



## KOMITI AROTAKE MAHERE Ā-ROHE DISTRICT PLAN REVIEW COMMITTEE

21 May 2025

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

**Thursday 29 May 2025 commencing at 1:00 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](http://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](mailto: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

<b>Chair:</b>	Cr Brady Dyer
<b>Deputy Chair:</b>	Cr Simon Edwards
<b>Membership:</b>	<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>
<b>Quorum:</b>	Half of the members
<b>Meeting Cycle</b>	Meets on an eight-weekly basis or at the requisition of the Chair
<b>Reports to:</b>	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 29 May 2025 commencing at 1:00 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 tīkina 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**

Mayor Barry, Cr Mitchell and R Te One

#### **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 - 29 MAY 2025**

**Sustainable Growth Strategy 2025-2055 for Adoption**

Report No. DPRC2025/2/138 by the Head of Urban Development

7

**CHAIR'S RECOMMENDATION:**

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

6. **INFORMATION ITEM**

**District Plan Review Committee Forward Programme 2025**

Memorandum dated 12 May 2025 by the Democracy Advisor

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**CHAIR'S RECOMMENDATION:**

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

7. **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.

8. **CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA**

Unuhia!	<i>Release us from the supreme</i>
Unuhia!	<i>sacredness 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	<i>continuing journey</i>
wairua i te ara takatū	<i>Oh Rongo, raise these words up</i>
Koia rā e Rongo	<i>high</i>
whakairihia ake ki runga	<i>so that we be cleansed and be</i>
Kia wātea, kia wātea!	<i>free,</i>
Ae rā, kua wātea!	<i>Yes indeed, we are free!</i>
Hau, pai mārire.	<i>Good and peaceful</i>

Jenny Young  
DEMOCRACY ADVISOR

**08 May 2025****Report no: DPRC2025/2/138**

## **Sustainable Growth Strategy 2025-2055 for Adoption**

### **Purpose of Report**

1. To seek approval of the Sustainable Growth Strategy 2025-2055 (Strategy) for adoption by Council.

### **Recommendations**

That the Committee recommends that Council:

- (1) notes the Engagement Analysis Report, attached as Appendix 1 to the report;
- (2) approves the adoption of the Sustainable Growth Strategy 2025-2055, attached as Appendix 2 to the report; and
- (3) revokes the 2012-32 Urban Growth Strategy and replaces it with the Sustainable Growth Strategy 2025-2055.

For the reason that the Strategy was well supported by the community, mana whenua, government agencies and other stakeholders during the external engagement.

### **Background**

2. A report on the Spatial Plan (now Sustainable Growth Strategy) was presented to the District Plan Review Committee (the Committee) on 29 February 2024.
3. The Committee agreed that the purpose of the Spatial Plan was to:
  - a. Provide strategic direction for Lower Hutt's urban development and growth over the next 30 years.
  - b. Bring together strategic planning for land use, transport, three-waters infrastructure, community facilities, parks and open spaces, climate adaptation and business and economy into a single document.
  - c. Identify an integrated plan of action to accommodate population growth.

- d. Identify improvements (transport, community facilities, parks and open spaces, etc) in existing neighbourhoods, whether they are expected to grow or not, to address deficits and align levels of service across our communities.
  - e. Update and replace the 2012-32 Urban Growth Strategy.
4. The preliminary content of the document was presented to the Committee on 4 July 2024. The Committee:
- a. Approved the general direction of the Strategy - summarised in eight “strategic moves”.
  - b. Instructed officers to prepare a document for community engagement.
  - c. Approved the engagement on the Strategy and Proposed District Plan to start at the same time.
  - d. Approved changing the name of the document from “Spatial Plan” to “Sustainable Growth Strategy 2025-2055”.
5. On 14 November 2024, the Committee approved the Draft Sustainable Growth Strategy for community engagement.

### **Discussion**

6. A full summary of our engagement activities and the feedback received is presented in the Engagement Analysis Report, attached as Appendix 1 to the report.
7. Engagement on the Draft Strategy has included:
- a. Community engagement.
  - b. Engagement with government agencies and other organisations (further to their initial input in May 2024).
  - c. Mana Whenua engagement (continued from earlier stages).
8. Community engagement ran for eight weeks from 5 February to 4 April 2025. It involved a range of activities including presentations to all Community Boards, an online survey, copies of the full document and summary document available in all neighbourhood hubs, downloadable documents on our website, print advertising and social media advertising.
9. Engagement with government agencies and other organisations has included:
- a. NZ Transport Agency Waka Kotahi
  - b. Kāinga Ora – Homes and Communities
  - c. Ministry of Housing and Urban Development
  - d. Ministry of Education

- e. Health NZ Te Whatu Ora
  - f. Mana Whenua partners
  - g. Greater Wellington Regional Council & Metlink
  - h. Wellington Water Ltd
10. Mana Whenua have been engaged throughout the development of the Strategy. The Strategy was tabled regularly at the Council's Kāhui Mana Whenua hui during its development. Hui and individual kōrero were held in July / August 2024 and again in early 2025. During the community engagement period, Ngāti Toa and Te Āti Awa provided written feedback, acknowledging Council incorporation of their earlier input. The written feedback focused on:
- a. Strengthening recognition of mana whenua history and sites of significance through tangible commitments.
  - b. Ensuring Mana Whenua are partners in the adaptation planning process.
  - c. Prioritising environmental restoration and cultural recognition.
  - d. Embedding natural and Māori-led solutions in the city's response to climate change.
  - e. Strengthening partnership approaches in delivering affordable housing.
  - f. More prominence should be given to Waiwhetū by identifying this rohe on the draft Strategy maps, reflecting the area's cultural significance, and its community facilities, including Waiwhetū Marae, the heart of the Waiwhetū papakāinga.
  - g. Recognition that Mana Whenua provide expertise and kaitiaki guidance, which is weighted beyond technical input.
11. The feedback received from the community, stakeholders and Mana Whenua is generally supportive of the Strategy. Consequently, no changes are proposed to the general direction of the Strategy.
12. Minor amendments were made throughout the document to reflect the detailed feedback received.
13. In response to comments on sea level rise projections, we have amended the text of the Strategy and the map for Strategic Move 4 "Whāngaihia te hunga noho takutai | Foster prepared coastal and low-lying communities" to more closely align with the Proposed District Plan "medium and high coastal inundation hazard" and "medium and high flood hazard" overlays.

14. To close the engagement loop, on 9 May 2025, officers wrote to every submitter who provided contact details to thank them for their feedback and explain the next steps towards the adoption of the Strategy. Officers also updated the Strategy page on our website with key themes from the engagement and next steps.
15. Should the Strategy be adopted by Council, officers will update the website further and issue a press release.

### **Climate Change Impact and Considerations**

16. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
17. Climate change is a fundamental consideration of the Strategy. The direction for future urban growth is directly influenced by hazards, many of which are worsened by climate change, such as erosion, slips, surface flooding and coastal inundation.
18. Of note is the Strategy's proposed action to develop a climate "Adaptation Plan" and to start planning with communities most at risk from climate change.
19. Other initiatives relevant to climate change and carbon reduction include encouraging intensification along the central and northern Valley Floor where public transport by rail and bus is most accessible and where the flat topography supports walking and cycling.

### **Legal Considerations**

20. There are no legal implications. The Strategy is not a statutory document.

### **Financial Considerations**

21. There are no financial implications.
22. Initiatives proposed in the Strategy that are not funded in the 2024-34 Long Term Plan can be considered during the next Long Term Plan process.

### **Other Considerations**

23. The revocation of the 2012-2032 Urban Growth Strategy and its replacement with the new Strategy is not anticipated to have any impact on the Proposed District Plan process.

### **Appendices**

No.	Title	Page
<a href="#">1</a>	Engagement Analysis Report	11
<a href="#">2</a>	Sustainable Growth Strategy 2025-2055 (for adoption)	28

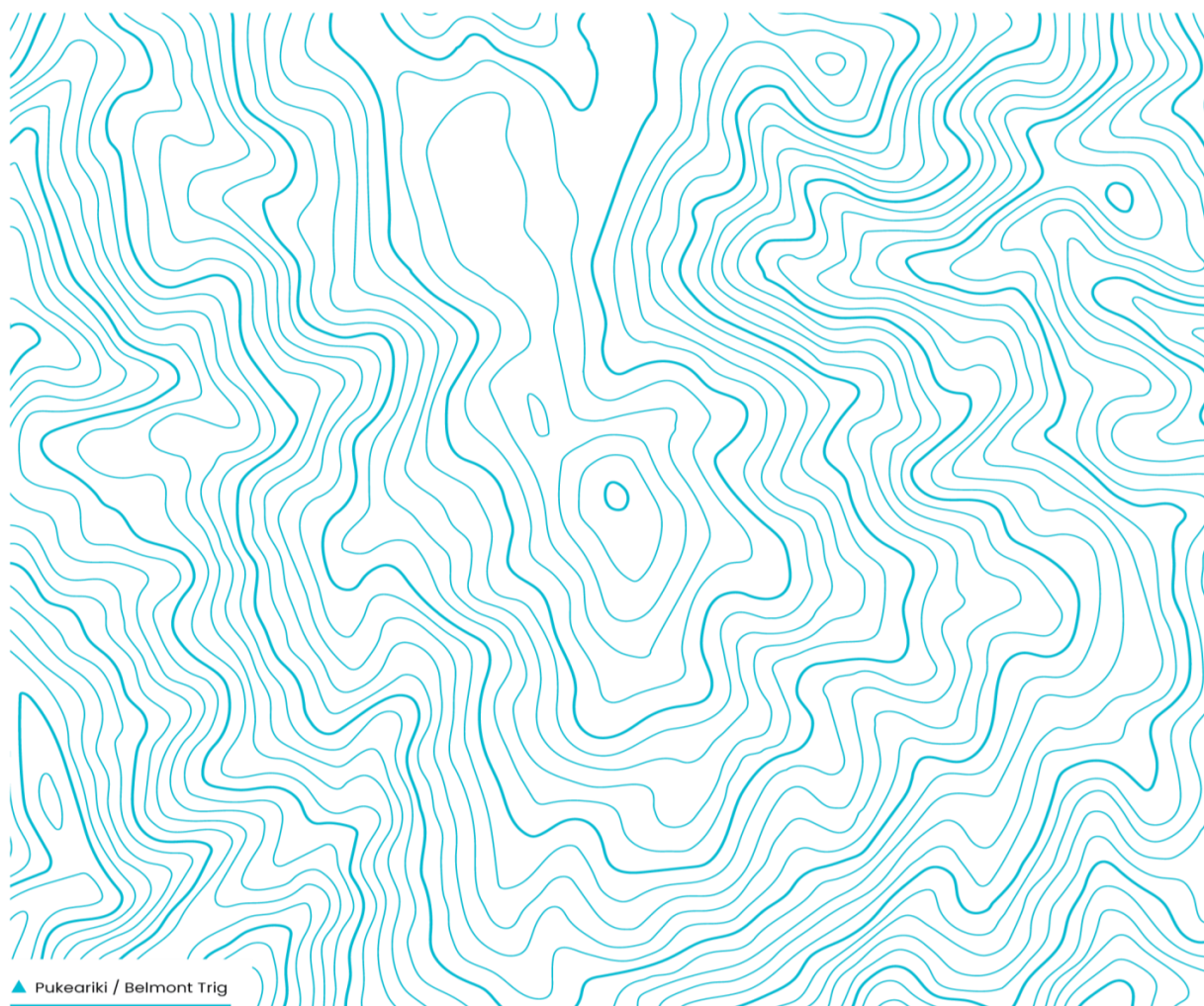
**Author:** Lucie Desrosiers, Head of Urban Development

**Approved By:** Jon Kingsbury, Director Economy & Development



# **Sustainable Growth Strategy 2025–2055 – Engagement Analysis Report**

21 May 2025



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## 1. Background

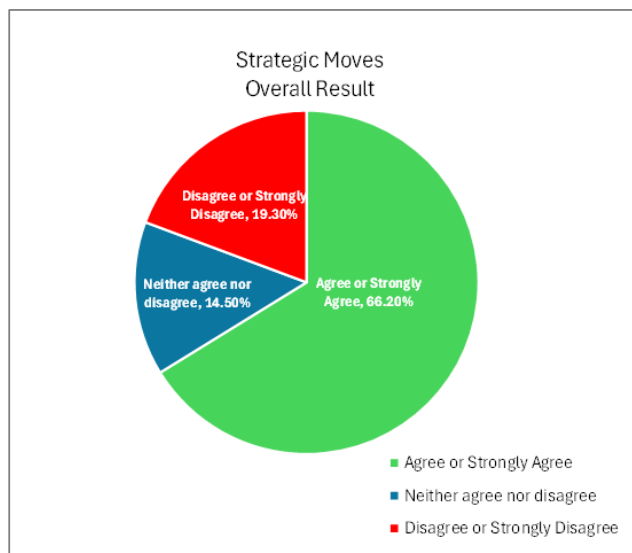
1. Development of the draft Sustainable Growth Strategy 2025–2055 (the draft Strategy) began in early 2024. The process has included various workshops and discussions with internal and external stakeholders including Council teams, Mana Whenua partners, central government agencies, Metlink and Greater Wellington Regional Council.
2. The following timeline shows the high-level process for the development of the Strategy:
  - **February 2024** – Purpose, scope and work programme for the Strategy approved
  - **July 2024** – Preliminary Strategy content approved
  - **December 2024** – Draft Strategy approved for engagement
  - **5 February to 4 April 2025** – Community engagement
  - **23 April 2025** – Councillors briefed on engagement feedback
  - **28 May 2025** – Seeking adoption of Strategy
3. This report focuses on the community engagement phase and feedback from key stakeholders, which have informed the finalisation of the draft Strategy.
4. The engagement was done in two ways:
  - Community engagement
  - Targeted engagement with key stakeholders/agencies
5. Following the engagement phase, feedback received from the community, key stakeholders and Mana Whenua was analysed, key themes identified, and several amendments were made to the Strategy.
6. To close the engagement loop, on 9 May 2025, we wrote to every submitter who provided contact details to thank them for their feedback and explain the next steps towards the adoption of the Strategy. See Appendix 1 for the message to all respondents. We also updated the Strategy page on our website with key themes from the engagement, and next steps.

## 2. Community engagement

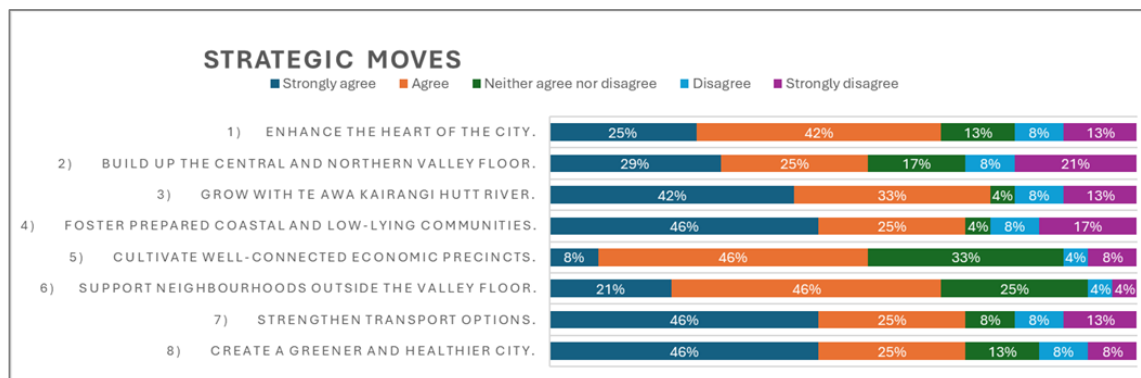
7. Community engagement on the draft Strategy began on 5 February and closed on 4 April 2025.
8. The usual four weeks engagement period was extended to eight weeks to match the Proposed District Plan engagement. Given the close relationship between growth planning (the Growth Strategy) and land use planning (the District Plan), we engaged the community on both documents in a coordinated manner (although the engagement on the Proposed District Plan was extended for a further four weeks).
9. Community engagement activities included:
  - Presentations to all Community Boards, which are open to the public
  - Online survey
  - "Haveyoursay" email
  - Hardcopies of the full draft Strategy, summary version and brochures in all neighbourhood hubs
  - Website with downloadable documents (downloaded 201 times) and Frequently Asked Questions (viewed 33 times)
  - Print advertising in Hutt News, Wainuiomata News and Eastbourne Herald

- Social media advertising on Facebook (17,000 views), LinkedIn (2,600 impressions) and Instagram (389 views).

