the intent of these policies as they were consistent with the risk-based approach being followed in the Hutt City District Plan.

24. The wording of these policies has since been amended so that they now require any new use or development in high hazard areas to be avoided, and any increased risk to existing use and development in high hazard areas to also be avoided, unless there is a functional or operational need for those uses or developments to be located in those areas.
25. The amended policy wording has significant implications for the Petone Metropolitan Centre Zone and the Seaview Heavy Industrial Zone, both of which have large areas that fall within the high hazard risk category.
26. The Petone Metropolitan Zone includes a wide range of existing uses and development that draw people from across the city and the region. The District Plan aims for this area to continue as a vibrant commercial centre, whilst also managing the natural hazard risks for new use and development.
27. The District Plan recognises Seaview for its regionally significant role in providing for heavy industry.
28. There are significant concerns that Policies 29 and 51 in PC1 would undermine these regionally significant areas. Essentially any new use or development, including improvements or changes to existing buildings, would require resource consent which would be very difficult to obtain.
29. The effect of these policies would constrain further development in these areas, and undermine the regionally significant functions of these areas, which contradicts other policies in PC1 that seek to maintain and enhance the viability and vibrancy of the Petone Metropolitan Centre (Policy 30), and to protect and provide for the ongoing industrial use in Seaview (Policy 32). The map below shows the draft indicative high natural hazard areas from Petone to Seaview relating coastal inundation, tsunami and fault hazards.



Regional form, design, and function

30. Policy 57 relates to integrating land use and transportation. It applies to plan-making and to resource consent applications.
31. Council's original submission supported this direction to be carried out at the plan-making stage to inform decisions on district plans, but opposed the application to resource consents.
32. It remains unclear how this policy can be implemented at the resource consent stage.

Hutt City Council joining as a section 274 party to other appeals

33. In addition to lodging an appeal on the matters set out above, it is also recommended that HCC should monitor the appeals submitted by other parties, and should become a 'section 274 party' to any appeals that could have flow on impacts for the Hutt City District Plan.

Climate Change Impact and Considerations

34. There are no specific climate change considerations in lodging appeals on PC 1, although some of the points that officers propose to include in the appeal relate to the proposed objectives that would be set by the RPS in relation to climate change and proposed policies of the RPS that would give direction on how to manage natural hazard risk, including from hazards that are impacted by climate change.

Consultation

35. No consultation has been carried except in relation the discussions with the other councils referred to in paragraph 7 of this report.

Legal and Financial Considerations

36. There are no significant legal considerations in lodging appeals on PC 1. Appeals must follow a prescribed form and be served in accordance with specific legal requirements. This will require external legal assistance but the associated costs will not be significant and will fall within existing budgets.
37. Legal costs will be more substantial at the time of presenting submissions and evidence at the Environment Court hearing. However, there will be a mediation process before then that provides a lower-cost and potentially effective way for parties to resolves issues before a hearing is required.

Appendices

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14 October 2022

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Submission on Proposed Change 1 to the Regional Policy Statement for the Wellington Region

1. This is the submission of Hutt City Council on Proposed Change 1 to the Regional Policy Statement for the Wellington Region (operative 2013).
2. Our address for service is district.plan@huttcity.govt.nz.
3. We could not gain an advantage in trade competition through this submission.
4. We wish to be heard in support of this submission at a hearing and will consider making a joint case with others.

Introduction

5. Hutt City Council ("HCC" or "the Council") welcomes the opportunity to make a submission on the proposed change ("PC1" or "the proposal") to the Regional Policy Statement for the Wellington Region ("RPS").
6. Thank you for the opportunity for officers to provide input on the earlier draft of PC1 and we note that several changes have been made to the proposal that address some of those concerns.
7. This submission reflects the views of the elected Council as well as technical matters identified by officers.
8. We support this proposal in taking stronger action on addressing climate change, freshwater, indigenous biodiversity protection, natural hazards, and the direction for quality urban intensification. We note with approval that stronger action on climate change reflects our recognition of a Climate Change Emergency.
9. Accordingly, we are in support of most of the aims of the proposal, whether they are delivered through the RPS or otherwise.
10. However, we provide feedback about a number of the proposed changes including:
 - a. the scope and timing of some of the changes,
 - b. the nature of some of the changes in relation to the role of the RPS within the hierarchy of planning documents, and the scope and purpose of the resource management system,

- c. the structure of the RPS relative to the changes proposed, and
 - d. the workability and implementation of the proposed changes.
11. As PC1 is a significant change to the RPS, we don't seek one overall decision on the proposed change as our requests vary by provision. In several parts we support the change, generally with amendments. In other parts, we oppose the provisions. Where not specifically mentioned, we are neutral on the proposal.
12. Our submission has been developed after collaboration with other territorial authorities in the region, and with Wellington Water which is part-owned by Hutt City Council. As those authorities are making their own independent submissions, there will be some alignment in requests with those parties, but the respective submissions are not necessarily reflective of each other's views.

Discussion

13. We support the intent of PC1 and the desire to take an integrated management approach to the key resource management issues that are addressed in the proposal. We also appreciate that GWRC must meet its statutory requirements in giving effect to both the National Policy Statements on Freshwater Management and Urban Development.

Climate Change

14. We support the intent of the amendments relating to climate change and support the RPS including specific objectives and policies to address this issue. We support stronger objectives supporting emissions reductions. However, the policies and methods need to better integrate with, and not duplicate, non-RMA tools.
15. Many of the proposed provisions are also outside the scope of an RPS or are likely to be difficult to implement through the resource management system in practice.

Fresh Water

16. The regional council is obliged to make changes to Chapter 3.8 Fresh Water, in accordance to the National Policy Statement for Freshwater Management. As with other areas of the RPS our submission highlights that there are some limits on what we think is appropriate to include in an RPS.

Indigenous Biodiversity

17. We are concerned that the PC1 pre-empted forthcoming national direction on indigenous biodiversity and goes further than what has been signalled in recent consultation on that national direction. The forthcoming National Policy Statement on Indigenous Biodiversity ("NPS-IB") is expected to be gazetted by the end of 2022 and PC1 is inconsistent with the direction that has been signalled in the recent exposure draft.
18. This is particularly the case with regard to the timeframes for incorporating 'significant natural areas' into district plans, and the range of matters that will need to be considered in doing so. This creates a risk of duplicated or redundant assessment and adds complexity and consultation fatigue for a community that has already been dealing with this issue for some time.

19. We request that the parts of the proposed change that relate to indigenous biodiversity should be deleted, and if further regional direction is required once the NPS-IB is gazetted, pursue a variation or standalone RPS change.
20. If that option is not taken up, then the proposed deadline should be reconsidered. Given the changed criteria this council will need to completely reassess indigenous biodiversity in the district, and restart consultation with affected landowners. This is not compatible with a deadline of June 2025, which is possibly before the RPS change will be operative. The deadline should be set at a minimum of 5 years from when the RPS change becomes operative.

Natural Hazards

21. We support the proposed direction on natural hazards. This is consistent with the risk-based approach proposed in our recent Plan Change 56: Enabling Intensification in Residential and Commercial Areas and that we have been preparing as part of our full District Plan review. As with other areas of the RPS change our submission highlights that there are some limits on what we think is appropriate to include in an RPS.

Regional form

22. The regional council is obliged to implement clause 3.8(3) of the National Policy Statement on Urban Development, and we generally support the proposed approach in PC1 but with some amendments to improve its application.
23. The National Policy Statement on Urban Development ("NPS-UD") already provides most necessary direction, and in many cases the proposal simply restates that national direction. We recommend the RPS does not duplicate the national direction.

Scope of the regional policy statement

24. Some of the proposed changes fall outside what can be achieved through the resource management system, or through a Regional Policy Statement. In some cases, the roles of regional and city/district councils appear to have been confused. In other cases, the RPS purports to direct city and district councils in the exercise of non-RMA functions, or to direct bodies with no statutory responsibility to give effect to the RPS.
25. We consider that a Regional Policy Statement should bridge national direction with the detailed implementation in regional and district plans, and provide context specific to this region. However, many parts of the proposal either duplicate higher order documents or attempt to replace the role of district plan objectives and policies.
26. In some cases, new national direction has been provided since 2013 and therefore the regional direction is no longer required. However, this proposal does not take the opportunity to remove now-redundant direction.
27. The changes to the Regional Policy Statement provides significant direction for assessing individual resource consents, which we consider to be an issue. While there are situations in which resource consent decision-makers may need to refer back to higher order documents or even Part 2 of the RMA, we would generally expect regional plans and district plans to be complete and clear enough to provide adequate policy guidance without needing to refer back to higher order documents in most cases.

28. Contemporary district plans are generally drafted in a manner so that where activities are generally anticipated by the plan (and higher order documents), most resource consent applications can be considered on a non-notified basis and with restricted discretion. Considering a wide range of issues in each consent is not compatible with this approach.
29. In addition, the requirement to consider relatively high level objectives and policies in each resource consent means that each resource consent potentially becomes an opportunity to re-litigate and therefore need to re-assess decisions already made at the plan-making stage.