## 2.1 Online survey

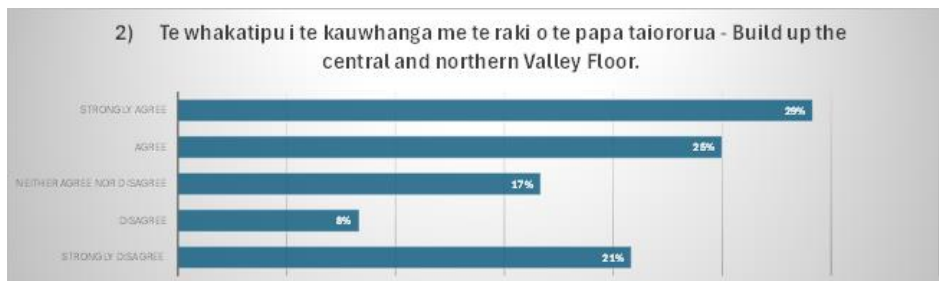


10. The online survey had 57 visitors and 24 respondents. The diagram below illustrates that two third of the responses agreed or strongly agreed with the eight strategic moves of the draft Strategy. 14.5% of the responses had a neutral position while about one fifth disagreed or strongly disagreed.
11. The graph below shows response rate for each Strategic Move question.

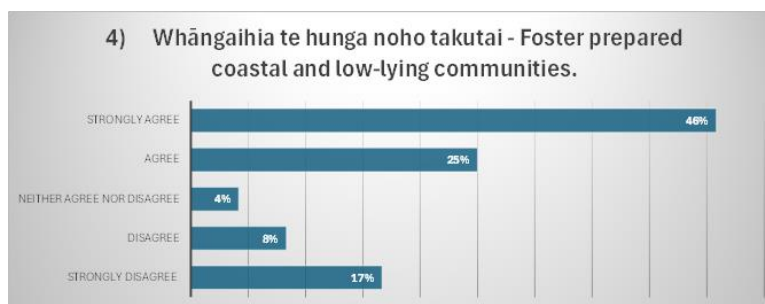


12. While the majority of the responses agreed with the Strategic Moves, two Strategic Moves had less support:

- a. Strategic Move 2: Build up central and northern Valley Floor had 29% respondents disagreeing versus 54% agreeing and 17% neutral.



- b. Strategic Move 4: Foster prepared coastal and low-lying communities had a quarter (25%) respondents disagreeing versus 71% agreeing and 4% neutral.



13. It should be noted that the disagreement numbers include some anonymous respondents disagreeing with all the strategic moves, with comments seeking Council not increasing rates, which is not directly relevant to the Growth Strategy.

### Themes from the open-field question

14. An open field question in the survey provided the opportunity for more detailed feedback. The feedback themes from the open field are listed below, and minor amendments have been made:

- Desire for more walking and cycling infrastructure. (4 comments)
- Sea level rise and climate change, including suggestion to align the Growth Strategy with the Proposed District Plan coastal inundation and natural hazards layers (3 comments)
- Provision of shared amenity spaces and 'third spaces' like libraries, cafes and community houses so people can socialise. (2 comments)
- Issues around greenfield growth in Wainuiomata due to poor resilience, public transport and water infrastructure capacity. (2 comments)
- Lack of medical facility improvements/expansion. (2 comments)
- Desire for better connectivity between Petone, Lower Hutt CBD and Waterloo Station. (1 comment)
- Desire for more mixed-use development. (1 comment)
- Desire for renewable energy for new builds i.e. no gas appliances. (1 comment)
- Desire to incorporate native plants in developments. (1 comment)

- Desire for safe and well-designed housing. (1 comment)
- Need for more employment to support population growth. (1 comment)
- Subdivision of 2-hectares or more properties in the Western Hills. (1 comment)
- Every suburb needs to be self-sufficient. (1 comment)
- Support new homes in whole of Lower Hutt rather than concentrating all new builds into the northern Valley Floor. (1 comment)
- Consideration of practicalities like car parking, where rubbish bins can safely be kept and bus shelters. (1 comment)
- Desire for longer hours at libraries and pools. (1 comment)
- Opposition to Petone to Grenada Road. (1 comment)
- Pest trees in the Western Hills and vegetation removal for Winstone Quarry. (1 comment)
- Lack of off-street parking for new housing. (1 comment)
- Desire for mention of historic heritage. (1 comment)

### **“Haveyoursay” email feedback**

15. The “haveyoursay” email was provided on the website for any queries. It also served as an option for the community to provide detailed feedback. Seven respondents submitted using this method, one of which was a key stakeholder, and therefore their comments were analysed as part of the key stakeholder (agency) feedback.
16. The six respondents that provided detailed feedback through the “haveyoursay” email were:
  - Hutt Cycle Network
  - Petone Historical Society
  - Love Wainuiomata Committee
  - Two residents
  - An ecologist

### **Themes from “haveyoursay” email submissions**

17. Overall, all respondents were supportive of the general direction of the draft Strategy. The main feedback from the “haveyoursay” email submissions are listed below, and minor amendments have been made to reflect these (see Appendix 2):
  - Desire to make Lower Hutt pest-free.
  - Desire to protect green spaces and for more investment on recreational spaces.
  - Need to recognise climate change seriously by planning and mapping out the relocation of people and the business community from coastal and low-lying areas.

- Recognising that health services cannot cope with dramatic increase in elderly population.
- Need to rapidly transition to a low carbon transport.
- Need for better coordination between the proposed District Plan and the draft Strategy language e.g., recognising ‘heritage’, and quality, safe and well-designed housing.
- Focus on ‘resilient communities’, alongside resilient infrastructure.
- Desire for more innovative stormwater solutions.
- Need for more immediate cycleways.
- Desire for sustainable growth in Wainuiomata:
  - Improve public transport routes and frequency.
  - Address the need for an alternative access road.
  - Invest in footpaths, roads, and active transport options.
  - Ensure healthcare, education, and community facilities keep pace with growth.
  - Promote local business development to reduce economic leakage.

### 3. Key stakeholder engagement

18. In December 2024, when Council approved the draft Strategy for community engagement, all key stakeholders who had contributed to the Strategy during the drafting phase were given a further opportunity to comment. These included:

- Central government agencies
  - NZ Transport Agency Waka Kotahi
  - Kāinga Ora – Homes and Communities
  - Ministry of Housing and Urban Development
  - Ministry of Education
  - Health NZ Te Whatu Ora
- Greater Wellington Regional Council & Metlink
- Wellington Water Ltd
- Mana Whenua partners

19. Early notification meant these agencies had more time to review the draft Strategy and contribute further to help finalise it. Nine of these agencies submitted thorough feedback.

#### 3.1 Agencies Feedback

20. At a high level, all agencies expressed support and agreement with the direction of the Strategy. Several minor amendments to the text and maps were suggested, including updates and corrections (See Appendix 2). Some feedback from our key stakeholders include:

- General acknowledgement of the collaborative approach to developing the Strategy.
- The Strategy is clear about the key focus areas for residential growth.
- General support for all strategic moves and actions, particularly focusing development in areas with improved water and transport infrastructure.
- Support for the strategic intentions for urban development that aligns with the region’s Future Development Strategy and agency positions of urban development in the area e.g. NZTA’s Wellington Strategic Spatial View.
- Need for the Growth Strategy to provide high-level direction for climate change adaptation to guide investment in Lower Hutt.

- More detail is required during the adaptation planning work to understand and address natural hazards.
- The residual risk from flood events after the GWRC stopbank upgrades (1:440 years) is not clear.
- Need to clarify the sea level rise projections used in the Strategy.
- Need for more reference to employment and business opportunities.
- Need to emphasis the role of the Cross Valley Link and Petone to Grenada Link Roads of National Significance in supporting the planned future growth and outcomes sought in this Strategy.

### 3.2 Mana Whenua Feedback

21. Mana Whenua contributions have been essential and valuable to the development of the Strategy.
22. The Strategy was tabled regularly at the Council's Kāhui Mana Whenua throughout its development. Focused wānanga were held between July and August 2024 and further feedback was sought in February 2025. Hui and individual kōrero were held in early 2025 with Te Runanga o Toa Rangatira (Ngāti Toa) and Te Rūnanganui o Te Āti Awa ki te Upoko o Te Ika a Māui
23. Overall, Mana Whenua have been supportive of the direction of the Strategy and have actively contributed to drafting the 'Cultural Identity' section of the analysis.
24. During the community engagement period, Ngāti Toa and Te Āti Awa provided written feedback, acknowledging Council incorporating their earlier input. The written feedback focused on:
  - Strengthening recognition of mana whenua history and sites of significance through tangible commitments.
  - Ensuring Mana Whenua are partners in the adaptation planning process.
  - Prioritising environmental restoration and cultural recognition within the city's growth framework.
  - Embedding natural and Māori-led solutions in the city's response to climate change.
  - Strengthening partnership approaches in delivering affordable housing.
  - More prominence be given to Waiwhetū by identifying this rohe on the draft Strategy maps, reflecting the area's cultural significance, and its community facilities, including Waiwhetū Marae, the heart of the Waiwhetū papakāinga.
  - Recognition that Mana Whenua provide expertise and kaitiaki guidance, which is weighted beyond technical input.



## 4. Clarification on two key themes

### 4.1 Sea level rise projections

25. The feedback about the sea level rise projections in the Strategy not aligning with the Proposed District Plan and NIWA projections requires a subtle change in the map for Strategic Move 4.
26. The draft Strategy noted a 1m – 1.2m sea level rise by 2100 based on Greater Wellington Climate Change Mapping. Further research shows NIWA using several sea level rise projections for Lower Hutt that range between 1.55m–1.94m by 2130. Since then, the Proposed District Plan has used various sources (including NIWA) for its coastal inundation scenarios (medium and high), which is more consistent with NIWA's projections.
27. In line with the Proposed District Plan and the NIWA projections, we have updated the Strategy with the following changes:

Page number/instruction	Proposed change
P. 83  For consistency with the proposed District Plan, under Sea Level rise, first column, change the first sentence to:	<ul style="list-style-type: none"> <li>Recognising that sea level rise is projected at a range between 1.55 –1.94m by 2130.</li> <li>Add a footnote to 2130:   <a href="#">“NIWA Report 2023: Coastal inundation and sea level rise assessment for the Hutt City District 2023. Also refer to Lower Hutt’s District Plan section on Coastal Environment: <a href="#">District plan   Hutt City Council</a>”</a> </li> </ul>
P. 9, 27 and 31  Amend Strategic Move 4 map to align with proposed District Plan Medium and High Coastal Inundation Hazard Overlay and Medium and High Flood Hazard Overlay.	<ul style="list-style-type: none"> <li>Amended Strategic Move 4 map with the effect of extending the area of this move slightly over Waiwhetū and Woburn.</li> <li>Consequential changes to Strategic Move 2 map to avoid overlap with Strategic Move 4.</li> </ul>

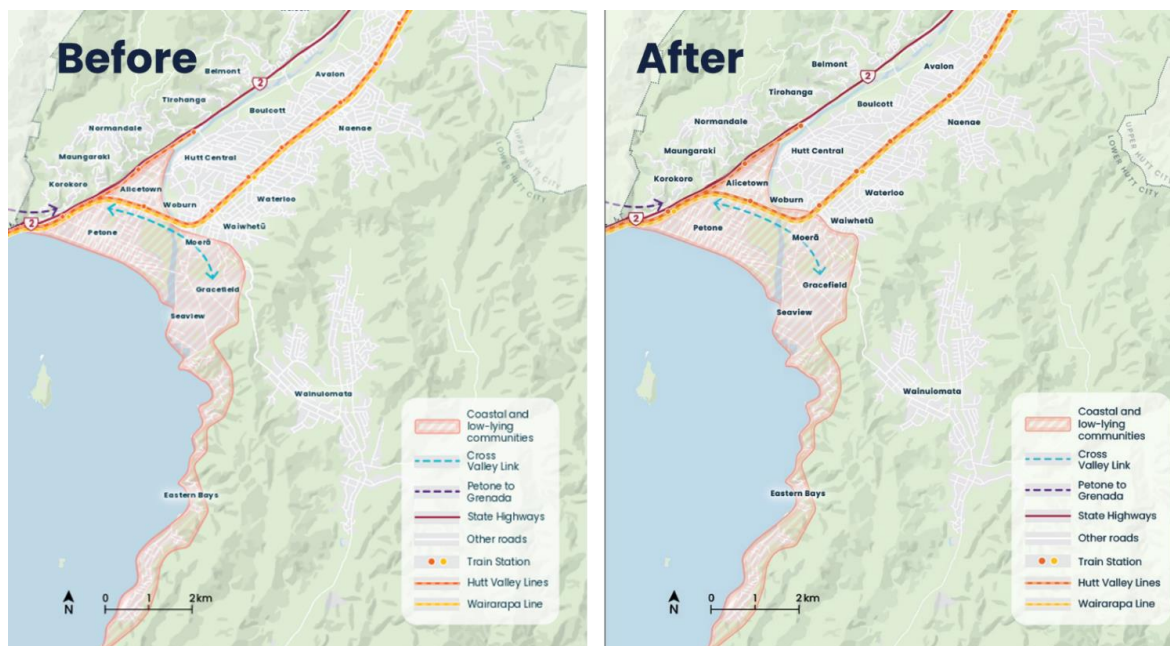
### 4.2 Inconsistencies between the Proposed District Plan and the Growth Strategy

28. Some respondents noted inconsistencies between the direction proposed in the Strategy and the Proposed District Plan. For example, quoting one submission “The Strategy suggests the council is not planning for significant residential growth outside the Valley Floor, although areas such as Wainuiomata were significantly upzoned in the 2023 changes to the District Plan and have experienced strong housing growth. Similarly, extensive areas of the “coastal and low-lying communities” identified in the Strategy have been zoned to allow for high-density development, yet the Strategy suggests these areas are not a focus for growth”.
29. The Growth Strategy is a non-statutory document that guides growth planning in the long term. It considers all risks and opportunities for where growth should be mostly focused, leveraging existing and planned infrastructure. It supports growth to continue outside the Valley Floor but at a lower rate.

30. The Operative and Proposed District Plans both include upzonings that were mandated by the government under the Medium Density Residential Standards (MDRS) of the Resource Management Act and the National Policy Statement on Urban Development (NPS-UD). These mandated density requirements still apply to most of Lower Hutt's residential areas. When the government changes the legislation requiring these densities, the Council can consider reviewing the District Plan to better align with the Strategy, subject to demonstrating that sufficient housing capacity exists within the district.

## 5. Proposed changes

31. Based on community, stakeholders and Mana Whenua feedback, we made several minor amendments throughout the Strategy (see Appendix 1).
32. Based on the feedback relating to sea level rise projections, we aligned the map for Strategic Move 4 “Whāngaihia te hunga noho takutai | Foster prepared coastal and low-lying communities” with the Proposed District Plan “medium and high coastal inundation hazard” and “medium and high flood hazard” overlays.
33. This will have the effect of extending the area of this move slightly over Waiwhetū and Woburn. See the map below.



## Appendix 1: ‘Closing the loop’ message to all respondents

Kia ora,

Thank you for providing feedback on our draft Sustainable Growth Strategy 2025–2055.

We heard from a wide range of stakeholders including residents, Mana Whenua, local special interest groups and government agencies, who were generally in support of the Strategy.

Based on the feedback we’ve received we’re making several minor changes to the Sustainable Growth Strategy.

You can find more information about what we heard during engagement at [haveyoursay.huttcity.govt.nz/sustainable-growth-strategy-2025-2055](https://haveyoursay.huttcity.govt.nz/sustainable-growth-strategy-2025-2055)

### What’s next?

We’re making final changes to the Sustainable Growth Strategy 2025–2055 based on your feedback.

The final Strategy will go to Council in late May 2025 for approval and, if approved, will then be available to [view on our website](#) (both the full and summary documents) from early June 2025.

Ngā mihi,  
Sustainable Growth Strategy Team

## Appendix 2: Schedule of amendments

Feedback from the community engagement, stakeholders and Mana Whenua has resulted in the following amendments to the draft Strategy. Other minor amendments made included grammatical corrections.

Page number	Recommended amendment
<b>Cover page</b>	Replace 'February 2025   Draft for Engagement' with 'Adopted 29 May 2025'
<b>3</b>	Update contents page with sub-heading change under 1: Horopaki Whānui   Strategic Context to Horopaki   Context
<b>8</b>	Under Cultural Recognition, add 'aspirations' to the first bullet. So, it reads 'Recognition of Mana Whenua history, identity and aspirations'.
<b>9</b>	Update summary map based on changes made to Strategic Move 2 and 4 maps.
<b>10</b>	<ul style="list-style-type: none"> <li>a) Add a para under Purpose: The role of this Growth Strategy, as a valuable long-term planning tool, is to provide consideration and context around strategic growth issues.</li> <li>b) Simplify language – remove 'whanui' and 'strategic' from the sub-heading</li> </ul>
<b>11</b>	<ul style="list-style-type: none"> <li>a) Include 'District Plan' under other local plans.</li> <li>b) Add two-way arrow between SGS and LTP.</li> <li>c) Add vice versa at the end of text in the LTP box.</li> </ul>
<b>13</b>	<ul style="list-style-type: none"> <li>a) First para – update all the stats to align with recent census data:</li> <li>b) Change 66.5% to 66.3%</li> <li>c) Change 65 to 64</li> <li>d) Delete the sentence starting with Almost. Replace that with 'In 2024, the proportion of people 65 years and older was 14.6% in the city. This proportion was lower than in New Zealand (16.5%). The proportion of young people (0-14) was 19.0% and this was higher than in New Zealand (18.5%).'</li> <li>e) Add the following footnote to third para where 'industrial activity' is mentioned: 'Regional Industrial Land Study – WRLC shows that Lower Hutt is signalled as significant in terms of the region's industrial land, although at risk of climate change impacts'.</li> <li>f) Fourth para: remove names and use 'various research institutions, innovation and business accelerators'</li> <li>g) First para, footnote next to 64 (end of first sentence): <a href="#">Regional Economic Profile   Lower Hutt City   Age composition</a></li> <li>h) First para, last sentence, footnote next to Māori: <a href="#">Regional Economic Profile   Lower Hutt City   Census   ethnicity   Māori</a></li> <li>i) Industrial Land Study: <a href="#">Regional Industrial Land Study – WRLC</a></li> </ul>

Page number	Recommended amendment
	<p>j) Whaitua Implementation Programme: <a href="#">Te Whaitua te Whanganui-a-Tara Implementation Programme</a></p> <p>k) Te Mahere Wai o Te Kahui Taiao <a href="#">te_mahere_wai_20211028_v32_DIGI_FINAL.pdf</a></p>
16	<p>a) Transport, under Opportunities</p> <ul style="list-style-type: none"> <li>Second last bullet – add ‘and rail’ after ‘road’</li> <li>Add another bullet ‘Support Metlink and KiwiRail to implement their rail improvement programme’</li> </ul> <p>b) For Transport, under challenges, add ‘Parking demand is reaching capacity’. And under opportunities, add ‘Parking Management strategies to address future growth’.</p> <p>c) Water Infrastructure, under Challenges</p> <ul style="list-style-type: none"> <li>Merge first two bullets into one: ‘It’s not affordable to upgrade water infrastructure everywhere to support growth’.</li> <li>Add a new bullet: ‘Ageing water infrastructure impacts water quality, e.g. overflow of wastewater discharges impacts the health of our rivers and streams’.</li> </ul> <p>d) Water Infrastructure, under Opportunities</p> <ul style="list-style-type: none"> <li>First bullet, delete ‘to residents of the city’</li> <li>Change third bullet to: Consider water network resilience through climate adaptation planning’</li> <li>Add a new bullet: ‘Consider wider use of water-sensitive urban design’</li> </ul>
17	<p>a) Climate change and natural hazards, under Opportunities, second bullet, add ‘including identifying areas of natural hazards, risks and prioritisation’</p> <p>b) Open space, rec and environment, under Opportunities, fourth bullet, replace ‘enhancement’ with ‘regeneration’</p>
21	<p>Cultural recognition</p> <p>Amend the first bullet to:</p> <ul style="list-style-type: none"> <li>Recognition of Mana Whenua history, identity and aspirations</li> </ul>
23	<p>a) Add a secondary tick to ‘compact urban footprint’ for strategic move 3 – Grow with Te Awa Kairangi Hutt River</p> <p>b) Add a secondary tick to ‘Mana Whenua as Kaitiaki’ for strategic move 5 – Cultivating well-connected economic precincts.</p> <p>c) Add ‘aspirations’ to the first outcome under ‘cultural recognition’</p>
24	<p>Under ‘how will the city benefit’ first bullet, after the word options, add ‘within walking distance of the Melling and Waterloo stations’.</p>
25	<p>Change/reduce the Hutt Central blob to match the summary map.</p>
26	<p>a) Right column second para, first line – after to, add ‘mitigate natural hazards’</p> <p>b) Under ‘how will the city benefit’ 4th bullet, add ‘public transport’ after everyday services.</p>

Page number	Recommended amendment
27	Adjust the map to align with updated strategic move 4 map.
30	Third para, add 'affordable' before decisions.
31	Amend strategic move 4 map to align with District Plan climate change and natural hazard mapping (see P.83 changes)
32	<ul style="list-style-type: none"> <li>a) Replace 'Crown entities such as GNS Science and Callaghan Innovation' with 'well established research institutes and business accelerators'</li> <li>b) Add a concluding para: 'Cultivating economic precincts give options for people to work close to where they live and the transport benefits of that'.</li> </ul>
34	Add in first para, after the worded 'Floor' – 'due to constraints in three-water, public transport and risks such as slips,'
36	<ul style="list-style-type: none"> <li>a) Opening sentence: Add 'quality': "Provide a variety of 'quality' transport options..."</li> <li>b) First para, add a comma after city, then add this text 'with residential growth and density around public transport nodes'. So, it'll read as below: 'A well-connected city, with residential growth and density around public transport nodes, can help boost economic and productivity growth'</li> <li>c) Right column, add this short para on top: "The public transport network contributes to a healthy environment, connected communities, a strong economy, and a resilient future".</li> <li>d) Start last para with 'To support growth...'</li> </ul>
39	Add QE2 Covenants to the map to show permanently protected private green space as well as public green space.
41	Delete 'legibility' in Action 4.
43	<ul style="list-style-type: none"> <li>a) Action 2 - Change the Action description to: '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 considering options to renew and upgrade their portfolio across Hutt City, starting with Naenae and Taitā. There is an opportunity to work closely with Kāinga Ora to support their future development across the suburbs'</li> <li>b) Action 4 – change status to planned (funded)</li> </ul>
44	<ul style="list-style-type: none"> <li>a) Action 7: add the word 'quality' (for housing) in action and action description. And add Mana Whenua under Other agency</li> <li>b) Action 8: Delete '(funded)' from the status</li> <li>c) Action 10, under action description, replace 'partnership approaches' with 'community use approaches'</li> </ul>

Page number	Recommended amendment
45	Action 2: after waterways, add 'including Te Mahere Wai o te Kahui Taiao', with a new footnote
46	Action 3: After the first sentence of action description, add: 'This project needs to deliver on 26 hectares of offset riparian planting works and Te Awa Kairangi and Waiwhetū awa are prime candidates to enable this'
47	Action 2: Add 'Mana Whenua' under Other Agency
49	Action 4 – reword to 'Work with the Hutt Valley Chamber of Commerce on aligning the vision with the City Strategy direction'
50	Action 3 <ul style="list-style-type: none"> <li>Action – change 'partnership delivery model' to 'community use approaches'</li> <li>Action description – change 'partnered' to 'collaborated' and change 'delivery models to operate other facilities in partnership' to 'community use approaches to maximise use of existing facilities'.</li> </ul>
50	Action 3 – replace 'partnership delivery model' to 'community use approaches' and align the action description accordingly.
51	a) Action 4: Change this to 'Support Metlink to develop.... (delete 'and implement')  b) Add a new action: Action 5. Work with Metlink to implement a Bus Priority Action Plan. Description: Implement a Bus Priority Action Plan (i.e., lanes and signals) Status: unfunded. Council: HCC Other Agency: Metlink
52	Action 6 Add a bullet: 'Investigate improving the connection between Te Ara Tupua and Tupua Horo Nuku'
53	a) Action 7, second bullet – remove 'Explore on-demand transport options'  b) Action 7, second bullet – start with 'Continue to explore'  c) Action 9, under description – delete the word 'paved'
54	a) Action 5 <ul style="list-style-type: none"> <li>Change action to 'develop' instead of 'implement'</li> <li>Change funded to partly funded.</li> <li>Under action description, add 'flood protection' to the list.</li> <li>Add GWRC and Mana Whenua under Other Agency</li> </ul> b) Action 7 – change status to planned (funded) and add Wellington Water under Other Agency
56	a) Action 16

Page number	Recommended amendment
	<ul style="list-style-type: none"> <li>• Add 'and connections' after improvements</li> <li>• Add HCC</li> </ul> <p>b) Action 18 – change status to partially funded, and add HCC</p>
59	<p>a) Update first three para with updated census data</p> <p>b) First para under current state, for number of homes, footnote next to 2023: <a href="#">Lower Hutt City, Place and ethnic group summaries   Stats NZ</a></p> <p>c) Footnote for third para under current state, footnote next to housing: As of March 2005: <a href="#">Key Stats by TLA – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development</a></p>
60	<p>a) Top para, second line – remove the word 'thriving'</p> <p>b) Add 'quality' for housing in challenges and opportunities.</p>
63	Remove the last sentence: 'Images on pages .....
66	<p>Make these changes on the map:</p> <ul style="list-style-type: none"> <li>• Wainuiomata and Gracefield are not represented as having 'infrequent' services, given that services run as often as every 10 minutes at peak and every 30 minutes during the day.</li> <li>• Korokoro, Tirohanga and Harbour View be represented as having infrequent services (as is currently shown).</li> <li>• Kelson, Maungaraki and Normandale not be represented as having 'infrequent' services given that services operate every 20 minutes at peak and half hourly during the day.</li> </ul>
70	For climate change, add this to the bullet under opportunities: 'Including acknowledging that sea level rise will also increasingly impede drainage storm water outfalls'
71	<p>For Innovative stormwater solutions, under key challenges, add a new bullet: 'Recognising that innovative stormwater solutions will be needed with increased housing density on the central and northern valley floor'.</p> <p>For Partnership to enable..., add a new bullet: 'Recognising that ageing water infrastructure impacts water quality, e.g. overflow of wastewater discharges impacts the health of our rivers and streams'.</p>
72	<p>a) Under Current State</p> <ul style="list-style-type: none"> <li>• second para, add this after the last sentence: 'A more diverse and competitive business landscape is essential to ensuring these areas remain thriving and self-sufficient communities'</li> <li>• Then add a new para here: 'Areas like Waiwhetū has opportunity to further develop and grow as an area supporting economic development and workforce training for Mana Whenua and the broader community, providing pathways to employment in a kaupapa Māori environment'.</li> <li>• Existing third and fourth para – align with updated data.</li> </ul>



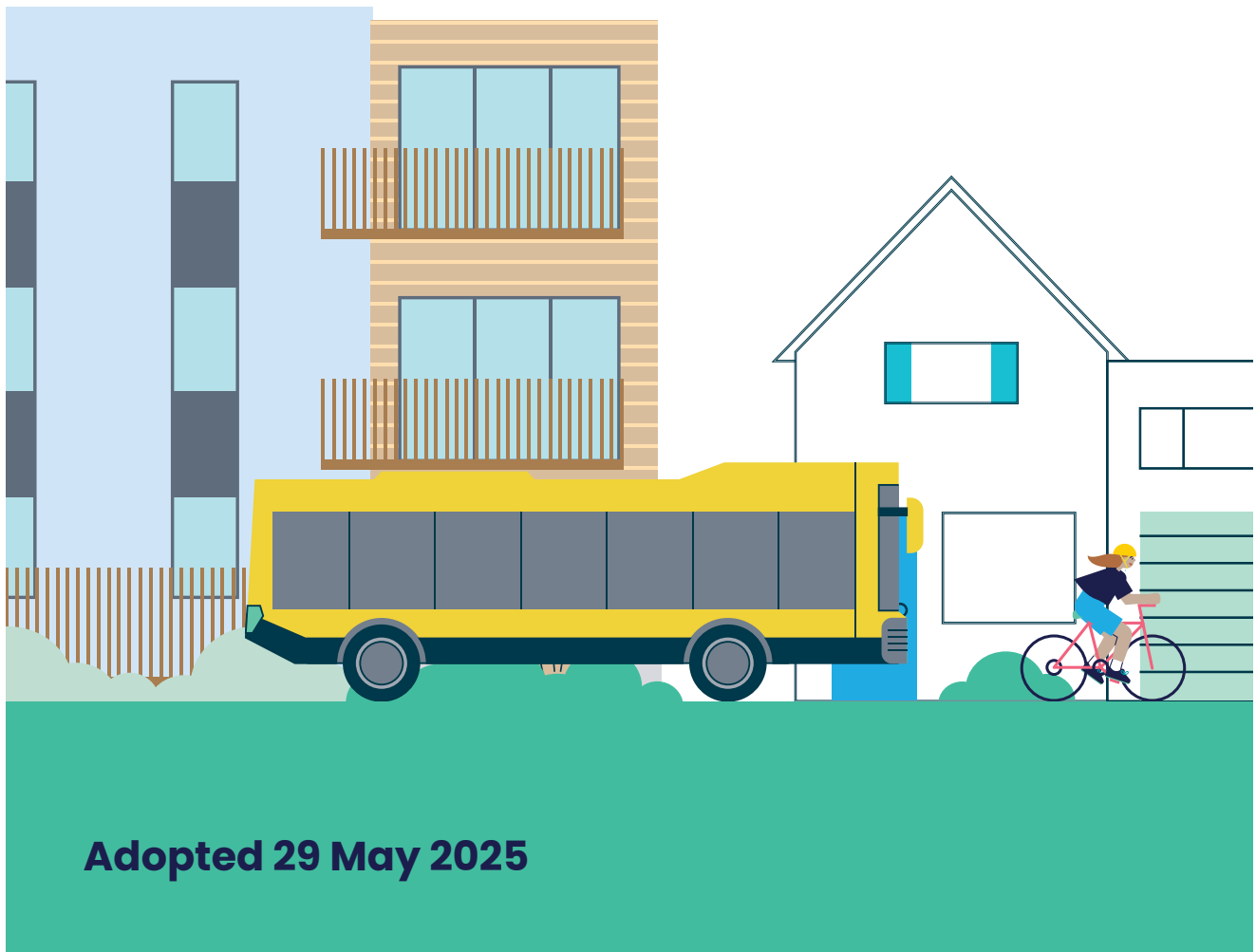
Page number	Recommended amendment
	<ul style="list-style-type: none"> <li>b) Right column midway, change 'institutions such as Callaghan and GNS' to 'research institutes and business accelerators'</li> <li>c) Third para under current state, footnote next to 2024: <a href="#">Regional Economic Profile   Lower Hutt City   Business units</a></li> <li>d) Fourth para, footnote next to GDP: <a href="#">Regional Economic Profile   Lower Hutt City   Economic growth</a></li> </ul>
73	<ul style="list-style-type: none"> <li>a) Align last para with updated data.</li> <li>b) Top para "Annual average unemployment rate in Lower Hutt was 3.5% in the year to March 2024, lower than the national average of 4.0%" Footnote: <a href="#">Regional Economic Profile   Lower Hutt City   Unemployment</a></li> <li>c) Right column para on tourism, footnote next to 2024: <a href="#">Regional Economic Profile   Lower Hutt City   Tourism expenditure</a></li> </ul>
75	Under Opportunities, first row, change to 'business, community, and infrastructure resilience'.
79	Add this new para after the first para: 'The Waiwhetū stream and estuary are significant for Mana Whenua as a source of mahinga kai and the Waiwhetū Pā and Owhiti Pā are two important pā on the awa. The estuary has indigenous biodiversity values and is one of very few inanga spawning sites in Wellington Harbour. The catchment is also highly valued by the local community and has had considerable investment in restoration in recent years'
82	<ul style="list-style-type: none"> <li>a) Under Natural Hazards, replace first sentence with 'Lower Hutt has a major active fault line (the Wellington fault) running through it and a number of others close by.'</li> <li>b) Add 'vertical land movement' to the list in the second para.</li> </ul>
83	<ul style="list-style-type: none"> <li>a) For consistency with the DP, under Sea Level rise, first column, change the first sentence to: 'Recognising that sea level rise is projected at a range between 1.55 –1.94m by 2130'</li> <li>b) Then add a footnote to 2130: NIWA Report 2023: <a href="#">Coastal inundation and sea level rise assessment for the Hutt City District 2023</a>. Also refer to Lower Hutt's District Plan section on Coastal Environment: <a href="#">District plan   Hutt City Council</a></li> <li>c) Add a new bullet: 'Recognising vertical land movement and in particular subsidence as exacerbating current trends of sea level rise for Lower Hutt'</li> </ul>



**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:  
[hutt.city/mana-whenua](https://hutt.city/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

### Our city 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 Our city in 30 Years

Outlines how we respond to growth and change.