Decisions Requested

30. We request the following general decisions:
 - a. Delete all provisions relating to indigenous biodiversity, and prepare a new policy statement change or variation after the upcoming National Policy Statement on Indigenous Biodiversity is gazetted if regional direction is still required.
 - b. Failing that, align the provisions for indigenous biodiversity with the exposure draft of the NPS-IB and amend the deadlines relating to indigenous biodiversity from 30 June 2025 to 5 years after RPS Change 1 becomes operative.
 - c. Delete all non-regulatory policies and methods that apply to city and district councils.
31. We request the following decisions in general for all provisions:
 - a. Make all necessary consequential amendments to introductions, notes, formatting, tables, and indexes.
 - b. Provide all further or other consequential relief as may be necessary to fully give effect to the relief sought.
32. We also request the following decisions on specific provisions. For some provisions our requested relief is described in general terms. Where we propose specific wording changes, these are shown with underline for additions and ~~strike through~~ for deletions, to either the operative or proposed provision as relevant.

Chapter 3 – Resource management issues (etc.)

Provision	Position	Reasons	Relief sought
Amendment to Chapter 3 Introduction	Oppose	<p>The purpose of including overarching issues is presumably to provide a more integrated approach across the range of regional resource management issues in the RPS and subordinate planning documents. As such, it is important that all relevant issues are visible in this overarching section. As proposed, they are not.</p> <p>In general, the Regional Policy Statement is already lengthy and including both issues and objectives does not add significantly to the plan's usability. Accordingly, the Council seeks the deletion of overarching issues.</p> <p>These are detailed below.</p>	<p>Omit the issue statements.</p> <p>Alternatively, if the overarching issues are retained, the following amendments are sought:</p> <ul style="list-style-type: none"> • Reframe the issue statements as general environmental issues, rather than as critiques of current practice. • Ensure issues relating to the needs of the urban environment are included (not just the impacts of the urban environment on the natural environment)
Amendment to Chapter 3 Introduction – new overarching issue 2	Oppose along with other issue statements. If issue statements are included, then support with amendment	We note that GWRC has addressed concerns raised in the draft by adding an additional issue around the urban environment. However, it still considers only the pressures that the urban environment places on the natural environment, rather than the social and economic needs for a well-functioning urban environment.	<p>Delete the issue statement (along with other issues), or if issue statements are retained amend Issue 2 as follows:</p> <p>“Population growth is putting pressure on housing and infrastructure capacity. To meet the needs of current and future populations, development will place additional pressure on the natural and built environments. <u>At the same time, there is a need to increase housing supply across the region and ensure that future communities have good access to key services and employment opportunities. Planning decisions will need to consider a</u></p>

Provision	Position	Reasons	Relief sought
			<u>range of factors that contribute to a well-functioning urban environment and how the natural and built environment can work together to achieve this.</u>
New Objective A (within Chapter 3 Introduction)	Support with amendment	To aid in navigating the RPS, the objective should not be located within a chapter introduction, but stand alone.	Relocate proposed Objective A out of the chapter introduction and treat consistently with how other objectives in the RPS are presented.

Chapter 3.1A – Climate Change

Provision	Position	Reasons	Relief sought
New Chapter 3.1A Introduction	Support with amendment	The wording of the introduction “seven of the past nine years” will soon be out of date.	Amend the start of the introduction: “ <u>As of 2022</u> , long term weather records...” Or otherwise reword so that it will continue to make sense when read in future years.
New Objective CC.2	Oppose	While the intent of this objective is supported, there is limited ability to advance this goal through the resource management system. The policies and methods (other than Policy IM.2, which we comment on below) have limited relevance to this objective compared to other proposed objectives on climate change.	Delete the objective.
New Objective CC.3	Support with amendment	The general intent of the objective is supported. However, we question whether the proposed policies and methods (or any possible policies and methods of an RPS) can take primary responsibility for achieving this goal.	Amend Objective CC.3 to clarify the intent of clause (a)(ii) add to the following note: “ <u>Note: while policies and methods of this RPS contribute to achieving this objective, it</u>

Provision	Position	Reasons	Relief sought
		In addition, clause (a)(ii) refers to a percentage change in mode share. Mode share is already a percentage – the objective should clarify whether this goal is 40 percent of the relevant current mode share figure, or 40 percentage points.	<u>is primarily achieved outside the resource management system, including through the New Zealand Emissions Trading Scheme”</u>
New Objective CC.4	Support	Support as proposed.	Retain Objective CC.4
New Objective CC.5	Support with amendment.	Support intent. This objective can primarily be achieved only through the methods available to the regional council under s30 of the RMA, and through methods outside the resource management system.	Amend Objective CC.5 and associated methods to make clear that they only apply to regional councils. (See also relief sought for Method CC.4).
New Objective CC.6	Support	Support as proposed.	Retain Objective CC.6
New Objective CC.7	Oppose	While the intent of this objective is supported, it can only be achieved through non-RMA methods, and therefore does not belong in the RPS.	Delete Objective CC.7

Chapter 3.4 – Fresh water

Provision	Position	Reasons	Relief sought
Replacement Objective 12	Support with amendment	We support the objective, but it simply restates the objectives and principles from section 1.3 of the National Policy statement for Freshwater Management 2020 (NPS-FW). We consider that provisions of higher order national direction should not be duplicated in the RPS. Rather, appropriate objectives drafted for the regional context that give effect to national direction.	Amend Objective 12 to give effect to the NPS-FW in the regional context, rather than repeating the higher order direction.

Chapter 3.6 – Indigenous ecosystems

Provision	Position	Reasons	Relief sought
Chapter 3.6 – General	Oppose all changes	While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy Statement on Indigenous Biodiversity (“NPS-IB”). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems. We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.	Delete all new provisions and amendments to existing provisions and retain existing Operative RPS provisions.
Amendment to Chapter 3.6 Introduction	Oppose		
Amendment to Objective 16	Oppose		
New Objective 16A	Oppose		
New Objective 16B	Oppose		
New Objective 16C	Oppose		

Chapter 3.8 – Natural hazards

Provision	Position	Reasons	Relief sought
Amendment to Chapter 3.8 Introduction	Support	Support as proposed.	Retain proposed amendments to Chapter 3.8 Introduction
Amendment to Objective 19	Support		Retain proposed amendments to Objective 19.
Amendment to Objective 20	Support		Retain proposed amendments to Objective 20.
Amendment to Objective 21	Support		Retain proposed amendments to Objective 21.

Chapter 3.9 – Regional form, design and function

Provision	Position	Reasons	Relief sought
Amendment to Chapter 3.9 Introduction	Oppose	This introduction is very long and does not add to understanding the objectives and policies relating to regional form, design, and function.	Reduce the length of the introduction and ensure it provides sufficient guidance for RPS users about the objectives and policies relating to regional form, design and function.
Replacement of Objective 22	Support	Support as proposed.	Replace Objective 22 as proposed.
New Objective 22B	Oppose	This objective is unclear, particularly in relation to what it means to be “strategically planned”. As the objective primarily supports non-regulatory methods and consideration policies, the objective seems unnecessary.	Delete new Objective 22B

Chapter 4.1 – Regulatory policies – direction to district and regional plans (etc.)

Provision	Position	Reasons	Relief sought
New Policy CC.1	Support with amendment	<p>District plans have limited ability to regulate how transport infrastructure is operated. District plans regulate land use and cannot generally affect how road and rail infrastructure is allocated between modes or used.</p> <p>In general, the major decisions around how transport infrastructure is designed and constructed to reduce greenhouse gas emissions are locked in when a project’s broad outlines are set, and the choice is made to fund the project. By the time a project is at detailed consenting stage, it is too late to make major changes (such as route or mode). Therefore, we see more of the detailed design choices as being best achieved outside the resource management system, through:</p>	<p>Substitute new Policy CC.1:</p> <p><u>Policy CC.1: Reducing greenhouse gas emissions associated with transport infrastructure – district and regional plans</u></p> <p>District and regional plans shall include objectives, policies, and methods that only enable new transport infrastructure or significant alterations to transport infrastructure where it:</p> <p>(a) does not provide added transport network capacity for <i>high-carbon passenger transport modes</i>; and</p>

Provision	Position	Reasons	Relief sought
		<ul style="list-style-type: none"> Decisions on infrastructure investment made in the Regional Land Transport Plan (see amendments proposed to Policy 9 and new Policy EIW.1, and Action 10.1.4 in the Ministry for the Environment's Emissions Reduction Plan) Mode choice decisions made by individuals in response to the incentives provided for by the NZ Emissions Trading Scheme, regional council decisions on public transport fares, etc. <p>This policy retains its importance chiefly through the ability to, and the threat of, inappropriate projects having their consents declined. We therefore suggest amendments to strengthen the policy that it can realistically be used to decline inappropriate projects.</p> <p>That said, we still support the policy's direction to control the design and construction of transport infrastructure to the extent this is possible at the stage it is controlled by the resource management system.</p>	<p>(b) to the extent possible for a project of its scale, maximises local and regional mode shift from <i>high-carbon passenger transport modes</i> to <i>low and zero-carbon modes</i>; and</p> <p>(c) is designed and constructed to minimise greenhouse gas emissions; and</p> <p>(d) can be and is intended to be operated to minimise greenhouse gas emissions</p>
New Policy CC.2	Oppose, or failing that, amendment	<p>Travel demand management plans are only one tool for achieving travel demand management and driving mode shift. For small developments, developments without parking, or developments in zones already identified as well-located suitable for denser development, they are generally impractical or disproportionately burdensome.</p> <p>We request the policy be deleted, and district plans and resource consent decisions decide what situations</p>	Delete new Policy CC.2.