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.<sup>1</sup>

A collaborative approach between local and central government, private sector stakeholders, Mana Whenua and the community is 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:

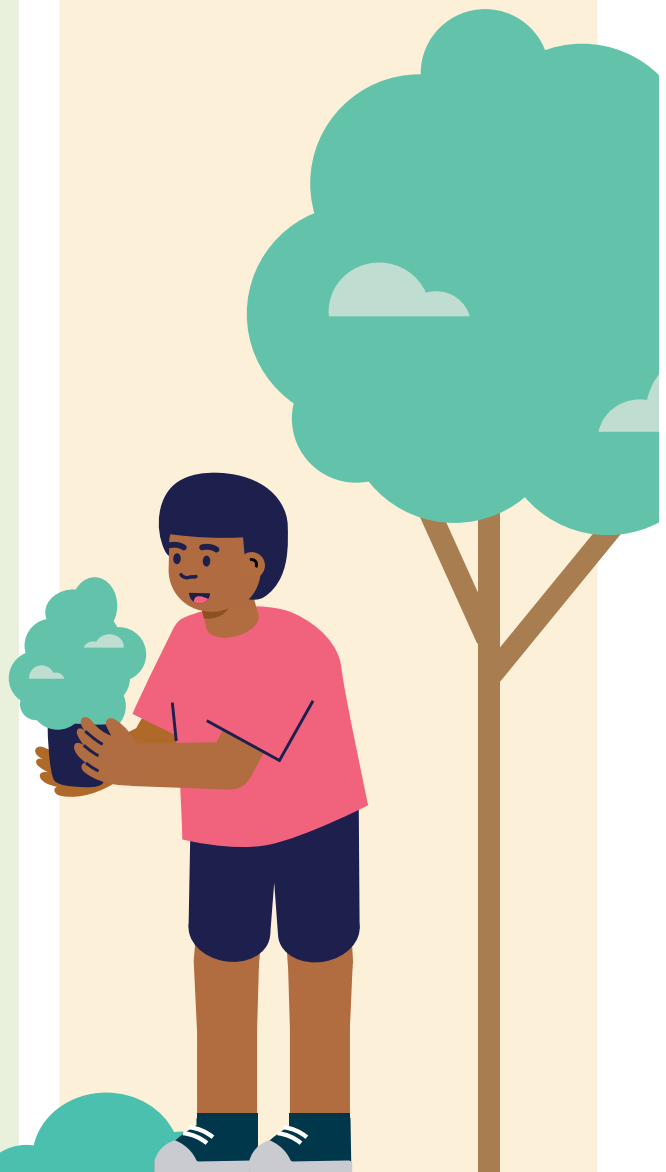
- Enhance the heart of the city.
- Build up the central and northern Valley Floor.
- Grow with Te Awa Kairangi Hutt River.
- Foster prepared coastal and low-lying communities.
- Cultivate well-connected economic precincts.
- Support neighbourhoods outside the Valley Floor.
- Strengthen transport options.
- Create a greener and healthier city.

<sup>1</sup> 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.





# Rautaki Whakatipu – Tirohanga Whāiti

## 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

- Recognition of Mana Whenua history, identity and aspirations
- 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



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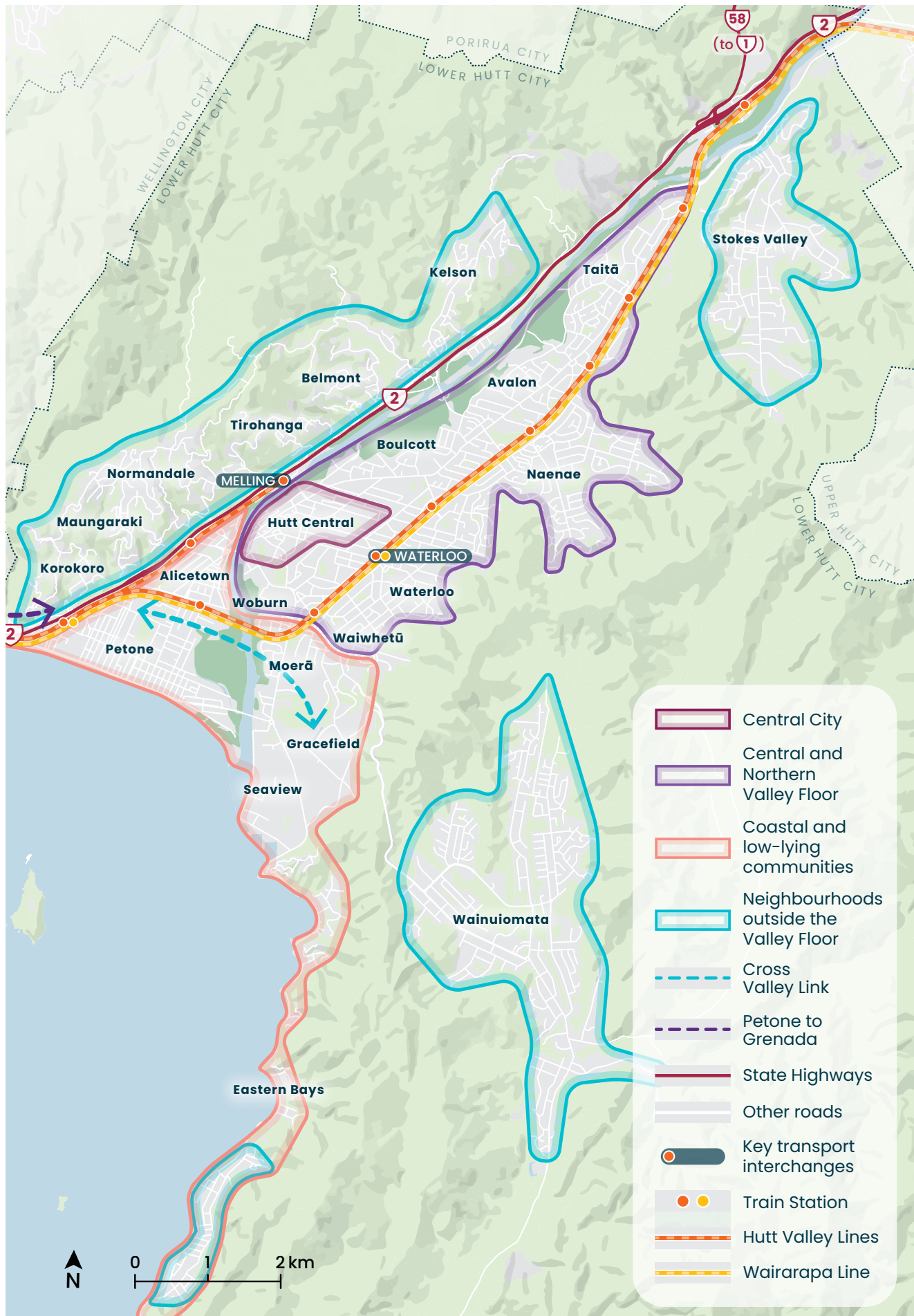
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## Chapter 1

# He whakatakinga Introduction

Te Awa Kairangi ki Tai Lower Hutt is a growing and changing city<sup>2</sup>. 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.

The role of this Strategy, as a valuable long-term planning tool, is to provide consideration and context around strategic growth issues.

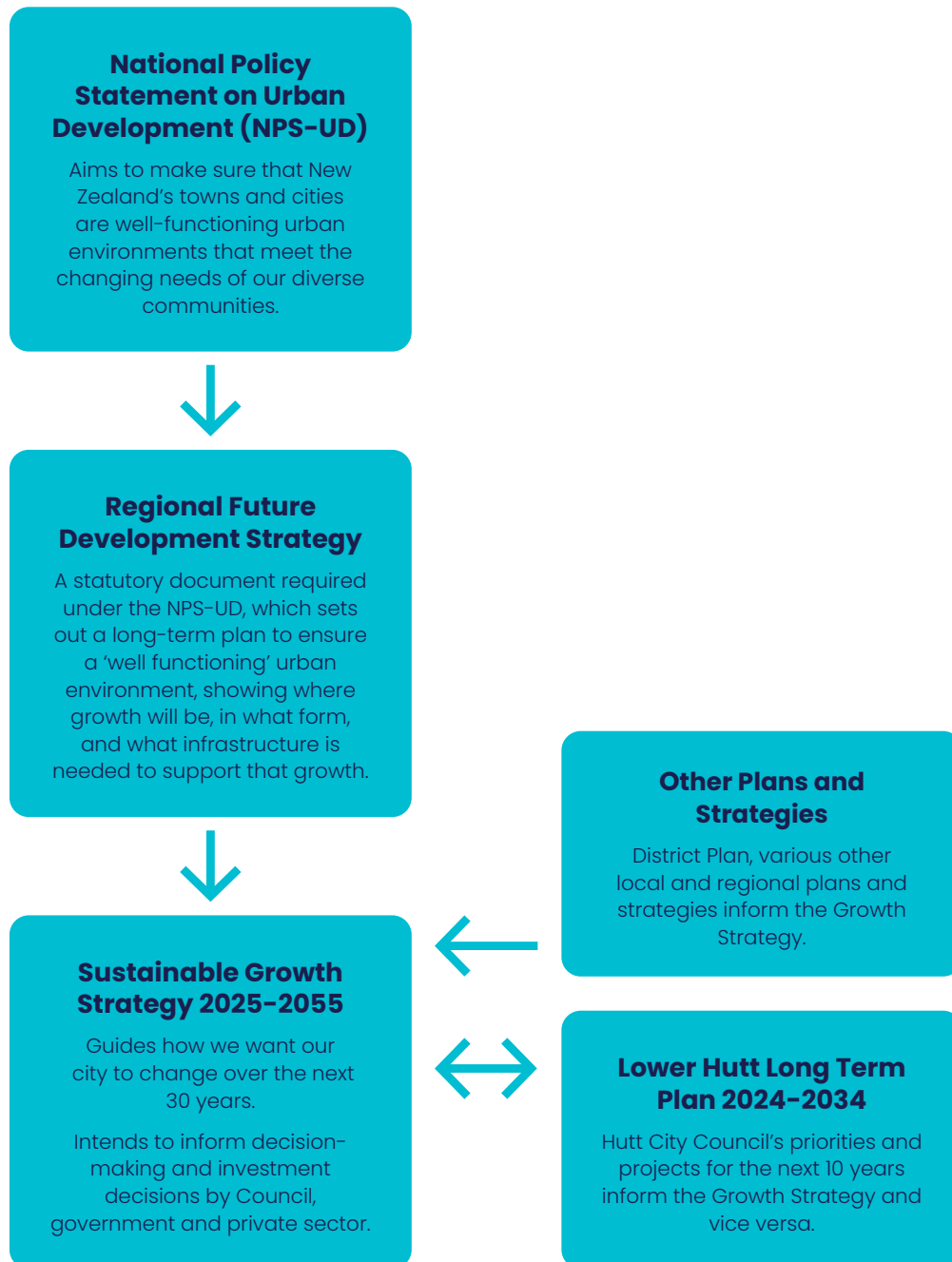


## Horopaki Context

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.

<sup>2</sup> 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 66.3% aged between 15 and 64<sup>3</sup>. In 2024, the proportion of people 65 years and older was 14.6% in the city, lower than rest of New Zealand (16.5%). The proportion of young people (0-14) was 19.0%, slightly higher than the rest of New Zealand (18.5%). The population is expected to remain relatively young due to increases in international migration and natural population growth. Lower Hutt has a higher proportion of Māori<sup>4</sup> 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<sup>5</sup> 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.

Various research institutions, innovation and business accelerators 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 which 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 of 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.

<sup>3</sup> [Lower Hutt City | Age composition 2024 - Infometrics Regional Economic Profile](#).

<sup>4</sup> [Regional Economic Profile | Lower Hutt City | Census | ethnicity | Māori](#)

<sup>5</sup> [Regional Industrial Land Study, Wellington Regional Leadership Committee](#).

For example, [Te Wai Takamori o Te Awa Kairangi](#) 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<sup>6</sup> and Te Mahere Wai o Te Kāhui Taiao<sup>7</sup> (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.

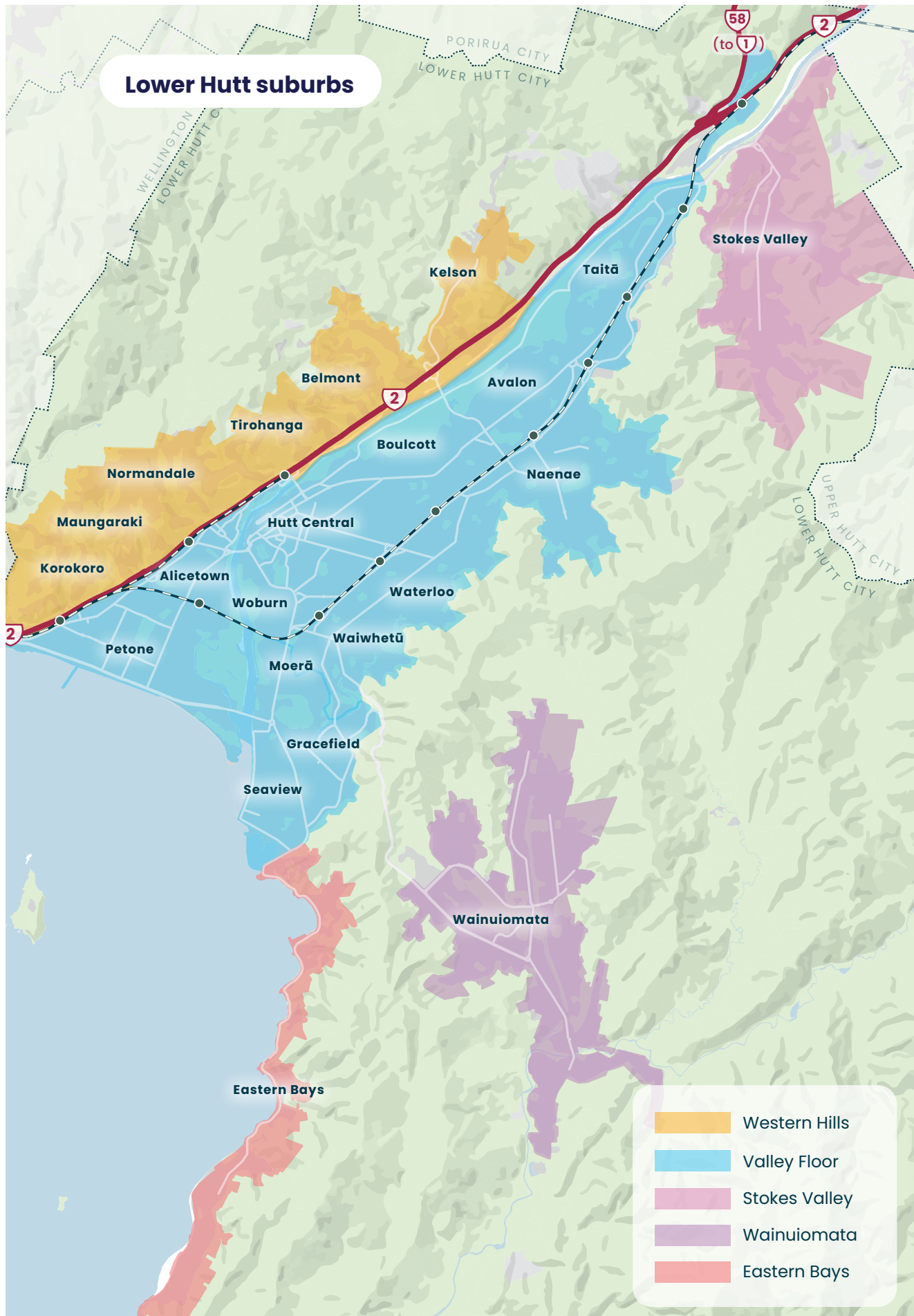
Initiatives with NZ Transport Agency Waka Kotahi, such as Tupua Horo Nuku and Te Ara Tupua shared paths, are improving walking and cycling routes and increasing coastal resilience.

<sup>6</sup> [Te Whaitua te Whanganui-a-Tara Implementation Programme, Whaitua Te Whanganui-a-Tara Committee.](#)

<sup>7</sup> [Te Mahere Wai o Te Kāhui Taiao, Taranaki Whānui and Ngāti Toa Rangatira.](#)









## 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
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Around 18,000 more dwellings are needed over the next 30 years to support our population growth.</li> <li>• More, and upgraded, water infrastructure is needed to support housing growth.</li> <li>• Lack of choice in housing type, size and tenure.</li> <li>• Housing affordability and homelessness.</li> <li>• Natural hazards and climate change constrain the areas suitable for housing development.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise housing development in locations well-served by existing transport and water infrastructure.</li> <li>• Prioritise water infrastructure investments in targeted areas taking into consideration the cost of upgrades and factors such as natural hazard risks.</li> <li>• Support more varied housing options.</li> <li>• Work with Kāinga Ora in areas with high concentrations of Crown land.</li> <li>• Balance enabling housing development and the long-term risks to public safety in areas vulnerable to natural hazards and climate change.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Transport is our main source of carbon emissions.</li> <li>• Building new roads is expensive and sometimes not feasible.</li> <li>• Our hills and low-density housing make it difficult to run bus services cost effectively in some areas.</li> <li>• Congestion affects economic activity.</li> <li>• Inadequate walking and cycling environments.</li> <li>• Infrequent public transport connections limit choices.</li> <li>• The transport network is vulnerable to natural hazards, climate change and unplanned events.</li> <li>• Parking demand is reaching capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Better connect the central city and Melling train station on foot and bikes.</li> <li>• Support more housing close to existing public transport routes.</li> <li>• Improve the attractiveness of public transport, walking and cycling, resulting in reduced congestion and lower carbon emissions.</li> <li>• Work with Government on better road and rail connections for freight to and from our industrial areas.</li> <li>• Consider the resilience of the transport network as part of our climate adaptation planning.</li> <li>• Support Metlink and KiwiRail to implement their rail improvement programme.</li> <li>• Parking Management strategies to address future growth.</li> </ul>
<b>Water Infrastructure</b>	<ul style="list-style-type: none"> <li>• It's not affordable to upgrade water infrastructure everywhere to support growth.</li> <li>• Climate change and natural hazards impact on water network resilience.</li> <li>• Ageing Seaview Wastewater Treatment Plant.</li> <li>• Ageing water infrastructure impacts water quality, e.g. overflow of wastewater discharges impacts the health of our rivers and streams.</li> </ul>	<ul style="list-style-type: none"> <li>• Target water infrastructure investment in areas that achieve the highest benefit.</li> <li>• Explore ways to reduce water use.</li> <li>• Consider water network resilience through climate adaptation planning.</li> <li>• Promote the use of nature-based solutions to improve flood resilience.</li> <li>• Consider wider use of water-sensitive urban design.</li> </ul>

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

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.

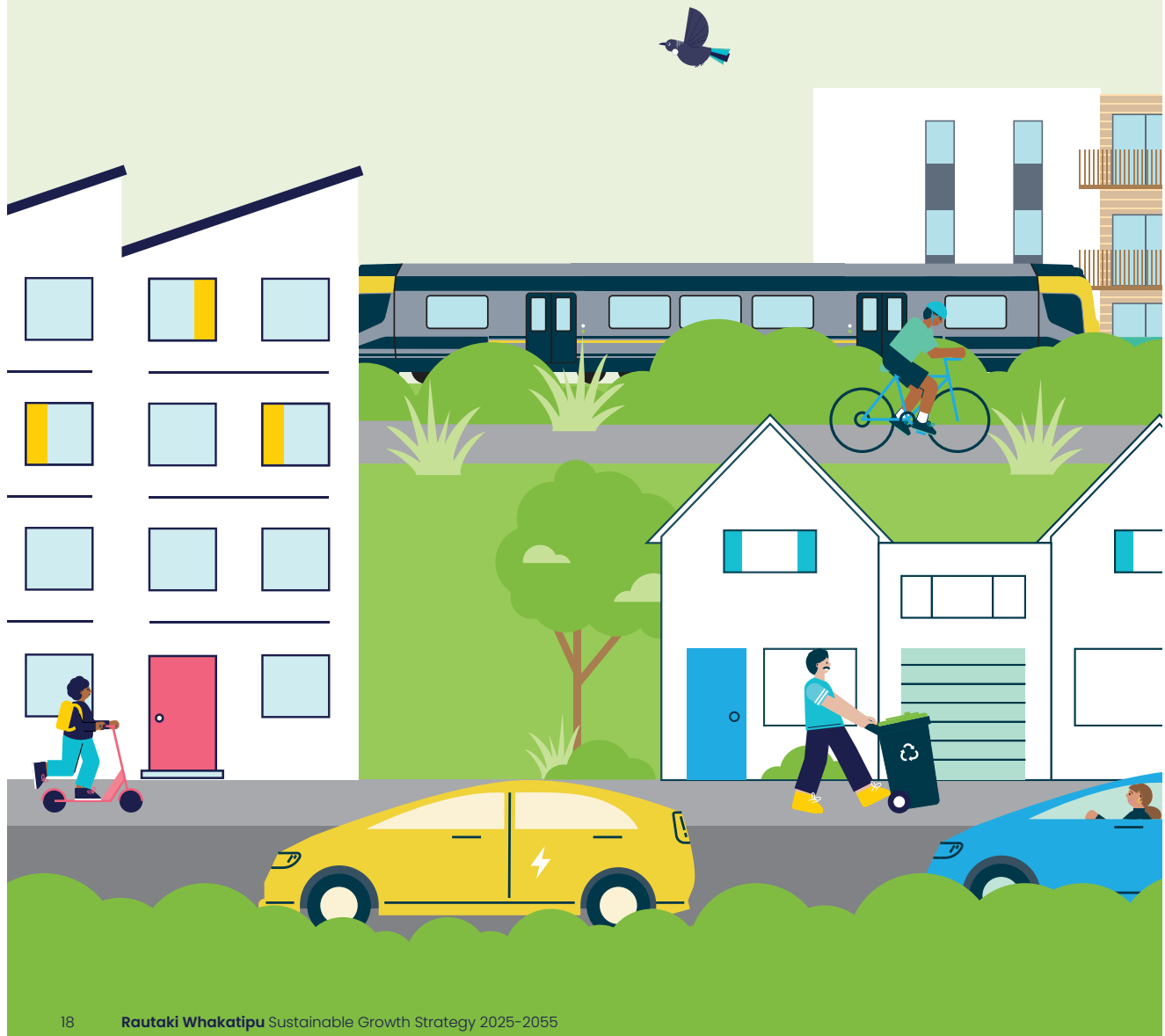
**Chapter 3**

# 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.

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, identity and aspirations** – Māori history, identity and pūrākau (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 Kairangi<sup>8</sup> is enhanced to support the revitalisation of te taiao, mātauranga, tikanga and traditional practices including te reo, toi, mahinga 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.

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<sup>8</sup> 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 central city 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 options	✓	✓		✓	✓	✓	✓	
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, identity and aspirations	✓	✓	✓	✓		✓		✓
	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 businesses 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 within walking distance of the Melling and Waterloo stations 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 mitigate natural hazards, 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?

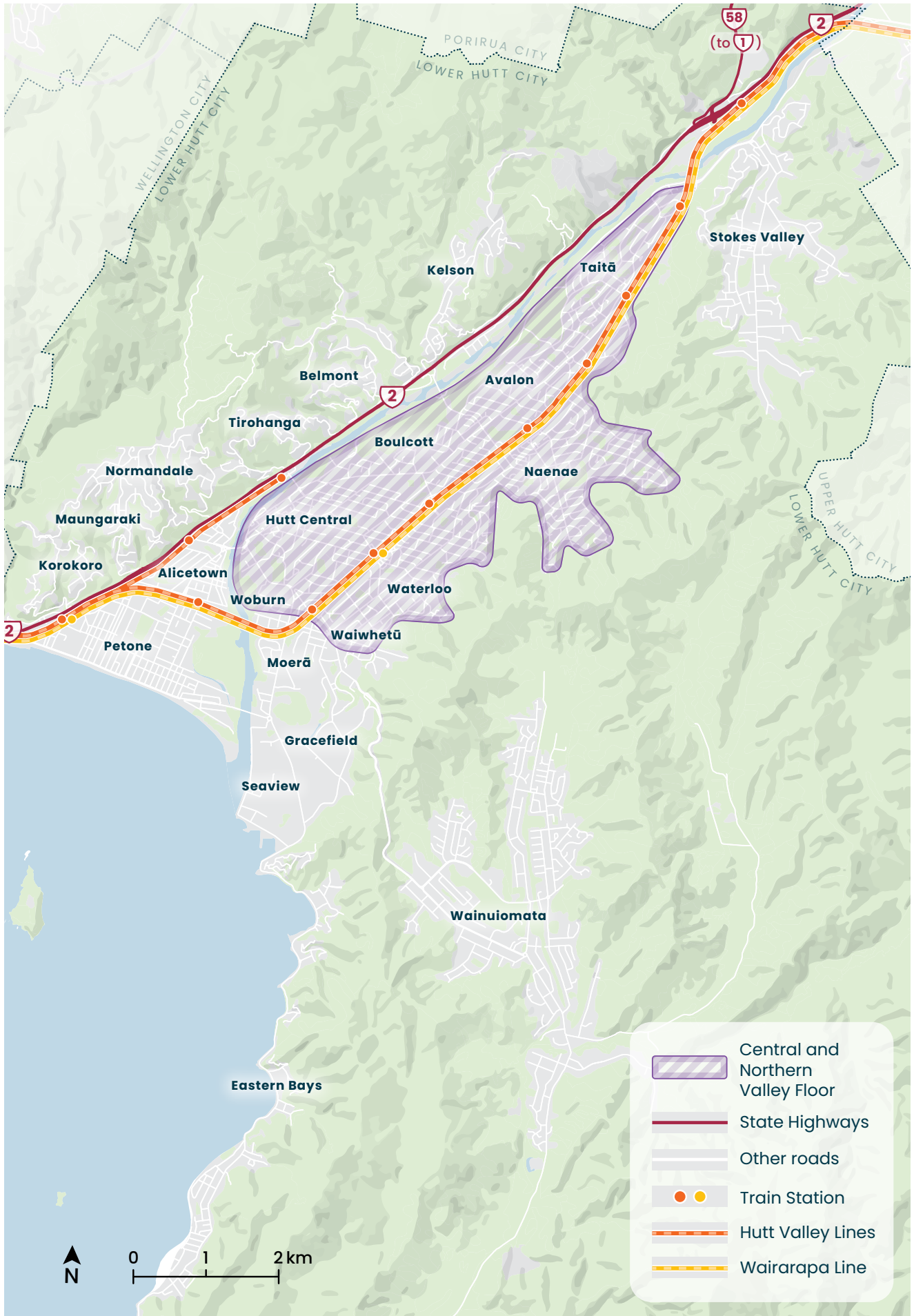
##### This Strategic Move involves:

- ➔ Targeted investment in Valley Floor water infrastructure.
- ➔ Supporting Kāinga Ora’s housing upgrades with a focus on Naenae, Taitā and Avalon.
- ➔ Continued partnerships with Mana Whenua through Tākai 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, public transport 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?

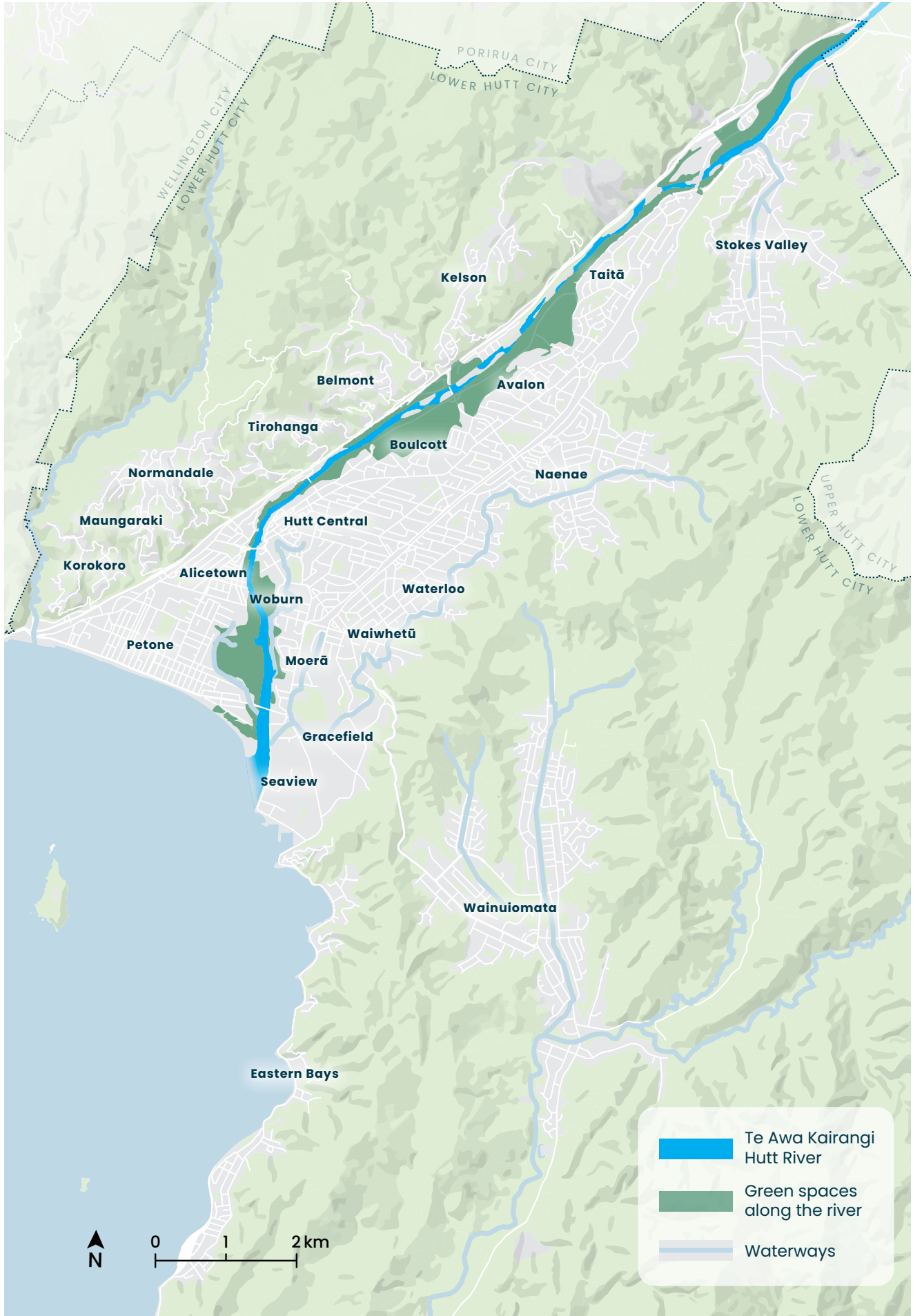
##### This Strategic Move involves:

- ➔ 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 achieve:

- ⊕ 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 having 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 affordable 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 well established research institutes and business accelerators. 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 lie 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.

Cultivating economic precincts gives options for people to work close to where they live and the transport benefits of that.