Provision	Position	Reasons	Relief sought
		would require travel demand management plans as well as the threshold of scale to be applied.	
New Policy CC.3	Support with amendment	Support, but a definition for “zero and low-carbon multi-modal transport” needs to be provided.	<ul style="list-style-type: none"> • Retain Policy CC.3 • Include a definition for ‘zero and low-carbon multi-modal transport’.
New Policy CC.4	Oppose.	This policy is not sufficiently clear for policy statement users to understand what is required.	Delete Policy CC.4.
New Policy CC.7	Oppose, to the extent it applies to territorial authorities.	The definition of “nature-based solutions” is not sufficiently clear for policy statement users to understand what is required. It is also unlikely that a district or regional plan would fail to provide for nature-based solutions to be part of development and infrastructure planning and design in the absence of this direction.	Delete Policy CC.7
Amendment to Policy 3	Support	Support as proposed	Amend Policy 3 as proposed
Amendment to Policy 7	Support	Support as proposed	Amend Policy 7 as proposed
Amendment to Policy 9	Support	Support as proposed, note our comments on proposed new Policy CC.1 that the Regional Land Transport Plan is a useful tool to achieve the relevant objectives.	Amend Policy 9 as proposed.
Deletion of Policy 10	Support	Support deletion of this policy.	Delete Policy 10 as proposed.
New Policy EIW.1	Support	Support as proposed, note our comments on proposed new Policy CC.1 that the Regional Land Transport Plan is a useful tool to achieve the relevant objectives.	Retain Policy EIW.1
Amendment to Policy 12	Support with amendment	The policy simply restates the direction of the National Policy Statement for Freshwater. We suggest redrafting the policy to apply it in the regional context.	Redraft Policy to apply higher order direction in the regional context.
Deletion of Policy 13	Support	Support as proposed.	Delete Policy 13 as proposed.

Provision	Position	Reasons	Relief sought
Amendment to Policy 14	Support with amendment	This policy duplicates other policies in the RPS. (e.g. Policy 15 (i))	Redraft Policy 14 to remove duplication
Amendment to Policy 15	Support	Support as proposed	Amend Policy 15 as proposed.
Amendment to Policy 17	Support	Support as proposed	Amend Policy 17 as proposed.
Amendment to Policy 18	Support	Support as proposed	Amend Policy 18 as proposed.
New Policy FW.1	Neutral with amendment	Neutral on substance of policy but note an error in Table 4: Policy FW.1 is listed as being implemented by Method 1 which applies to city and district councils, but it should be Method 2. This appears to have been swapped with Policy FW.2.	Amend Table 4 as it relates to Policy FW.1 to be implemented by Method 2.
New Policy FW.2	Oppose, or failing that, amendment	<p>While the intent of the policy is supported, there is no way to implement this policy with provisions in a district plan that can adequately be monitored or enforced. Although this provision does allow for consent conditions on subdivisions, the outcomes will also fall within the provisions of:</p> <ul style="list-style-type: none"> Wellington Water Limited or its successors as a water provider The regional council as a water take and use consenting authority <p>In addition, if the policy is retained, there is an error in Table 4 (see our comments on Policy FW.1)</p>	<p>Relief sought:</p> <ul style="list-style-type: none"> Delete policy, or Amend as follows: <p>“Policy FW.2: Reducing water demand – district plans</p> <p>District plans shall include policies, rules and/or methods to reduce demand of water from registered water suppliers and users, including where practicable:</p> <p>(a) provisions improving the efficiency of the end use of water on a per capita basis for new developments; and</p> <p>(b) provisions requiring alternate water supplies for non-potable use in new developments.</p>

Provision	Position	Reasons	Relief sought
			...“ And correct Table 4 to refer to Method 1 rather than Method 2.
New Policy FW.3	Support with amendment	This is long, complex and prescriptive. Some of the points relate to requirements already set out in the RMA. Redrafting of this policy is required to make it more succinct.	Retain Policy FW.3, but amend to reduce the length and complexity of the policy by removing clauses that duplicate higher order direction.
New Policy FW.4	Oppose	<p>The question of how to fund stormwater management measures is a solely a decision for territorial authorities and their communities under the Local Government Act. There are a number of different tools territorial authorities can use, one of which is financial contributions. Councils also have other funding options, such as using general revenues, targeted rates, or central government funding assistance. These decisions are best made by territorial authorities based on their local context, rather than being directed through the Regional Policy Statement.</p> <p>There are also a number of issues with this policy as drafted, including the lack of a definition for “fair share”, the application to financial contributions levied for permitted activities, and the inaccurate note.</p>	Delete new Policy FW.4
Amendment to Policy 23	Oppose, or failing that, amendment.	We seek the deletion of all the proposed provisions relating to indigenous biodiversity until the upcoming National Policy Statement on Indigenous Biodiversity is gazetted.	<p>Delete amendments to Policy 23 and retain the Operative RPS Policy 23.</p> <p>Failing that, amend the deadline from 30 June 2025 to 5 years after RPS Change 1 becomes operative.</p>

Provision	Position	Reasons	Relief sought
Amendment to Policy 24	Oppose, or failing that, amendment.	If the provisions are nonetheless added, then HCC seeks an amendment to the deadline date from 30 June 2025 to 5 years from the operative date of the proposed RPS change 1. This is because the deadline does not align with the deadline proposed in the most recent draft of the National Policy Statement on Indigenous Biodiversity (5 years from the commencement date of that NPS).	Delete amendments to Policy 24 and retain the Operative RPS Policy 24. Failing that, amend the deadline from 30 June 2025 to 5 years after RPS Change 1 becomes operative.
New Policy IE.1	Oppose, or failing that, amendment.		Delete new Policy IE.1.
Amendment to Policy 29	Support with amendment	Support the intent of this policy. As some hazards recur with a frequency of less than 1 in 100 years (such as fault ruptures) it should be clarified that it does not preclude consideration of hazards beyond this time period.	Retain the amendments to Policy 29, but with the following change to clause (b): “use a risk-based approach to assess the consequences to subdivision, use and development from natural hazard and climate change impacts over <u>at least</u> a 100 year planning horizon;”
Amendment to Policy 30	Support with amendment	We support removing references that could be construed as references to national planning standards zones. the current policy in the operative RPS also uses terms in a way that are inconsistent with the national planning standards. However, we do not support the concept of “locally significant centres”. If centres are not of regional significance, then they should not be addressed by the Regional Policy Statement. The amendments also continue the unnecessary distinction of “sub-regional” and “suburban” centres in the operative RPS. While this distinction is made in the list of centres, the policy direction does not reflect this	Amend Policy 30 as follows: “Policy 30: Maintaining and enhancing the viability and vibrancy of regionally significant centres – district plans District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of: 1. The regionally significant central business district <u>main centre of the region, the central business area of Wellington City;</u> 2. Other <i>regionally significant centres</i> :

Provision	Position	Reasons	Relief sought
		<p>difference and does not accurately reflect differences in the size, scale, and role of centres.</p> <p>We request that all centres other than the Wellington City Centre be listed as “other regionally significant centres”. District plans can then set out the hierarchy and role of centres a district. We support both the Lower Hutt city centre and the Petone commercial area continuing to be identified as having regional significance.</p>	<p>(i) Lower Hutt; (ii) <u>Petone</u>; <i>[(iii) and other centres outside the City of Lower Hutt as appropriate]</i></p> <p>3. the locally significant centres of: [list of centres]</p> <p>Explanation</p> <p>Policy 30 identifies the hierarchy of regionally and locally significant centres within the Wellington Region for which district plans must maintain and enhance their vibrancy and vitality. The centres identified are of significance to the region’s form for economic development, transport movement, civic or community investment. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change. The regional central business district area of Wellington City is the major centre <u>the main centre</u> in the Wellington region; the other key centres also provide significant business, retailing <u>commercial</u> and community services. This policy does not limit territorial authorities from identifying additional centres of local <u>or</u></p>

Provision	Position	Reasons	Relief sought
			<p><u>sub-regional</u> significance within the district plan.”</p> <p>(Our submission is neutral on which centres outside the Hutt City Council area are included, other than the Wellington City centre)</p>
Amendment to Policy 31	Support deleting operative policy. Oppose replacement policy.	The operative policy is redundant, and we support it being removed. However, the replacement policy simply repeats the direction of the National Policy Statement on Urban Development, without providing any additional direction or regional context.	Delete Policy 31 as proposed. Delete proposed replacement Policy 31
Amendment to Policy 32	Support.	Support as proposed.	Retain amended Policy 32.
Amendment to Policy 33	Support	Support as proposed.	Retain amended Policy 33.
New Policy UD.1	Support with amendment	While we support the general intent of this policy it is unclear which situations the policy is intended to apply to. At minimum the policy should set out whether it applies only to Māori freehold land, or whether any general land in Maori ownership is included, and which mana whenua groups should be covered.	Amend Policy UD.1 to clarify which situations the policy applies to.