#### What will this look like?

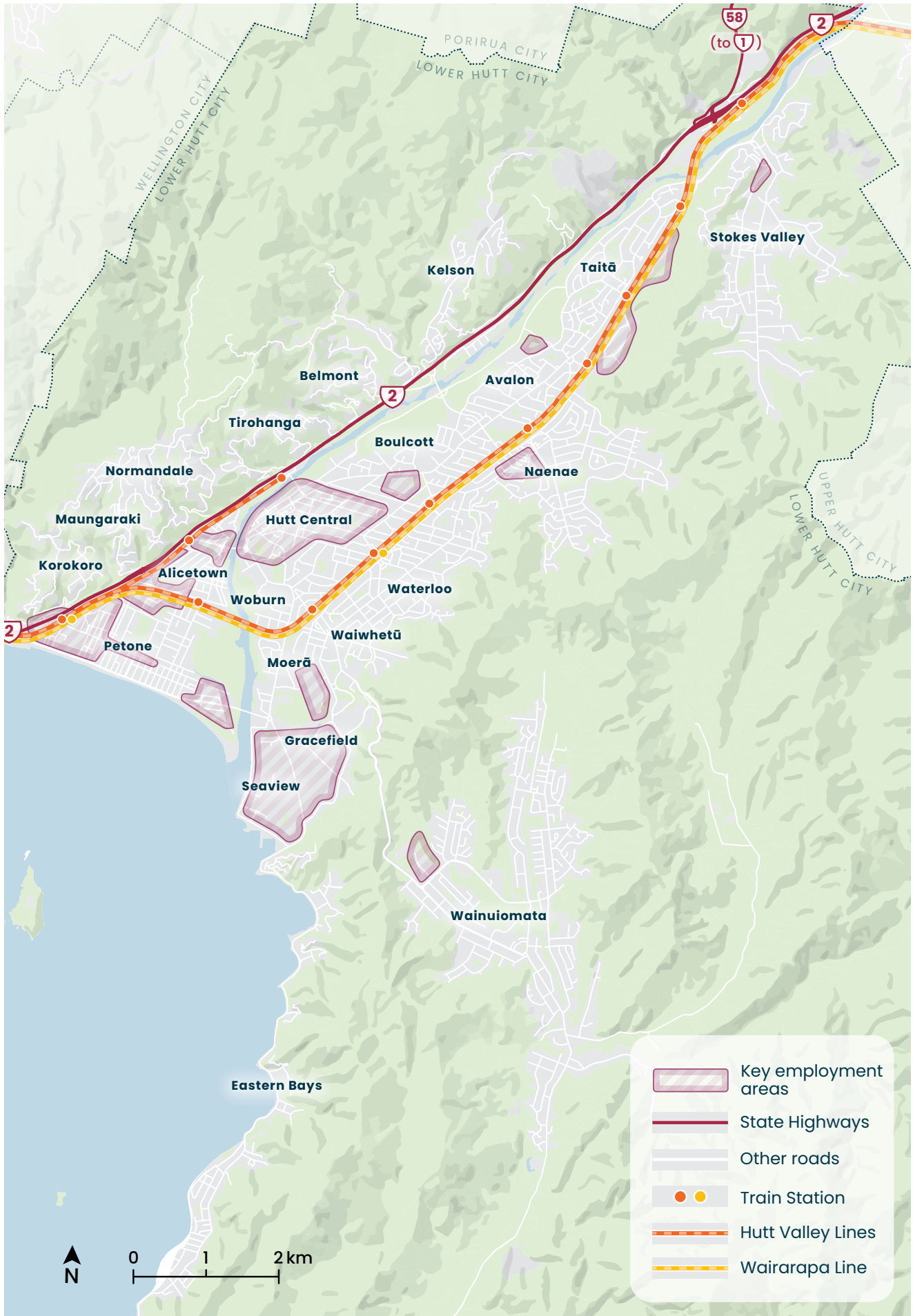
##### This Strategic Move involves:

- ➔ 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.
- ➔ Continuing to implement 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, due to constraints in three-water, public transport and risks such as slips, 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?

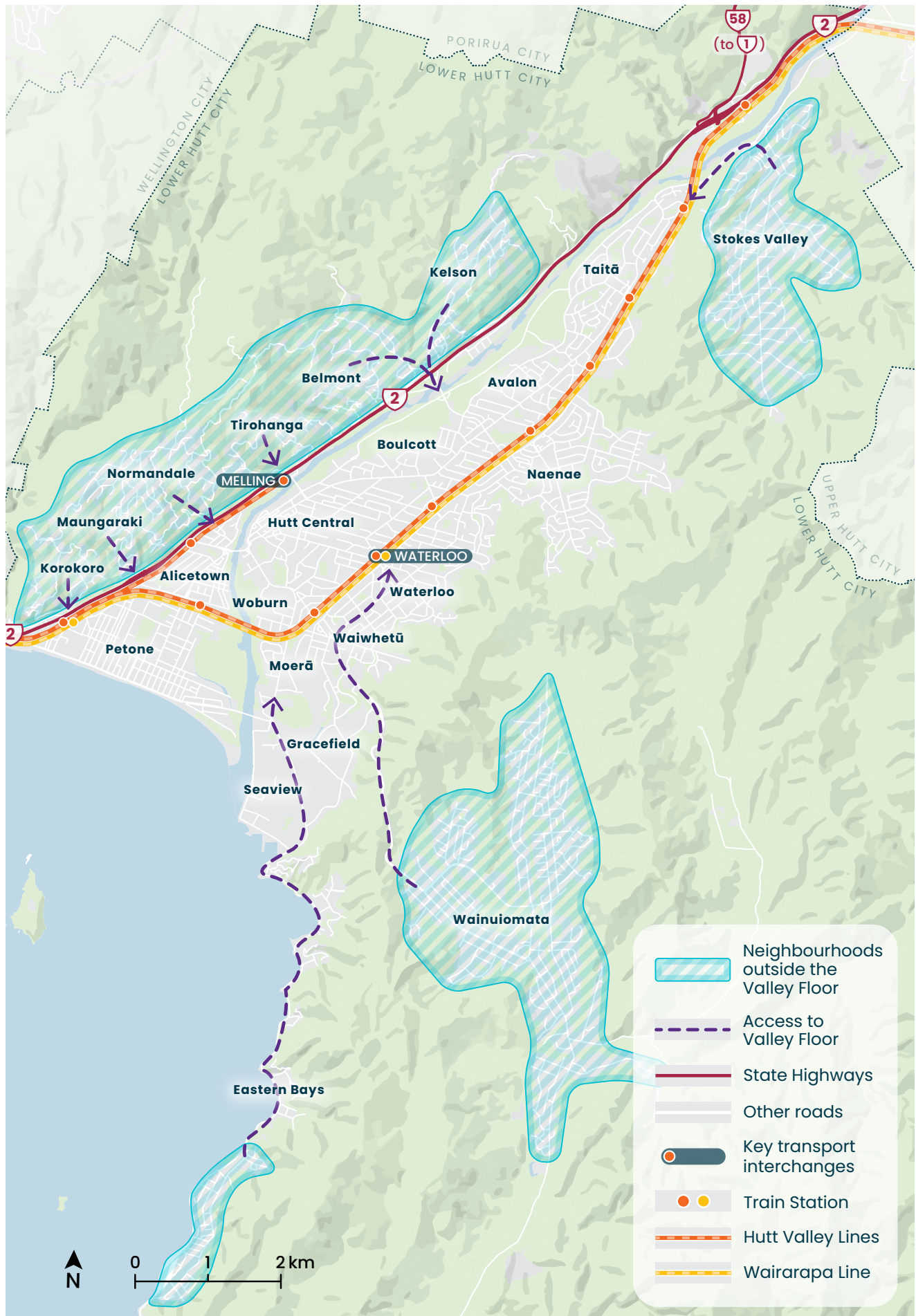
##### This Strategic Move involves:

- ➔ 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 quality 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, with residential growth and density around public transport nodes, 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.

The public transport network contributes to a healthy environment, connected communities, a strong economy, and a resilient future.

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.

To support growth, we will work with central government to create more direct and efficient routes for freight and commuters through the Cross Valley Link and Petone to Grenada projects.

### What will this look like?

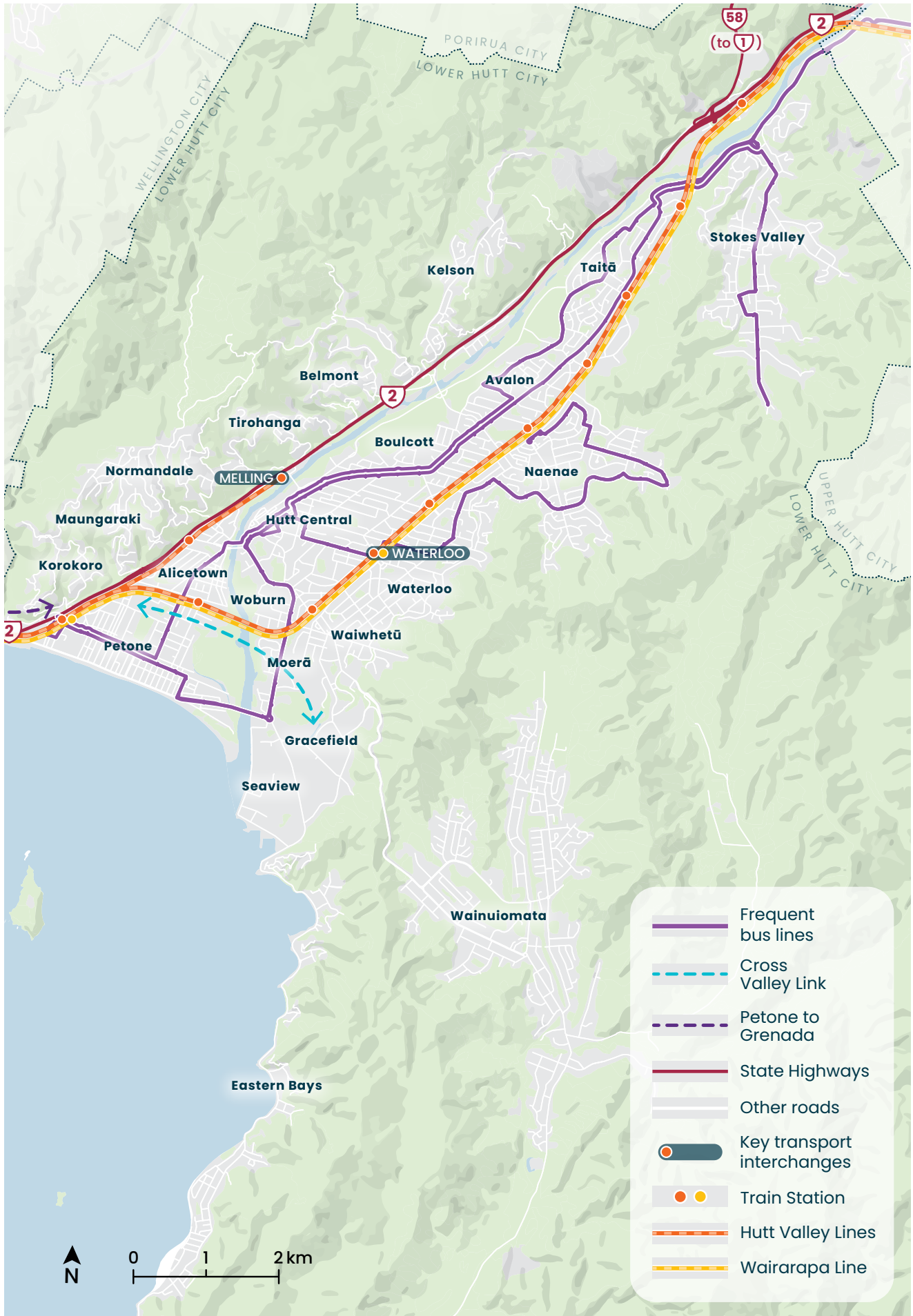
#### This Strategic Move involves:

- ➔ 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 streams and river. 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 Waitua recommendations for Lower Hutt City in Te Whanganui-a-Tara.

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

To create 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:

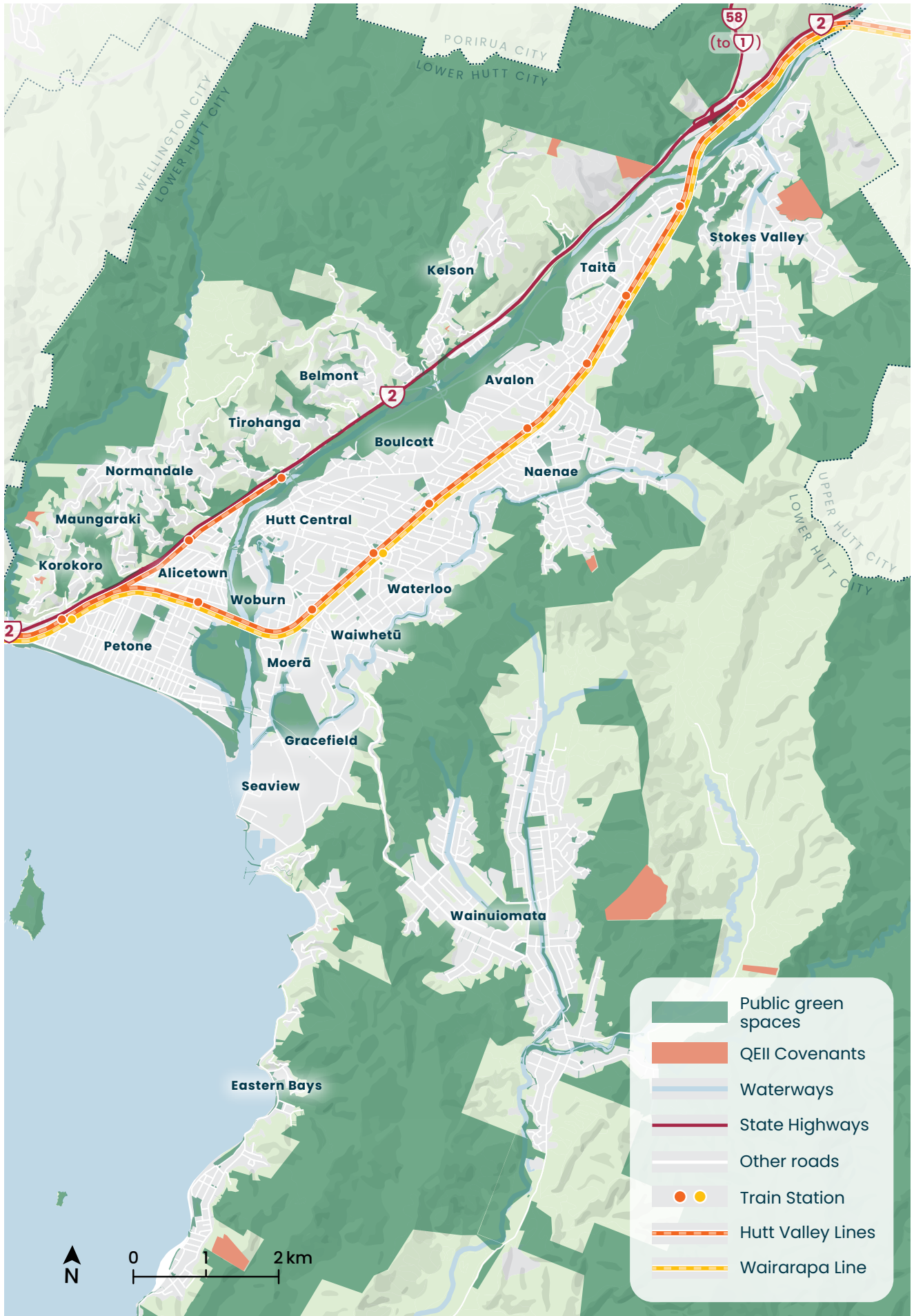
- ➔ Park and reserves improvements.
- ➔ Stream regeneration and planting.
- ➔ Tree planting and reforestation initiatives.
- ➔ ‘Sponge city’ initiatives.
- ➔ Ongoing partnership with Mana Whenua, and Upper Hutt and Regional councils.
- ➔ New or improved walking routes.
- ➔ Supporting community initiatives 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 focuses 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
<b>1. Support Te Wai Takamori o Te Awa Kairangi project</b>	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.	<b>Underway (funded)</b>	<b>City Delivery</b>	<b>GWRC, NZTA and Mana Whenua</b>
<b>2. Improve wastewater capacity in Hutt Central through the IAF wastewater upgrades</b>	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.	<b>Underway (funded)</b>	<b>City Delivery</b>	
<b>3. Reduce flood risk in Hutt Central through the IAF stormwater upgrades</b>	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.	<b>Underway (funded)</b>	<b>City Delivery</b>	
<b>4. Improve the quality of the walking environment in the central city</b>	Deliver improvements for pedestrians in the central city to improve safety and connectivity between key destinations.	<b>New initiative (unfunded)</b>	<b>Transport</b>	
<b>5. Implement the HCC Parking Strategy</b>	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.	<b>Underway (funded)</b>	<b>Transport</b>	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>6. Develop "One View" to coordinate construction projects</b>	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.	<b>Underway (funded)</b>	GIS	
<b>7. Earthquake strengthen the War Memorial Library</b>	Earthquake strengthening the War Memorial Library will improve the city centre community facilities and support future housing growth.	<b>Planned (funded)</b>	Facilities	
<b>8. Create a new skatepark in the City Centre</b>	A new skatepark facility in the City Centre will provide greater access to recreation for existing and future residents.	<b>New initiative (unfunded)</b>	Parks & Reserves	
<b>9. Improve the Melling stormwater pump station</b>	An upgrade to create more stormwater capacity to support growth in the central city.	<b>Planned (funded)</b>		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
<b>1. Build the Eastern Hills reservoir to support population growth on the Valley Floor</b>	This project will address the existing shortfall and future water supply demand on the Valley Floor.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>2. Support Kāinga Ora housing upgrades with a focus on Naenae, Taitā and Avalon</b>	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 considering options to renew and upgrade their portfolio across Hutt City, starting with Naenae and Taitā. There is an opportunity to work closely with Kāinga Ora to support their future development across the suburbs.	<b>New initiative (unfunded)</b>		<b>Kāinga Ora</b>
<b>3. Upgrade wastewater network on the Valley Floor</b>	This includes improving the Naenae wastewater storage (Seddon Street), improving Alicetown wastewater pump station and storage, and upgrading the Waterloo Wastewater Pipes.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>4. Upgrade wastewater network on the Valley Floor</b>	This includes improving the Waiwhetū wastewater storage (Whites Line) and upgrading the Woburn wastewater pump station.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>5. Upgrade drinking water network on the Valley Floor</b>	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.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>6. Upgrade stormwater network on the Valley Floor</b>	This includes upgrading the Naenae and Taitā stormwater network. These suburbs need a few improvements on their stormwater network to support residential intensification.	<b>New initiative (unfunded)</b>		<b>Wellington Water</b>