Chapter 4.2 – Regulatory policies – matters to be considered

Provision	Position	Reasons	Relief sought
New Policy IM.1	Support with amendment	While we support the general intent of the policy, these are high level considerations and do not specify the situations where particular action should be taken. This is inevitable given the scale of a Regional Policy	<p>Amend Policy IM.1 as follows:</p> <p>“Policy IM.1: Integrated management – ki uta ki tai – consideration</p>

Provision	Position	Reasons	Relief sought
		<p>Statement and the wide range of situations it must cover.</p> <p>Other than clause (e), which we comment on below, we support the policy in its application to notices of requirement and district plans. District plans are the appropriate place to set policies and rules that provide thresholds for different matters to be considered in resource consents.</p> <p>In relation to clause (e), which covers Māori data sovereignty, while we appreciate the importance of this issue it was not included in the draft proposal on which officers provided feedback. We are not equipped in the time available to make meaningful input on how policy relating to Māori data could work.</p> <p>Hutt City Council is currently doing internal work on a data ethics policy, but it is too soon to include this in a regulatory method in the RPS. Council seeks further engagement with the regional council, tangata whenua/mana whenua, and the community on this matter.</p> <p>Accordingly we oppose clause (e) and seek its deletion, and this matter be pursued through a separate RPS change at a later date if found necessary after meaningful engagement.</p>	<p>When considering an application for a resource consent, a notice of requirement, or a change, variation or review of a regional or district plan particular regard shall be given to:</p> <p>(a) partnering with mana whenua / tangata whenua to provide for mana whenua / tangata whenua involvement in resource management and decision making; and</p> <p>(b) recognising the interconnectedness between air, freshwater, land, coastal marine areas, ecosystems and all living things – ki uta ki tai; and</p> <p>(c) recognising the interrelationship between natural resources and the built environments; and</p> <p>(d) making decisions based on the best available information, improvements in technology and science, and mātauranga Māori; and</p> <p>(e) upholding Māori data sovereignty; and</p> <p>(f) requiring Māori data and mātauranga Māori to be interpreted within Te Ao Māori; and</p> <p>(g) recognising that the impacts of activities may extend beyond immediate and directly adjacent area, and beyond organisational or administrative boundaries</p> <p>Explanation</p>

Provision	Position	Reasons	Relief sought
			This policy requires that a holistic, integrated view is taken when making resource management decisions. It also requires both regional and district councils to provide for mana whenua / tangata whenua are actively involved in resource management and decision making, including the protection of mātauranga Māori and Māori data."
New Policy IM.2	Oppose, and failing that, amendment	<p>While we appreciate the intent of the policy, the matters it addresses are generally not resource management considerations for city and district councils as they cannot be addressed through controlling land use or subdivision. The policy is also not supported by any higher order document or provision in the RMA.</p> <p>If the policy is included, it is also insufficiently clear for assessing resource consents about what situations it applies to, the threshold of significance, and what matters should be considered.</p>	<ul style="list-style-type: none"> • Delete Policy IM.2, or failing that, • Amend the policy so that it does not apply to resource consents, or failing that, • Amend the policy to set situations and thresholds for which this assessment should apply.
New Policy CC.9	Support with amendment	While we support the intent of the policy, this assessment is not feasible in relation to individual resource consent applications.	<ul style="list-style-type: none"> • Remove the requirement to undertake this assessment for individual resource consent applications. • Include a definition of 'optimise' within RPS Change 1.
New Policy CC.10	Support with amendment	While we support direction on this issue to inform zoning decisions for the appropriate location for freight distribution facilities and industrial areas, this assessment is not feasible in relation to individual resource consent applications.	Remove the requirement to undertake this assessment for individual resource consent applications.

Provision	Position	Reasons	Relief sought
New Policy CC.11	Oppose	This assessment is better conducted as part of funding and design decisions made by transport infrastructure providers. By the time a consent application is made, there is little meaningful action possible to affect whole of life emissions other than to decline a proposal. These assessments should be undertaken in the earlier stages of a proposal, before reaching the RMA stage.	Delete new Policy CC.11
New Policy CC.12	Oppose	The definitions of relevant terms including “nature-based solution”, “climate change adaptation”, and “climate change mitigation” are not clear enough to implement this policy. In addition, it does not adequately set situations or thresholds where this assessment should occur.	Delete new Policy CC.12
New Policy CC.13	Neutral, with amendment	We are neutral towards the overall intent of the policy but request the policy is amended to make clear that it applies to regional consents (which are the only relevant consents to the policy).	Retain Policy CC.13, but amend as follows: “When considering an application for a <u>regional</u> resource consent, ...”
New Policy CC.14	Oppose	The principles for water sensitive urban design (clause (b)) and rainwater retention (clause (c)) duplicate the freshwater-specific policies and should be deleted. The remaining matters cannot be achieved through the regulatory means available to territorial authorities. As such, if this policy is retained, we seek an amendment to clarify that the policy applies to regional plans only.	<ul style="list-style-type: none"> • Delete new Policy CC.14, or • Amend the policy to remove clauses (b) and (c) and clarify that the policy only applies to regional plans.
Amendment to Policy 39	Support with amendment	Support but note that resource consent decisions have little practical ability to determine whether infrastructure contributes to reducing greenhouse gas emissions, and	Amend Policy 39 to clarify that the policy does not require renewable energy projects and regionally significant infrastructure

Provision	Position	Reasons	Relief sought
		the resource management system as a whole is not well suited to influencing decisions about alternative projects. See our comments on Policy CC.11.	projects to conduct a greenhouse gas assessment at resource consent stage, unless the applicant is relying on the beneficial environmental effects of greenhouse gas emissions reductions to justify the project.
Amendment to Policy 40	Neutral with amendment	No position on the substance of this policy but note a mistake in Table 4: the cross-reference to Method 4 (implemented by city and district councils) should be Method 2 (Regional plan implementation).	Amend Table 4: Under Policy 40, remove reference to Method 4 and replace with Method 2.
Amendment to Policy 41	Support	Support as proposed	Retain amended Policy 41.
Amendment to Policy 42	Support	Support as proposed	Retain amended Policy 42.
Amendment to Policy 43	Support	Support the deletion of this policy.	Delete Policy 43 as proposed.
Amendment to Policy 44	Support	Support as proposed	Retain amended Policy 44.
New Policy FW.5	Support	Support as proposed.	Retain new Policy FW.5 as proposed.
Amendment to Policy 47	Oppose	While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy Statement on Indigenous Biodiversity ("NPS-IB"). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems. We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that	Delete all new provisions and amendments to existing provisions and retain existing Operative RPS provisions.
New Policy IE.2	Oppose		

Provision	Position	Reasons	Relief sought
		should occur through a variation or a separate policy statement change.	
Amendment to Policy 51	Support with amendment	Support the intent of this policy. However, we expect district plans will adequately provide for the situations where natural hazards should be considered and this does not need to be revisited in individual resource consents where the district plan has already assessed the level of risk.	Retain amended Policy 51 but modified so that it does not apply to resource consents once the relevant district or regional plan has given effect to Policy 51.
Amendment to Policy 52	Support with amendment	Support the intent of this policy, but: <ul style="list-style-type: none"> • A suitably specific definition is needed for “room for the river” • The reference to innovation is redundant. Innovation is not a goal in and of itself, and whether a solution is innovative is independent of whether it is effective. 	Retain amended Policy 52 but: <ul style="list-style-type: none"> • provide a definition for “room for the river”, and • amend clause (b) as follows: <p>“(b) whether non-structural, soft engineering, green infrastructure, room for the river or Mātauranga Māori options provide a more appropriate or suitably innovative solution;”</p>
Amendment to Policy 55	Support with amendment	Support as proposed.	Retain amended Policy 55.
Amendment to Policy 56	Support with amendment	Support in relation to changes, variations, and reviews of district plans. However, for territorial authority land use and subdivision consents, this level of assessment is likely to be redundant given the more detailed objectives, policies, and assessment criteria that would be included in rural zone and subdivision chapters.	Amend Policy 56 insofar as it applies to resource consents, so that it only applies to regional resource consents.
Amendment to Policy 57	Support with amendment.	While we support direction on this issue to inform decisions on district plans, this type of analysis should be complete at plan-making stage and it is redundant and infeasible to reconsider the issue from scratch for each resource consent.	Amend Policy 57 so that it does not apply to resource consents.

Provision	Position	Reasons	Relief sought
Amendment to Policy 58	Support with amendment	<p>While we support direction on this issue to inform decisions on district plans, this type of analysis should be complete at plan-making stage and it is redundant and infeasible to reconsider the issue from scratch for each resource consent.</p> <p>There may be resource consents for developments not anticipated in their zone for which this type of assessment will be relevant. However, district plans that themselves implement this policy will have sufficient direction without needing to go up to the Regional Policy Statement as well.</p>	Amend Policy 58 so that it does not apply to resource consents.
New Policy UD.2	Support with amendment	<p>While we support direction on this issue to inform decisions on district plans, this type of analysis should be complete at plan-making stage and it is redundant and infeasible to reconsider the issue from scratch for each resource consent. District plans that implement this policy will have adequate triggers for when more detailed assessment is required.</p>	Amend Policy UD.2 so that it does not apply to resource consents.
New Policy UD.3	Support with amendment	<p>We support this direction to meet the requirements of clause 3.8(3) of the NPS-UD. However, the criteria could be improved and made more consistent with the goals of the NPS-UD:</p> <ul style="list-style-type: none"> • To better provide for non-residential development, • To recognise there may be limitations in monitoring and this should not preclude applicants from providing the assessment instead, 	<p>Amend Policy UD.3 as follows:</p> <p>“Policy UD.3: Responsive planning to developments that provide for significant development capacity – consideration</p> <p>When considering a change of a district plan for a development in accordance with clause (d) of Policy 55, particular regard shall be given to whether the following criteria is met:</p>

Provision	Position	Reasons	Relief sought
		<ul style="list-style-type: none"> To avoid unnecessary assessment which is not necessary to determine if a proposal provides for significant development capacity, To provide a standard for infrastructure provision that recognises that infrastructure capacity cannot always cleanly be assigned and limited to specific areas, and To improve clarity 	<p>(a) the location, design and layout of the proposal:</p> <p>(i) contributes to establishing or maintaining the characteristics and qualities of a well-functioning urban environment identified in Policy 55(a)(ii) and Objective 22,</p> <p>(ii) is well-connected to the existing or planned urban area, particularly if it is located along existing or planned transport corridors,</p> <p>(iii) <u>where it provides</u> for housing <u>the proposal</u> will apply a relevant residential zone or other urban zone that provides for high density development or medium density residential development,</p> <p>(b) the proposal makes a significant contribution to meeting a need identified in the latest Housing and Business Development Capacity Assessment, or a shortage <u>otherwise</u> identified in monitoring for:</p> <p>(i) a variety of housing that meets the <u>a</u> regional, district, or local shortages <u>shortage</u> of housing in relation to the <u>a</u> particular type, size, or format, or</p>

Provision	Position	Reasons	Relief sought
			<p>(ii) business space or land of a particular size or locational type, or</p> <p>(iii) community, cultural, health, or educational facilities, and <u>or</u></p> <p>(iv) the proposal contributes to housing affordability through a general increase in supply or through providing non-market housing, and</p> <p>(c) when considering the significance of the proposal's contribution to a matter in (b), this means that the proposal's contribution:</p> <p>(i) is of high yield relative to either the forecast demand or the identified shortfall,</p> <p>(ii) will be realised in a timely (i.e., rapid) manner, <u>and</u></p> <p>(iii) is likely to be taken up, and</p> <p>(iv) will facilitate a net increase in district-wide up take in the short to medium term,</p> <p>(d) required development infrastructure can be provided effectively and efficiently for the proposal, <u>taking into account that the</u></p>

Provision	Position	Reasons	Relief sought
			<p>capacity provided by existing or committed infrastructure may already be needed for and without material impact on planned development infrastructure provision to, or reduction in development infrastructure capacity available for, other feasible, likely to be realised developments, in the short-medium term.</p> <p>Explanation</p> <p>Policy UD.3 provides for responsiveness in considering significant development capacity under Policy 55(d) and outlines the criteria that need to be met for a development to be considered to provide 'significant development capacity' as required by Subpart 2 of the National Policy Statement on Urban Development 2020."</p> <p>(See also our requested relief on definitions used in this policy).</p>

Chapter 4.3 – Allocation of responsibilities

Provision	Position	Reasons	Relief sought
Amendment to Policy 61	Oppose	While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy Statement on Indigenous Biodiversity ("NPS-IB"). The proposed provisions may well conflict with the NPS-IB	Delete all new provisions and amendments to existing provisions and retain existing Operative RPS provisions.

Provision	Position	Reasons	Relief sought
		<p>especially with regards to the process for identifying indigenous ecosystems.</p> <p>We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.</p>	
New Policy FW.6	Oppose	This policy is redundant as it simply repeats provisions of the RMA and NPS-FM.	Delete Policy FW.6.

Chapter 4.4 – Non-regulatory policies

Provision	Position	Reasons	Relief sought
New Policy CC.16	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy CC.16 to make it clear it does not apply to city and district councils.
New Policy CC.18	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy CC.18 to make it clear it does not apply to city and district councils.
Amendment to Policy 65	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy 65 to make it clear it does not apply to city and district councils.
New Policy FW.7	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy FW.7 to make it clear it does not apply to city and district councils.
New Policy FW.8	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy FW.7 to make it clear it does not apply to city and district councils.
New Policy IE.3	Oppose	While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy	Delete Policy IE.3

Provision	Position	Reasons	Relief sought
		<p>Statement on Indigenous Biodiversity (“NPS-IB”). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems.</p> <p>We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.</p> <p>It is also unclear what is achieved by a direction in the Regional Policy Statement that the Regional Policy Statement should be amended.</p>	
New Policy IE.4	Oppose	<p>While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy Statement on Indigenous Biodiversity (“NPS-IB”). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems.</p> <p>We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.</p> <p>We also oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.</p>	Delete Policy IE.4

Provision	Position	Reasons	Relief sought
Amendment to Policy 67	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Policy 67 to make it clear it does not apply to city and district councils.

Chapter 4.5.1 – Regulatory Methods

Provision	Position	Reasons	Relief sought
Amendment to Method 1	Support with amendment	Support insofar as any consequential amendments to the list of policies are made where we have sought the deletion of those policies.	Consequential amendment to the list of policies to reflect policies where we seek deletion.
Amendment to Method 3	Support	Support as proposed.	Retain amendments to Method 3 as drafted.
Amendment to Method 4	Support with amendment	The method is appropriate if the policies listed are modified so that they are less prescriptive and less complicated, and repeated statements of higher order requirements of the RMA and national policy statements are removed or, modified to have a clear relevance from a regional perspective or interpretation.	Consequential amendment to the list of policies to reflect policies where we seek deletion.

Chapter 4.5.2 – Non-regulatory methods – information and guidance

Provision	Position	Reasons	Relief sought
Amendment to Method 14	Support	Support as proposed	Retain amendments to Method 14 as drafted.
Deletion of Method 23	Support	Support as proposed	Delete Method 23 as proposed.
Deletion of Method 25	Support	Support as proposed	Delete Method 25 as proposed.

Provision	Position	Reasons	Relief sought
New Method UD.1	Oppose in relation to territorial authorities	<p>Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.</p> <p>It is also inappropriate for a method to direct action through the Wellington Regional Leadership Committee which is not a statutory body with responsibilities under the resource management system.</p>	Amend Method UD.1 to remove implementation by city and district councils and remove reference to the Wellington Regional Leadership Committee.

Chapter 4.5.3 – Non-regulatory methods – integrating management

Provision	Position	Reasons	Relief sought
New Method IM.1	Oppose in relation to territorial authorities	<p>Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.</p> <p>See also our comments on proposed Policy IM.1</p>	<p>Amend Method IM.1 so that it does not apply to city and district councils.</p> <p>If the method is retained, amend by deleting clauses (f) and (g).</p>
New Method FW.2	Oppose	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Delete new Method FW.2
Amendment to Method 17	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 17 so that it does not apply to city and district councils.
Amendment to Method 22	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 22 so that it does not apply to city and district councils.
Deletion of Method 31	Support	Support as proposed	Delete Method 31 as proposed.
Amendment to Method 32	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 32 so that it does not apply to city and district councils.
Deletion of Method 33	Support	Support as proposed	Delete Method 33 as proposed.

Provision	Position	Reasons	Relief sought
Amendment to Method 34	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 34 so that it does not apply to city and district councils.
Deletion of Method 35	Support	Support as proposed	Delete Method 35 as proposed.
Deletion of Method 40	Support	Support as proposed	Delete Method 40 as proposed.
Amendment to Method 46	Oppose	<p>The term “complex development opportunity” is not adequately defined (see our comment on the definition) and the method is not adequately supported by higher order objectives and policies.</p> <p>We also oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.</p> <p>It is also inappropriate for a method to direct action through the Wellington Regional Leadership Committee which is not a statutory body with responsibilities under the resource management system.</p>	<p>Delete Method 46.</p> <p>If the method is retained, amend Method 46 so that it does not apply to city and district councils and remove reference to the Wellington Regional Leadership Committee.</p>
New Method UD.2	Oppose	This method is redundant as it is already a requirement of the National Policy Statement on Urban Development.	Delete Method UD.2

Chapter 4.5.4 – Non-regulatory methods – identification and investigation

Provision	Position	Reasons	Relief sought
New Method CC.4	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method CC.4 so that it does not apply to city and district councils.
New Method IE.2	Oppose	While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy	Delete Method IE.2

Provision	Position	Reasons	Relief sought
Amendment to Method 21	Oppose	<p>Statement on Indigenous Biodiversity (“NPS-IB”). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems.</p> <p>We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.</p>	<p>Retain existing Operative Method 21.</p> <p>Failing that, amend the deadline from 30 June 2025 to 5 years after RPS Change 1 becomes operative.</p>

Chapter 4.5.5 – Non-regulatory methods – providing support

Provision	Position	Reasons	Relief sought
Amendment to Method 53	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 53 so that it does not apply to city and district councils.
Amendment to Method 54	Oppose in relation to territorial authorities	Oppose the inclusion of non-regulatory policies and methods that apply to territorial authorities.	Amend Method 53 so that it does not apply to city and district councils.
Deletion of Method 56	Support	Support as proposed	Delete Method 56 as proposed.