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>7. Investigate options for Urban Plus Ltd (UPL) to deliver more quality housing on the Valley Floor</b>	UPL has the potential to be a key agent in delivering more quality homes on the Valley Floor including affordable market homes, new social housing homes to be managed by Community Housing Providers and papakāinga homes.	<b>Underway</b>	<b>Urban Development</b>	<b>Mana Whenua</b>
<b>8. Liaise with the Ministry of Education to coordinate urban growth and school provision.</b>	Working in collaboration with the Ministry of Education to ensure schools have enough capacity to meet changing needs in the future.	<b>Underway</b>	<b>Urban Development</b>	<b>Ministry of Education</b>
<b>9. Redevelop Avalon Park</b>	This will provide a better space to meet existing residents' needs and accommodate future growth. We will explore opportunities for "sponge city" approaches.	<b>Planned (funded)</b>	<b>Parks &amp; Reserves</b>	
<b>10. Review the provision of reserves and gathering spaces in the central and northern Valley Floor</b>	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 Moerā and Naenae. We will explore community use approaches with schools, churches and other organisations to address the gaps identified.	<b>New initiative (unfunded)</b>	<b>Neighbourhoods &amp; Communities</b>	
<b>11. Continue developing One View, to coordinate construction/ infrastructure projects</b>	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.	<b>Underway (funded)</b>	<b>GIS</b>	



## Te tipu ngātahi ki Te Awa Kairangi

### Grow with Te Awa Kairangi Hutt River

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>1. Support Te Wai Takamori o Te Awa Kairangi project</b>	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.	<b>Underway (funded)</b>	<b>City Delivery</b>	<b>GWRC, NZTA and Mana Whenua</b>
<b>2. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways, including Te Mahere Wai o te Kahui Taiao</b>	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.	<b>Underway</b>	<b>HCC</b>	<b>GWRC and Mana Whenua</b>

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>3. Explore initiatives for enhancing the tributaries of Te Awa Kairangi, including reinstating native riparian corridors.</b>	Reinstate native planting along stream corridors, noting that this project needs to deliver on 26 hectares of offset riparian planting works and Te Awa Kairangi and Waiwhetū awa are prime candidates to enable this. 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 of integrating water quality, habitat and biodiversity outcomes within a flood corridor and recreation area.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	<b>GWRC and Mana Whenua</b>



## Whāngaihia te hunga noho takutai

### Foster prepared coastal and low-lying communities

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>1. Support the development of the Regional Adaptation Project</b>	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.	<b>Funded by another agency</b>		<b>WRLC</b>
<b>2. Develop a Climate Adaptation Plan for Lower Hutt</b>	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.	<b>New initiative (unfunded)</b>	<b>HCC</b>	<b>Mana Whenua</b>
<b>3. Investigate improvements to Petone Esplanade to complement Cross Valley Link</b>	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.	<b>Planned (funded)</b>	<b>Transport</b>	
<b>4. Complete Tupua Horo Nuku shared path</b>	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.	<b>Underway (funded)</b>	<b>Transport</b>	<b>Mana Whenua</b>
<b>5. Upgrade Seaview Wastewater Treatment Plant system</b>	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.	<b>Underway (funded)</b>		<b>Wellington Water</b>



Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>6. Upgrade the Petone collecting sewer</b>	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.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>7. Improve Petone Stormwater in Udy Street, Queen Street</b>	Improving Petone's surface drainage, taking into consideration more severe rainfall events.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>8. Investigate opportunities to improve resilience of key sites of significance to Māori, marae and urupā</b>	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.	<b>New initiative (unfunded)</b>	<b>HCC</b>	<b>GWRC and Mana Whenua</b>
<b>9. Explore non-regulatory approaches to protect sites of significance to Māori, with Mana Whenua</b>	Working with Mana Whenua to identify sites of significance to support future planning.	<b>New initiative (unfunded)</b>	<b>Planning Team</b>	<b>Mana Whenua</b>
<b>10. Refurbish the Petone Library</b>	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.	<b>Planned (funded)</b>	<b>Facilities</b>	
<b>11. Refurbish the Petone Recreation Ground grandstand</b>	It is proposed to demolish the seating and first floor and earthquake strengthen the ground floor to add a new lightweight roof with seating.	<b>Planned (funded)</b>	<b>Facilities</b>	
<b>12. Develop the Seaview Marina beach</b>	Seaview is lacking public open spaces. There is an opportunity to develop a beach in Seaview near Sunset Point.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	



## Te whanake i ngā wāhi ōhanga

### Cultivate well-connected economic precincts

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>1. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects</b>	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.	<b>Funded by HCC and NZTA</b>	HCC	NZTA
<b>2. Deliver Lower Hutt elements of the Wellington Regional Economic Development Plan</b>	The Lower Hutt initiatives include a STEM product commercialisation space and marketing to build awareness of the STEM sector in Lower Hutt.	<b>Funded by another agency</b>		WRLC
<b>3. Develop a Lower Hutt Economic Development Strategy</b>	Developing a strategy for Lower Hutt's economy will help bringing all stakeholders and decision makers around the table to define their future goals.	<b>New initiative (unfunded)</b>	<b>Business &amp; Economy</b>	
<b>4. Work with the Hutt Valley Chamber of Commerce on aligning the vision with the City Strategy direction</b>	The development of the City Strategy is underway and must reflect the vision of our commercial sector.	<b>Planned (funded)</b>	<b>Business &amp; Economy</b>	
<b>5. Support the implementation of the 2030 Vision for Seaview and Gracefield</b>	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.	<b>New initiative (unfunded)</b>	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
<b>1. Upgrade the wastewater network outside the Valley Floor</b>	This includes improvements to wastewater storage in Silverstream, Maungaraki and Wainuiomata (Fraser Street and Main Road)	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>2. Upgrade the drinking water network outside the Valley Floor</b>	This includes replacement of the Maungaraki reservoir and upgrades to the Wainuiomata water supply storage and network.	<b>Planned (funded)</b>		<b>Wellington Water</b>
<b>3. Explore different community use approaches for community facilities</b>	Based on the Maungaraki model, where Council collaborated with a school to deliver library services and a reserve pump track, explore new community use approaches to maximise use of existing facilities.	<b>New initiative (unfunded)</b>	<b>Neighbourhoods &amp; Communities</b>	
<b>4. Redevelop Hugh Sinclair Park</b>	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.	<b>New initiative (partly funded)</b>	<b>Parks &amp; Reserves</b>	
<b>5. Improve Black Creek pedestrian track</b>	Improve the pedestrian track along the stream to create better connections between North Wainuiomata and the local centre.	<b>New initiative (partly funded)</b>	<b>Parks &amp; Reserves</b>	
<b>6. Implement Te Herenga Kairangi, our first Māori Strategy</b>	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.	<b>New initiative (unfunded)</b>	<b>HCC</b>	<b>Mana Whenua</b>



## Te whakapakari i ngā ara waka

### Strengthen transport options

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>1. Support Te Wai Takamori o Te Awa Kairangi project</b>	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.	<b>Underway (funded)</b>	<b>City Delivery</b>	<b>GWRC, NZTA and Mana Whenua</b>
<b>2. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects</b>	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.	<b>Funded by HCC and NZTA</b>	<b>HCC</b>	<b>NZTA</b>
<b>3. Support Metlink to deliver the Regional Rail Programme</b>	The programme includes improvements to station access and amenity, service frequency, network resilience, re-signalling and supporting electric multiple unit fleet expansion.	<b>Funded by another agency</b>		<b>Metlink</b>
<b>4. Support Metlink to develop a Bus Priority Action Plan for Lower Hutt</b>	A Bus Priority Action Plan will help identify which Lower Hutt bus routes require bus priority measures to deliver more frequent, reliable services.	<b>Funded by another agency</b>		<b>Metlink</b>
<b>5. Work with Metlink to implement a Bus Priority Action Plan</b>	Implement a Bus Priority Action Plan (i.e., lanes and signals).	<b>Unfunded</b>	<b>HCC</b>	<b>Metlink</b>

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>6. Work with Metlink to develop Waterloo as a strategic transport interchange</b>	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.	<b>Funded by another agency</b>		<b>Metlink</b>
<b>7. Deliver a connected cycleway network</b>	<p>This includes:</p> <ul style="list-style-type: none"> <li>• Completing the Beltway: plugging the gap between Waterloo and Woburn will ensure a connection from the north of the Valley Floor to Wainuiomata.</li> <li>• 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.</li> <li>• Improve the cycling connection and experience from Woburn train station to City Centre.</li> <li>• Create the Naenae centre cycleway.</li> <li>• 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.</li> <li>• Investigate improving the connection between Te Ara Tupua and Tupua Horo Nuku</li> <li>• Investigate a cycleway link from Hutt Central to connect with Te Ara Tupua and Tupua Horo Nuku.</li> </ul>	<b>New initiative (unfunded)</b>	<b>Transport</b>	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>8. Work with Metlink on bus service improvements</b>	<p>This includes:</p> <ul style="list-style-type: none"> <li>• Improvements between Seaview, Naenae and Stokes Valley, and between Wainuiomata and Seaview: Investigating better bus connections to our main centres of employment to reduce private car travel.</li> <li>• Continue to 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<b>Funded by another agency</b>		<b>Metlink</b>
<b>9. Improve the cycling and pedestrian connections to Te Awa Kairangi Hutt River from Taitā and Avalon</b>	Improve walking and cycling connections to the river from Taitā and Avalon, supporting growth in these neighbourhoods.	<b>Planned (funded)</b>	<b>Transport</b>	
<b>10. Upgrade the Hutt Trail shared path from Waione Street to Ava Park</b>	The Hutt Trail along Te Awa Kairangi by Shandon Golf Course needs to be improved to offer a continuous shared path. A safe connection to our shared path, Tupua Horo Nuku, also needs to be planned.	<b>New initiative (unfunded)</b>	<b>HCC</b>	<b>GWRC</b>



## Te whanake i te toiora o te taiao

### Create a greener and healthier city

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>1. Implement the Indigenous Biodiversity Strategy</b>	Implement the Indigenous Biodiversity Strategy, including Mouri Tupu initiative to plant 114,000 native species across Lower Hutt and water-sensitive design.	<b>Underway (funded)</b>	<b>Parks &amp; Reserves</b>	
<b>2. Increase street tree planting in Hutt Central and Valley Floor</b>	Street trees help increase biodiversity, improve amenity, connect the open spaces together and reduce extreme heat in hotter summers.	<b>Planned (funded)</b>	<b>Transport</b>	
<b>3. Create a new reserve within Hutt Central</b>	This will provide more space for Hutt Central residents and to accommodate future growth.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	
<b>4. Explore land acquisition to expand reserves on the Valley Floor</b>	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.	<b>New initiative (partly funded)</b>	<b>Parks &amp; Reserves</b>	
<b>5. Develop the Waiwhetū Stream masterplan</b>	This masterplan aims to provide walking and cycling connections, improved water quality, stormwater mitigation, flood protection, bank protection and sediment control in the Waiwhetū Stream.	<b>New initiative (partly funded)</b>	<b>Parks &amp; Reserves</b>	<b>GWRC and Mana Whenua</b>
<b>6. Enhance Wainuiomata wetland</b>	The Upper Fitzherbert wetland in Wainuiomata will play a key role in stormwater management, improving water quality, biodiversity and recreation.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	
<b>7. Regenerate Black Creek</b>	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.	<b>Planned (funded)</b>	<b>Parks &amp; Reserves</b>	<b>Wellington Water</b>

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>8. Develop High Street Reserve (Taitā)</b>	To improve the presentation and range of recreation opportunities available for the local neighbourhood.	<b>Underway (funded)</b>	<b>Parks &amp; Reserves</b>	
<b>9. Develop a place-based strategy for playgrounds</b>	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.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	
<b>10. Improve Perceps Grove Reserve, Pomare Reserve, Judd Reserve, Walter Milden Hall Reserve</b>	There are some gaps in the open space and reserve network in the Valley Floor. These gaps are addressed in the Reserves Investment Strategy.	<b>Underway (funded)</b>	<b>Parks &amp; Reserves</b>	
<b>11. Improve reserve entrances</b>	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.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	
<b>12. Identify and create new ecological corridors</b>	Establishing ecological corridors between existing open spaces to improve connectivity and to increase the ecological function of the linked sites.	<b>New initiative (unfunded)</b>	<b>Parks &amp; Reserves</b>	
<b>13. Implement Te Herenga Kairangi, our first Māori Strategy</b>	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.	<b>Underway (funded)</b>	<b>HCC</b>	<b>Mana Whenua</b>



Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
<b>14. Develop a 'sponge city' programme</b>	Identify and deliver alternative stormwater management approaches.	<b>New initiative (unfunded)</b>	HCC	
<b>15. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways<sup>10</sup></b>	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.	<b>Underway</b>	HCC	<b>GWRC and Mana Whenua</b>
<b>16. Explore access improvements and connections to Belmont Regional Park</b>	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.	<b>New initiative (unfunded)</b>	HCC	<b>GWRC</b>
<b>17. Reforest Belmont Regional Park</b>	The reforestation of Belmont Regional Park is an important action, including the planting of native species to sustain indigenous biodiversity and pest control.	<b>Funded by another agency</b>		<b>GWRC</b>
<b>18. Support GWRC in pest and weed management</b>	Collaborate with Greater Wellington to control pests and weeds across Lower Hutt. This includes monitoring, management and reduction of invasive species.	<b>Underway (partly funded)</b>	HCC	<b>GWRC</b>
<b>19. Support residents and businesses to reduce their use of fossil fuels</b>	Council provides eco-design advice service and works with developers to phase out the use of fossil fuels in businesses and homes.	<b>Underway (funded)</b>	<b>Climate and Solid Waste</b>	

<sup>10</sup> Te Whaitua te Whanganui-a-Tara Implementation Programme, Whaitua Te Whanganui-a-Tara Committee.



## **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.

# Āpitihanga 1: Tātāritanga

## 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 18,000<sup>11</sup> 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, quality, and limitations on suitable areas for growth due to natural hazards and climate change.

### Current state

Our existing housing stock consists predominantly of one and two storey detached houses, with recent trend shifting to townhouses. We have few dwellings sized for smaller households. Of the 39,165 homes in Lower Hutt in 2023<sup>12</sup>, more than two thirds 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 2023 census, two thirds (66.8%) of households in Lower Hutt were owner occupiers, while 33.2% were rented.

Lower Hutt has the highest proportion of social and community housing in the Wellington region. This comprises 3,633<sup>13</sup> public homes managed by Kāinga Ora and 133 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.

<sup>11</sup> Hutt City Housing and Business Capacity Assessment 2023

<sup>12</sup> Lower Hutt City, Place and ethnic group summaries | Stats NZ

<sup>13</sup> As of March 2025: Key Stats by TLA – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development

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 CHPs and first home buyers across Lower Hutt.

Our innovative housing partnerships are delivering homes. Tākai Here Tāngata is one example of our partnership with a Māori CHP, UPL, the Ministry of Housing and Urban Development and Runanga.

Tākai Here Tāngata demonstrates how, through collaboration and partnership, we can create new pathways and practices to enable healthy, 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.