Chapter 5 – Monitoring

Provision	Position	Reasons	Relief sought
Chapter 5 – General	Neutral with amendments		Consequential amendments to reflect relief sought on related provisions.

Appendices and Definitions

Provision	Position	Reasons	Relief sought
Appendices			
New Appendix 1A	Oppose	<p>While indigenous biodiversity is a key issue, we expect the government to soon gazette a National Policy Statement on Indigenous Biodiversity (“NPS-IB”). The proposed provisions may well conflict with the NPS-IB especially with regards to the process for identifying indigenous ecosystems.</p> <p>We request that all provisions relating to indigenous biodiversity be deleted and if regional direction is thought necessary after the NPS-IB is gazetted, that should occur through a variation or a separate policy statement change.</p>	Delete Appendix 1A.
Definitions			
General	Various		Consequential amendments to definitions, deleted definitions, and new definitions as appropriate for our other requested relief.
“Complex development opportunity”	Oppose	It is inappropriate for a definition to outsource the meaning of a definition to a third party, in this case the Wellington Regional Leadership Committee, particularly regarding decisions to be made by that third party in future.	Delete definition. (Note our other relief would delete all uses of this term in the RPS in any case).
“High carbon passenger transport modes”	New definition (consequential)	<p>A definition for this term is needed to implement our requested relief for Policy CC.1</p> <p>See the discussion of the term “low and zero-carbon modes” for details.</p>	<p>New definition:</p> <p>“Means passenger transport modes that are not <i>low and zero-carbon modes</i>.”</p>
“High density development”	Support with amendment	The use of the term “minimum building height” is unclear. District plans do occasionally apply minimum	Amend as follows:

Provision	Position	Reasons	Relief sought
		building height standards but typically provide a maximum or anticipated building height.	“Means areas used predominately for commercial, residential and mixed-use <u>urban</u> activities with high concentration and bulk of buildings, such as apartments, and other compatible activities with a minimum <u>an anticipated</u> building height of <u>at least</u> 6 stories.”
“Low and zero-carbon modes”	New definition (consequential)	<p>A definition for this term is needed for Policy CC.1 both as proposed and to implement our requested relief.</p> <p>We have not provided the text for a proposed definition because this is an area best drafted by the Regional Council for consistency with other plans, policies, and strategies. We would assume the definition would encompass at least walking, cycling, and some public transport. The degree to which the definition covers micromobility, fossil-fuelled public transport, or personal electric cars should be consistent with other strategies on mode shift covering funding.</p>	Provide a definition for the term that aligns with the national Emissions Reduction Plan, Waka Kotahi/NZTA’s Regional Mode Shift Plan – Wellington, and other relevant strategies for mode shift.
“Medium density residential development”	Support with amendment	<p>The use of the term “minimum building height” is unclear. District plans do occasionally apply minimum building height standards but typically provide a maximum or anticipated building height.</p> <p>In addition, the circumstances where this term is used either make it clear that the development is residential, or there is no policy reason to limit the development to being residential. It should be amended to be consistent with the term “high density development”.</p>	<p>Amend the term itself (and references):</p> <p>“Medium density residential development”</p> <p>And the definition:</p> <p>“Means areas used predominately for residential <u>urban</u> activities with moderate concentration and bulk of buildings, such as detached, semi-detached and terraced housing, low-rise apartments, and other compatible activities with a minimum <u>an</u></p>

Provision	Position	Reasons	Relief sought
			<p><u>anticipated</u> building height of <u>at least</u> 3 stories.”</p> <p>And amend the term throughout the RPS when used.</p>
“Nature-based solutions”	Neutral with amendment	This definition is not clear enough to provide direction to plan users. The need for a significant number of examples illustrates this.	Amend the definition to provide clarity about what is covered by the term.
“Regionally significant centres”	Support	Support the amendments to the definition as proposed.	Amend the definition as proposed.
“Urban areas”	Support with amendment	Support but seek amendment to be consistent with the term used for our district plan: the City of Lower Hutt District Plan.	Instead of amending to “ Lower Hutt city”, amend as “ <u>City of</u> Lower Hutt city ”.

31 October 2024

Report no: DPRC2024/5/322

Update on the Te Ao Māori chapters for the District Plan Review

Purpose of Report

1. The purpose of this report is to:
 - Update the Committee on the process for developing the 'Te Ao Māori' chapters for the Proposed District Plan, and
 - Present the recommended approach for these chapters.
2. For the purpose of this report, the Te Ao Māori chapters include Tangata Whenua, Sites and Areas of Significance to Māori, Marae Zone, and Papakāinga chapters. However, Council officers recognise that Mana Whenua have expressed an interest in more than just these parts of the District Plan Review.

Recommendations

That the Committee:

- (1) receives and notes the report; and
- (2) directs officers to complete Tangata Whenua, Sites and Areas of Significance to Māori, Marae Zone and Papakāinga chapters for inclusion in the Proposed District Plan.

Background

3. The District Plan Review includes a review of the District Plan in relation to:
 - The information provided on Mana Whenua and their history and values,
 - Sites and areas of significance to Māori,
 - Zones for marae, and
 - Papakāinga.

4. The following table summarises the key statutory requirements for this part of the review:

Table 1. Key statutory requirements for the Te Ao Māori parts of the District Plan Review.
Resource Management Act
<p>When exercising functions and powers under the RMA, Council shall:</p> <ul style="list-style-type: none"> • Section 6e: Recognise and provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. • Section 7a: Have particular regard to ... kaitiakitanga. • Section 8: Take into account the principles of the Treaty of Waitangi.
National policy statements
<p>Most national policy statements include general direction to recognise and provide for the role of tangata whenua as kaitiaki, providing for tangata whenua in resource management and decision-making, and for engagement with tangata whenua.</p> <p>Of particular relevance for the Te Ao Māori chapters, particularly the Papakāinga chapter, Policy 1 of the National Policy Statement on Urban Development is for planning decisions to contribute to well-functioning urban environments, and states that a well-functioning urban environment has, or enables, a variety of homes that:</p> <ul style="list-style-type: none"> (i) <i>meet the needs, in terms of type, price, and location, of different households; and</i> (ii) <i>enable Māori to express their cultural traditions and norms.</i>
Regional Policy Statement for the Wellington Region
<ul style="list-style-type: none"> • Policy 21: Identifying places, sites and areas with significant historic heritage values <p>Policy 21 sets criteria for the identification of places, sites and areas with significant historic heritage values. Criteria (d) is <i>tangata whenua values: the place is sacred or important to Māori for spiritual, cultural or historical reasons.</i></p> • Policy 48: Principles of Te Tiriti o Waitangi – consideration <p>Policy 48 directs the Council to have particular regard to: (a) the principles of Te Tiriti o Waitangi, and (b) Waitangi Tribunal reports and settlement decisions relating to the Wellington region.</p> • Policy 49: Recognise and provide for matters of significance to tangata whenua <p>Policy 49 sets matters to be recognised and provided for when reviewing the District Plan in relation to matters of significance to tangata whenua. These are:</p> <ul style="list-style-type: none"> (a) <i>the exercise of kaitiakitanga;</i> (b) <i>mauri, particularly in relation to fresh and coastal waters;</i>

- (c) *mahinga kai and areas of natural resources used for customary purposes; and*
- (d) *places, sites and areas with significant spiritual or cultural historic heritage value to tangata whenua.*

5. This review has resulted in the development of the following chapters for the Proposed District Plan:
- TW – Tangata Whenua,
 - SASM – Sites and Areas of Significance to Māori,
 - PK – Papakāinga, and
 - MAZ – Marae Zone.
6. Other chapters in the Proposed District Plan would complement these chapters in relation to protecting sites and areas of significance to Māori, particularly the Subdivision, Earthworks, Infrastructure, Three Waters and Natural Character chapters.
7. This report presents:
- An update on the process for this part of the District Plan Review, and
 - The recommended approach for the four Te Ao Māori chapters.

Process for developing the chapters

8. The process for developing the Te Ao Māori chapters has involved:
- A review of the operative District Plan for these topics,
 - A review of the sites and areas of significance to Māori identified in the District Plan,
 - Engagement with Mana Whenua, particularly for the Tangata Whenua, Sites and Areas of Significance to Māori, and Papakāinga chapters, and
 - Engagement with marae, particularly for the Marae Zone chapter.

Operative District Plan

9. The following table summarises the approach of the operative District Plan for the Te Ao Māori chapters, with a brief discussion on the appropriateness of each of these chapters.

Table 2. Operative District Plan approach for the Te Ao Māori chapters.
TW – Tangata Whenua
<p>The <i>Resource Management and the Tangata Whenua of Lower Hutt</i> chapter is the equivalent of the Tangata Whenua chapter for the proposed District Plan.</p> <p>It includes information that provides context for users of the District Plan in relation to tangata whenua. This includes:</p> <ul style="list-style-type: none"> • The Treaty of Waitangi and principles that District Plan has been prepared under, • Information on concepts that are relevant for resource management and Te Ao Māori, including on tikanga, kaitiakitanga and taonga. • A history of Lower Hutt, and • A summary of the Community Iwi Activity Area. <p><i>In reviewing this chapter,</i> it was determined that while the chapter contains useful information, additional information could be included to assist plan users, particularly on:</p> <ul style="list-style-type: none"> • Mana Whenua of Lower Hutt, • The relationship between Council and Mana Whenua, • The <i>Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009</i>, • The <i>Ngāti Toa Rangatira Claims Settlement Act 2014</i>, and • Statutory acknowledgement areas under those Acts.
SASM – Sites and Areas of Significance to Māori
<p>The operative District Plan identifies sites and areas of significance to Māori through a combination of Significant Cultural Resources and Significant Archaeological Resources (although not all of these are identified for their significance to Māori).</p> <p>These are mapped as single points on the District Plan maps. Under the <i>Significant Natural, Cultural and Archaeological Resources</i> chapter, resource consent is required for any activity or site development works identified on or within the boundaries of a significant cultural or archaeological resource (except for activities and works associated with protection, preservation, enhancement and conservation).</p> <p><i>The following issues have been identified with this approach:</i></p> <ul style="list-style-type: none"> • Mapping a site with a single point results in inaccurate identification of the location of significant sites and areas. • There is little information in the District Plan on each significant site/area and the significant values of the sites/areas. • There are sites and areas that are not identified by the District Plan. • Requiring resource consent for any activity or site development works is very restrictive and would likely require resource consent where impacts are minimal.

PK – Papakāinga
The operative District Plan does not include the equivalent of a papakāinga chapter, and no objectives, policies or rules specifically refer to papakāinga.
MAZ – Marae Zone
<p>The operative District Plan's equivalent to the Marae Zone is the Community Iwi Activity Area.</p> <p>The Community Iwi Activity Area effectively:</p> <ul style="list-style-type: none"> Identifies sites associated with iwi activities, including marae, urupā and kōkiri centres. Provides for a range of activities on sites within the Community Iwi Activity Area in addition to the activities of an underlying zone that would otherwise apply. <p>For example, for the Waiwhetū Marae, Te Mangungu Marae (Naenae) and Koraunui Marae (Stokes Valley), all the activities provided for in the Medium Density Residential Activity Area are provided for plus marae, health clinics, kohanga reo and kōkiri centres.</p> <p>The following issues have been identified with this approach:</p> <ul style="list-style-type: none"> The approach of applying an underlying zone is overly complicated and difficult to interpret for people unfamiliar with the District Plan. The Community Iwi Activity Area includes areas that may be better located in other zones (such as urupā, which could be covered by an open space zone, and the residential areas around Waiwhetū Marae, which could be covered by a residential zone).

Review of the sites and areas of significance to Māori

10. The operative District Plan identifies a range of sites and areas of significance to Māori as Significant Cultural Resources and Significant Archaeological Resources. However, there are issues with this existing approach. In particular:
 - Sites are mapped with a single point, resulting in inaccurate identification of the location of significant sites/areas,
 - There is little information in the District Plan on each significant site/area and their values, and
 - Some sites/areas have not been identified.
11. The District Plan Review has included a review of the sites and areas that should be identified in the District Plan. This review has primarily consisted of engagement with Mana Whenua (particularly through meetings with the Kāhui Mana Whenua but also through additional workshops and meetings) and a literature review of documents that may have information on sites and areas of significance to Māori and where they should be mapped (including a review of cultural impact assessments).

12. The main challenge with this part of the District Plan Review has been the mapping of sites and areas of significance to Māori. Detailed information on the location and extent of some sites is not available, and the nature of some sites mean that they are not easily mapped with a hard boundary (such as a pā that would have been surrounded by a wider area of land use). The maps that will be included in the Proposed District Plan will be based on the best available information on the location and extent of these sites.

Engagement with Mana Whenua

13. Engagement with Mana Whenua for the District Plan Review has mostly been through the Kāhui Mana Whenua group, a group with representatives from iwi authorities for Mana Whenua of Lower Hutt.
14. For the Te Ao Māori chapters, most of the discussions with the Kāhui Mana Whenua have focussed on the Sites and Areas of Significance to Māori and Papakāinga chapters.
15. The Kāhui Mana Whenua is a group of individuals who may not all express the same opinions on these matters. However, the following are summaries of views shared by members of the Kāhui.
16. In relation to sites and areas of significance to Māori:
- Concerns were raised that the Sites and Areas of Significance to Māori chapter would only capture the historical and traditional narratives in relation to sites, and that narratives must also reflect the continuing relationship of Mana Whenua with these sites and areas.
 - The significance of all waterbodies and the areas around them should be recognised. There are concerns with the condition of rivers. Kahui mentioned a need to set a buffer zone and threshold for engagement with Mana Whenua.
 - There have been discussions on whether sites should be categorised according to their level of cultural significance. There is general support for Categories 1-3 below.

Ngā Awa o te Takiwā	Waterbodies and their margins
Category 1	Pā, kāinga, urupā and other sites or areas which have a high level of certainty and significance.
Category 2	Pā, kāinga, urupā and other sites or areas that are significant, but where their location may be less certain or where they are not as significant as those sites and areas listed in Category 1.
Category 3	Sites or areas of significance that are important to acknowledge, but where subdivision, land use and development is generally appropriate without rules in the District Plan.

- An increase in the level of information for sites and areas to be added to the District Plan would be beneficial, to ensure that the assessments for those additions are sufficiently robust.
- The Kāhui expressed that relevant archaeological sites that have been mapped by the New Zealand Archaeological Association should be mapped with a 20m buffer.
- An accidental discovery protocol must be in place for all categories of sites.

17. In relation to papakāinga:

- Support for a papakāinga chapter (or at least enabling papakāinga through the District Plan).
- Preference for papakāinga provisions to only be available where a person can provide evidence of an ancestral whakapapa connection to the land as a permitted activity standard. There are questions on how Council would verify this, and there may be an opportunity for Mana Whenua to assist with this process.
- The definition for papakāinga should emphasise the connection with whakapapa and identity.
- All land within Lower Hutt is ancestral land, and this should include general land owned by Māori (rather than 'Māori freehold land', as there is relatively little land in Lower Hutt that would meet this classification).
- There is an opportunity to work with other councils in the Wellington region on the approach to papakāinga.
- There may be value in a papakāinga design guide or design toolkit.
- A policy which gives flexibility within a development as long as it does not over capacitate the land.
- Open to vertical housing developments as a form of papakāinga.
- During more recent meetings with the Kāhui Mana Whenua, general support for the definition, objectives and policies that have been prepared for the Papakāinga chapter, which:
 - Defines Papakāinga as *housing and ancillary activities (including social, cultural, educational, recreational, and commercial activities) for tangata whenua on their ancestral land. Ancillary activities may include Marae, customary activities, visitor accommodation, home business, primary production, conservation activities, education facilities, community facilities, healthcare facilities, retirement village, and commercial activities.*
 - Sets an objective that Māori with ancestral land in Lower Hutt are able to develop papakāinga on that ancestral land,

supporting the restoration of whānau connections to their whenua.

- Sets policies for:
 - Acknowledging the cultural and historical significance of papakāinga,
 - Recognising that papakāinga can include a range of activities, and
 - How papakāinga is to be provided for.

Engagement with marae

18. Council officers have met with people from local marae to inform the approach of the Marae Zone.
19. The purpose of these hui was to get a better understanding of their plans and aspirations for the sites, and to hear about any other issues they may have.
20. The following feedback has been received:
 - Existing marae need to be able to continue to operate with the existing type and scale of activities as permitted activities.
 - Marae are used for a range of community, residential and commercial activities, and flexibility in the use of marae is necessary, particularly when compared to other sites.
 - There are a range of existing issues for some marae, including in relation to stormwater, flooding and parking (noting that the District Plan cannot resolve these issues).
 - There is a general preference for the zone for marae to be called the Marae Zone, rather than the Māori Purpose Zone (an alternative name that was being considered).
 - Marae of Mana Whenua can feel disconnected from awa, maunga and urupā, and it is vital that these areas are also recognised as a marae is not just a building, but part of a greater whole.

Recommended approach for these chapters

21. The following sections present the recommended approach for each of the Te Ao Māori chapters.

Tangata Whenua chapter

Recommended approach

22. Include a Tangata Whenua chapter in the Proposed District Plan that includes information that:

- Recognises the relationship of Mana Whenua with their land, resources and traditions, and
 - Provides guidance to people using the District Plan on Mana Whenua of Lower Hutt, including information on:
 - The history of Lower Hutt and Mana Whenua,
 - The current relationships between the Council and Mana Whenua,
 - The Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009,
 - The Ngāti Toa Rangatira Claims Settlement Act 2014,
 - Statutory acknowledgement areas under those Acts,
 - Involvement and participation of tangata whenua in resource management processes, and
 - Values and matters of significance for Mana Whenua.
23. This is based on information shared by Mana Whenua during engagement for the District Plan Review.
24. The type of information and level of detail that would be included in the Tangata Whenua chapter would be consistent with that in the proposed Porirua, combined Wairarapa and Wellington District Plans - the three plans for the Wellington region that have been recently developed.
25. The chapter would not include any objectives, policies or rules. Any related objectives, policies or rules would sit in other chapters.

Alternatives

26. The alternative approaches would be to either:
- Exclude some of this information from the chapter, or
 - Include objectives and policies within the chapter.
27. Reasons that these alternatives are not recommended:
- The information to be included in the recommended approach is typical of what is included in a Tangata Whenua chapter and is information that may be useful for people applying for resource consents under the District Plan.
 - Tangata Whenua chapters are typically solely used for providing information and giving advice to plan users, and it would be unusual for a Tangata Whenua chapter to include objectives and policies. As a result, if this chapter included objectives and policies there would be a risk that they are missed by plan users.

Sites and Areas of Significance to Māori chapter

Recommended approach

28. The recommended approach for the Sites and Areas of Significance to Māori chapter is:

- Identify and map sites and areas of significance to Māori (with input from the Kāhui Mana Whenua). This includes:
 - Pā, kāinga and urupā,
 - Mātiu, Mākara and Mokopuna islands,
 - Te Tatou o Te Po Marae and Waiwhetū Marae,
 - Waterbodies and their margins, and
 - Wider precincts that are significant and contain multiple sites of significance within them, including a Pito One Precinct, East Harbour Precinct, and Ōrongorongo Precinct.
- Apply different rules to land use and development within different categories of sites, based on the level of significance of the site. This would include rules on:
 - Earthworks and land disturbance, and
 - New buildings and additions and alterations to existing buildings,

with the general approach of more permissive rules on sites with a lower level of significance.

29. For some sites/areas, this would mean land use and development would be permitted, subject to an accidental discovery protocol being in place in case kōiwi or other artefacts are unearthed during earthworks or land disturbance.

30. However, in other cases, resource consent would be required for land use and development (continuing the approach of the operative District Plan). This would depend on the level of significance of the site and the scale of the land use/development.

31. The approach of identifying and mapping Sites and Areas of Significance to Māori in a district plan, and including objectives, policies and rules that regulate subdivision, land use and development that may have an impact on their values for Mana Whenua is a common approach and is the approach of the operative District Plan. The key differences from the operative District Plan would be that additional sites would be identified (including a larger area overall) but with more permissive rules for new land use and development.

Alternatives

32. The main alternatives that have been considered for the Sites and Areas of Significance to Māori chapter are:
- Alternative 1: Either not identifying sites and areas of significance to Māori in the District Plan or not including any rules to regulate land use and development in the sites/areas identified.
 - Alternative 2: Rules that require resource consent for all land use and development within identified sites and areas of significance to Māori (effectively continuing the existing District Plan approach).
33. Alternative 1 is not recommended as it would not provide for the relationship between Māori and their culture and traditions with their ancestral lands, water, sites and wāhi tapu. It would also constrain kaitiakitanga and the ability of Mana Whenua to have a say on the sites and areas that are of significance to them.
34. Alternative 2 is not recommended as this can result in resource consents being required for relatively small-scale changes in land use and development that either have little to no impacts or where the potential impacts can be managed through a combination of consultation with Mana Whenua and/or an accidental discovery protocol.

Marae Zone chapter

Recommended approach

35. The recommended approach for the Marae Zone chapter is:
- Apply the Marae Zone to the sites of the seven existing marae in Lower Hutt.
 - Provide for marae-based activities within the Marae Zone as a permitted activity, including:
 - Ancillary residential units, papakāinga and kaumātua housing,
 - Education activities, childcare facilities and healthcare facilities,
 - Ancillary commercial activities,
 - Overnight accommodation of visitors,
 - Events, gatherings, and places of assembly,
 - Civil defence or emergency management functions, and
 - Ancillary administrative activities, including offices.

- Require resource consent for other land use and development, particularly where they are not ancillary to marae or papakāinga.
- Include standards on the size and location of buildings (such as maximum building height and minimum boundary setback standards) and the size of commercial activities.

Alternatives

36. The main alternative approaches would be to either:

- Apply either a Residential Zone, Commercial or Mixed Use Zone to sites of existing marae (so the provisions of those zones would apply), or
- Include more restrictive provisions on land use within the Marae Zone.

37. Reasons that these alternatives are not recommended:

- The other zones that are being prepared for the Proposed District Plan do not match the expected use of sites within the Marae Zone.
- More restrictive provisions would result in resource consent needing to be obtained for a greater number of activities that are provided through marae. While this would be for the purpose of managing potential impacts of those activities on the surrounding areas, these impacts can be managed through permitted activity standards (such as the standards on the size and location of new buildings) and other rules of the plan (such as rules of the Noise, Light and Temporary Activities chapters).

Papakāinga chapter

38. The recommended approach for the Papakāinga chapter is to:

- Set an objective of enabling Māori to provide papakāinga on ancestral land.
- Include policies in the Papakāinga chapter that recognise the significance and benefits of papakāinga and support the provision of papakāinga on Māori land.

39. The Papakāinga chapter would not include any rules. The rules for papakāinga would sit in the relevant zone chapters. Specifically:

- The Residential Zone chapters,
- The Rural Zone chapters, and
- The Marae Zone chapter.

40. For Residential Zones and the Marae Zone, papakāinga would be permitted subject to standards on the size and location of buildings and the type and scale of non-residential activities.
41. For Rural Zones, resource consent would be required to address the lack of infrastructure in these locations and to ensure the impacts on the surrounding area can be assessed through the resource consent process.

Alternatives

42. An alternative approach would be to not include a Papakāinga chapter, relying on the regular provisions of the District Plan to address papakāinga. While this is a valid approach, it would result in papakāinga provisions being replicated in multiple chapters throughout the plan.
43. A second alternative would be to not specifically provide for papakāinga through the District Plan. However, this is not recommended as it would constrain the potential benefits of papakāinga (such as providing housing opportunities for Māori in a form that can strengthen connections between generations and reinforce cultural and spiritual identities).

Climate Change Impact and Considerations

44. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
45. As part of the District Plan Review, officers are considering how the District Plan should provide for land use that allows for climate change adaptation, including for sites and areas of significance to Māori and sites within the Marae Zone.
46. The Proposed District Plan will also include provisions to provide for renewable electricity generation, including for sites and areas of significance to Māori and sites within the Marae Zone.

Engagement

47. As discussed above, Council officers have engaged with Mana Whenua as part of the District Plan Review, particularly through engagement on the Te Ao Māori chapters with the Kahui Mana Whenua group. In addition, officers have met with marae groups in relation to the Marae Zone. Feedback received during this engagement is discussed above.
48. In addition, the Proposed District Plan must go through the statutory consultation process set by Schedule 1 of the RMA. This includes:
 - Providing a copy of the draft plan to iwi authorities, and having regard to any advice received on the draft (this process is underway),
 - Public notification of the Proposed District Plan, including direct notification to iwi authorities,
 - A submission and further submission phase, and
 - A public hearing where submitters can speak in support of their submissions.

Legal and Financial Considerations

49. The legal considerations for this matter are the requirement for Council to fulfil its statutory functions under the RMA, including the following:
- To recognise and provide for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga (section 6(e) of the RMA),
 - To have particular regard to kaitiakitanga (section 7(a) of the RMA),
 - To take the principles of the Treaty of Waitangi into account (section 8 of the RMA), and
 - For the District Plan to give effect to the Regional Policy Statement for the Wellington Region (section 75(3)(c)).
50. 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: Cristal Bennett
Senior Tikanga Māori Policy Planner

Author: Nathan Geard
Policy Planning Manager

Approved By: Alison Geddes
Director Environment and Sustainability

Our Reference

TO: Chair and Members
District Plan Review Committee

FROM: Judy Randall

DATE: 05 November 2024

SUBJECT: DISTRICT PLAN REVIEW COMMITTEE FORWARD
PROGRAMME 2024- 2025

Purpose of Memorandum

1. To provide the Committee with a Forward Programme of work planned for 2024-2025.

Recommendation

That the Committee receives and notes the Forward Programme for the District Plan Review Committee for 2024-2025.

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 2024-2025 is attached as Appendix 1 to the report.
4. The Forward Programme for 2024-2025 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. 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 to the memorandum.

Appendices

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1	Appendix 1: Forward Programme 2024-25	161

Author: Judy Randall
Democracy Advisor

Author: Tim Johnstone
Head of Planning

Approved By: Kathryn Stannard
Head of Democratic Services

Komiti Arotake Mahere Ā-Rohe
District Plan Review Committee Forward Programme 2024-2025

Description	Author	Additional 4 Dec 2024	27 Feb 2025	1 May 2025	26 Jun 2025	4 Sep 2025
Seek recommendation to notify Proposed District Plan	Head of Planning	✓				
District Plan Review update	Head of Planning		✓	✓	✓	✓
Adoption of Sustainable Growth Strategy 2025-2055 (Spatial Plan)	Head of Urban Development			✓		

Statutory consultation on the Proposed District Plan is currently planned to take 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.