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

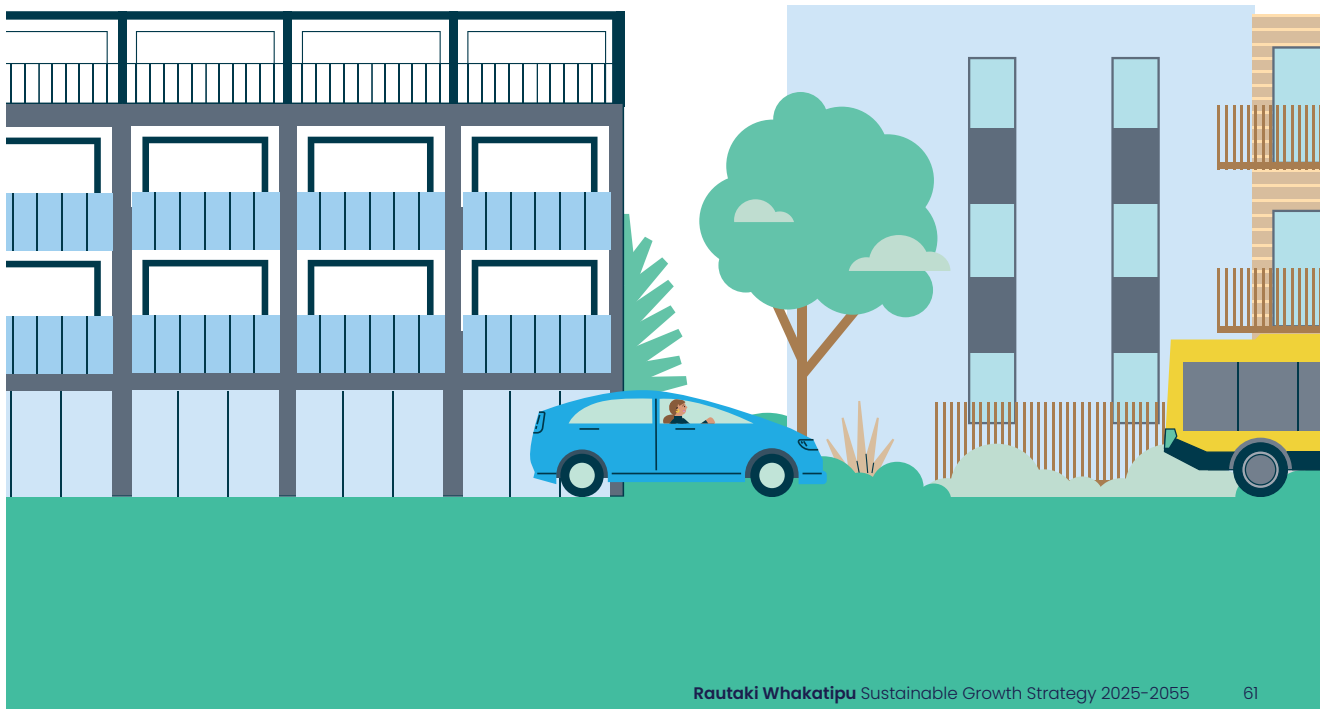
	Key Challenges	Opportunities
<b>More, and upgraded, water infrastructure needed to support housing growth</b>	<ul style="list-style-type: none"> <li>Recognising that future housing development is dependent on water infrastructure capacity.</li> <li>Recognising that it is not affordable or practicable to upgrade water infrastructure capacity in all areas.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Lack of quality housing choice</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Supporting the development of quality papakāinga, apartments, “build to rent”, retirement villages, multi-generation living and other forms of housing that provide a wider variety of choices.</li> <li>Enhancing the role of Urban Plus Limited in delivering quality housing in partnership with Community Housing Providers and iwi.</li> </ul>
<b>Housing affordability and homelessness</b>	<ul style="list-style-type: none"> <li>Recognising that although housing in Lower Hutt is more affordable than the national average it is still unaffordable for many residents<sup>14</sup>. This is worsened by the costs of maintaining older homes and insuring homes in areas subject to natural hazards and climate change impacts.</li> <li>Recognising that there is a lack of affordable rental housing<sup>15</sup> and of security of tenure for a variety of household groups<sup>16</sup> resulting in homelessness and sustained pressure on rental housing stock.</li> </ul>	<ul style="list-style-type: none"> <li>Increasing community resilience through initiatives that bolster public housing and enhance housing affordability.</li> <li>Considering Development Contributions remissions for Community Housing Providers to encourage more affordable housing.</li> </ul>

<sup>14</sup> Despite increases in mean household income, incomes are not keeping pace with house prices, with housing affordability prices dropping since 2016

<sup>15</sup> A key action of the [Homelessness Strategy](#) is to increase supply of affordable homes to rent and buy

<sup>16</sup> 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.

	Key Challenges	Opportunities
<b>Prioritising development in well-serviced locations</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Leveraging large public land ownership</b>	<ul style="list-style-type: none"> <li>Recognising the large Kāinga Ora portfolio in Taitā, Naenae, Avalon and Eponi, and the opportunities for future investment in these areas.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Coordinating improvements to neighbourhood hubs, recreational facilities, open spaces and transport to support Crown investment.</li> </ul>
<b>Natural hazards and climate change constrain housing development</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>



## 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 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 Hutt<sup>17</sup>. 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%).

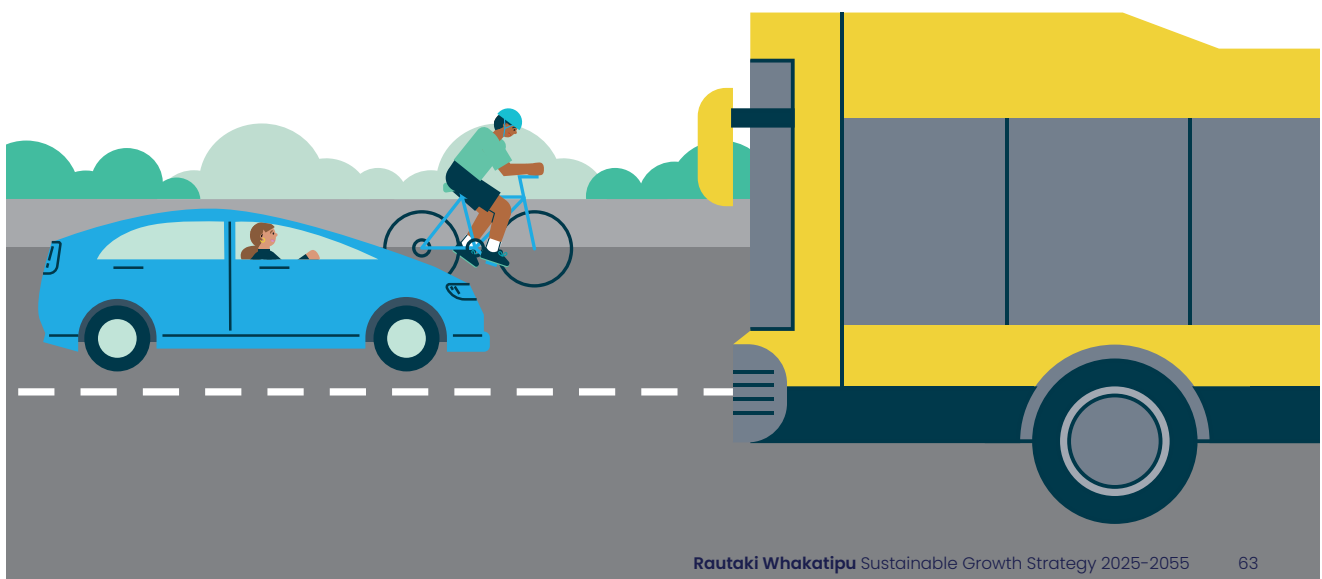
The rail service is a key enabler of residential growth in Lower Hutt. Land use zoning to enable residential intensification around railway stations was required by the National Policy Statement on Urban Development and was implemented in 2023. Rail capacity upgrades will be necessary to meet future 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.

<sup>17</sup> Hutt City Council's [Integrated Transport Strategy](#).

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.

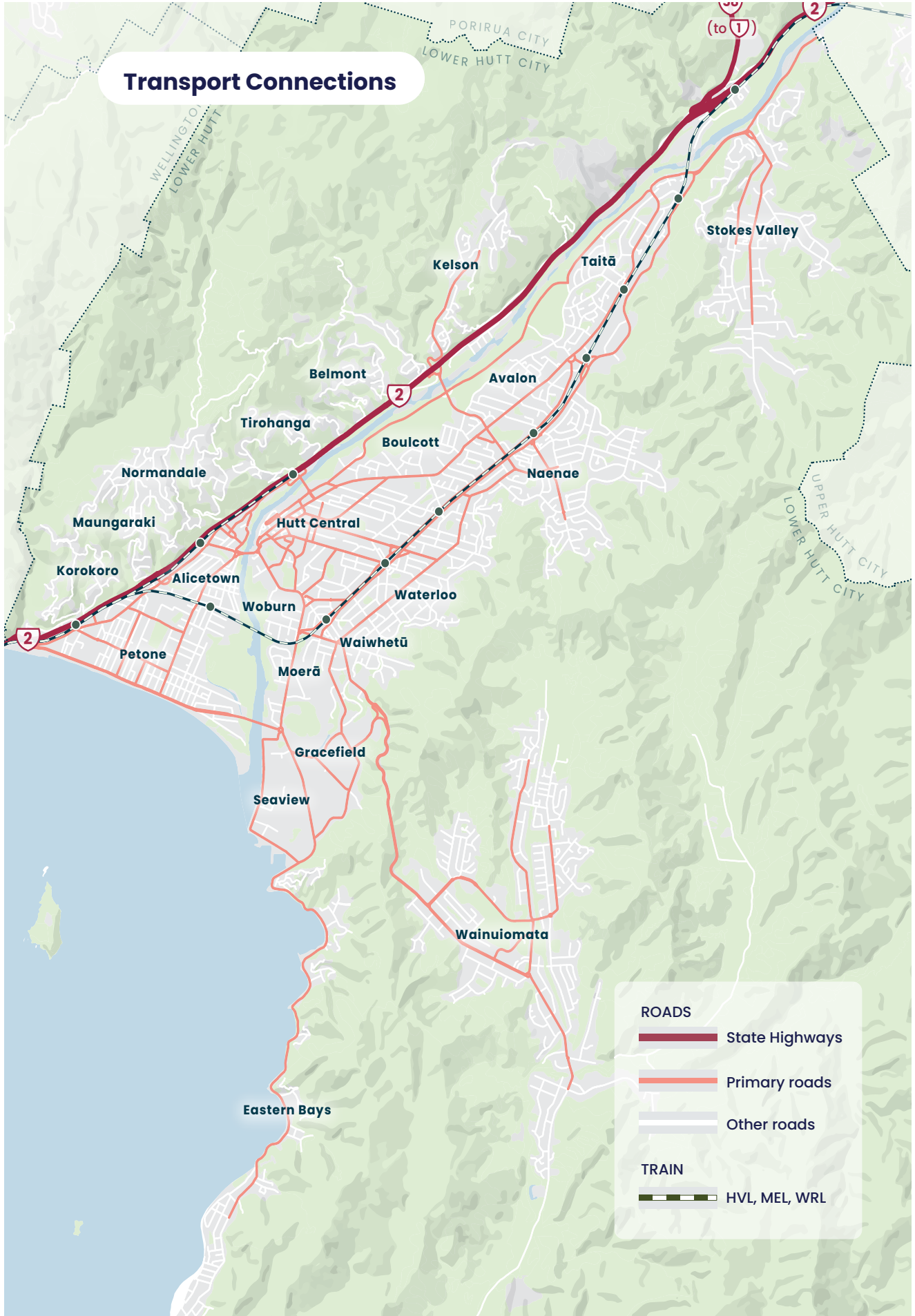
There is also the issue of resilience to natural hazards of Eastern Hutt Road between Stokes Valley and Trentham. The only other access to and from Lower Hutt is SH2.

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.













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

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

	Key Challenges	Opportunities
Transport is our main source of carbon emissions	<ul style="list-style-type: none"><li>• Recognising that transport emissions impact air quality and contribute to climate change.</li></ul>	<ul style="list-style-type: none"><li>• 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.</li><li>• Improving the attractiveness of public transport by giving greater priority to buses.</li></ul>

## 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 stormwater). 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).<sup>18</sup>

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.<sup>19</sup>

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.

<sup>18</sup> Hutt City Council Three Water Growth Study 2022, page 3.

<sup>19</sup> 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
<b>Water capacity to support growth</b>	<ul style="list-style-type: none"> <li>• Recognising that our ageing water infrastructure cannot accommodate our projected population growth without significant and costly upgrades.</li> <li>• 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.</li> <li>• 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).</li> </ul>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Exploring ways to reduce water use per capita. This could be accelerated through water metering.</li> <li>• Including Mana Whenua knowledge in a prioritised programme of work for water infrastructure.</li> </ul>
<b>Climate change and natural hazard impacts on network resilience</b>	<ul style="list-style-type: none"> <li>• 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"> <li>– The risk of slope failure in steep topography, surface flooding, coastal inundation<sup>20</sup> and earthquakes.</li> <li>– The resilience of isolated or coastal communities that have single connections to the primary water network (e.g., Eastern Bays, Wainuiomata and Stokes Valley).</li> <li>– The risk that the stormwater network cannot cope with higher rainfall events and the effects of sea-level rise, exacerbating the impacts of flooding.<sup>21</sup></li> <li>– The risk of inundation of key infrastructure (e.g., Seaview Wastewater Treatment Plant).</li> <li>– The risk of salination of the aquifer.</li> <li>– The potential for groundwater to enter the wastewater system.</li> <li>– The risk that our potable water supply cannot meet demand due to increased and prolonged dry periods.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Considering the resilience of our water network as part of our climate adaptation planning, including acknowledging that sea level rise will also increasingly impede drainage storm water outfalls.</li> </ul>



	Key Challenges	Opportunities
<b>Innovative stormwater solutions</b>	<ul style="list-style-type: none"> <li>• Recognising that it is not always feasible to solely rely on hard infrastructure to mitigate surface flooding issues.</li> <li>• Recognising that development should be restricted in some areas, for instance, where flooding is already significant and can't be mitigated.</li> <li>• Recognising that innovative stormwater solutions will be needed with increased housing density on the central and northern valley floor.</li> </ul>	<ul style="list-style-type: none"> <li>• Promoting the use of 'sponge city' solutions i.e., nature-based solutions like rain gardens, permeable pavements and new wetlands to improve flood resilience.</li> <li>• 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).</li> </ul>
<b>Partnership to enable efficient infrastructure investment</b>	<ul style="list-style-type: none"> <li>• Recognising that we cannot afford to upgrade the water network everywhere and therefore need to prioritise and work in partnership with others.</li> </ul>	<ul style="list-style-type: none"> <li>• 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).</li> <li>• Collaborating with Wellington Water Ltd and Upper Hutt City Council on cross-boundary water initiatives.</li> </ul>
<b>Partnership to enable efficient infrastructure investment</b>	<ul style="list-style-type: none"> <li>• Recognising that the Seaview Wastewater Treatment Plant is approaching the end of its service life.</li> <li>• Recognising that ageing water infrastructure impacts water quality, e.g. overflow of wastewater discharges impacts the health of our rivers and streams.</li> <li>• Acknowledging that wastewater being released into our awa and moana is not acceptable to Mana Whenua.</li> </ul>	<ul style="list-style-type: none"> <li>• Noting that we have budgeted for an upgrade of the Seaview treatment plant in our LTP 2024-2034.</li> <li>• Opportunity to innovate in upgrades.</li> </ul>

<sup>20</sup> 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.

<sup>21</sup> 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-Intensive<sup>22</sup> 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.

A more diverse and competitive business landscape is essential to ensuring these areas remain thriving and self-sufficient communities.

Areas like Waiwhetū has opportunity to further develop and grow as an area supporting economic development and workforce training for Mana Whenua and the broader community, providing pathways to employment in a kaupapa Māori environment.

The number of businesses in Lower Hutt was up 0.3% for the year to December 2024.<sup>23</sup> Growth was lower than in Aotearoa New Zealand in general (0.9%), reaching an annual average of 11,751 businesses in the year to December 2024.

Economic growth measured by GDP in Lower Hutt averaged 1.8% annually over the 10 years to 2024 compared with an average of 3.0% in the whole country.<sup>25</sup>

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 businesses.<sup>24</sup> Research and innovation is also a key industry in Lower Hutt with the presence of major research institutes and business accelerators. Seaview is also home to Wellington Harbour's only fuel port, and its

<sup>22</sup> Industries in which the generation and use of knowledge play the predominant part in the creation of economic activity.

<sup>23</sup> [Regional Economic Profile | Lower Hutt City | Business units.](#)

<sup>24</sup> [Regional Economic Profile | Lower Hutt City | Economic growth](#)

<sup>25</sup> 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.

associated fuel tanks, which are vital for resilience and regional maritime operations (including the Port of Wellington).

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 3.5% in the year to March 2024, lower than the national average of 4%.<sup>26</sup>

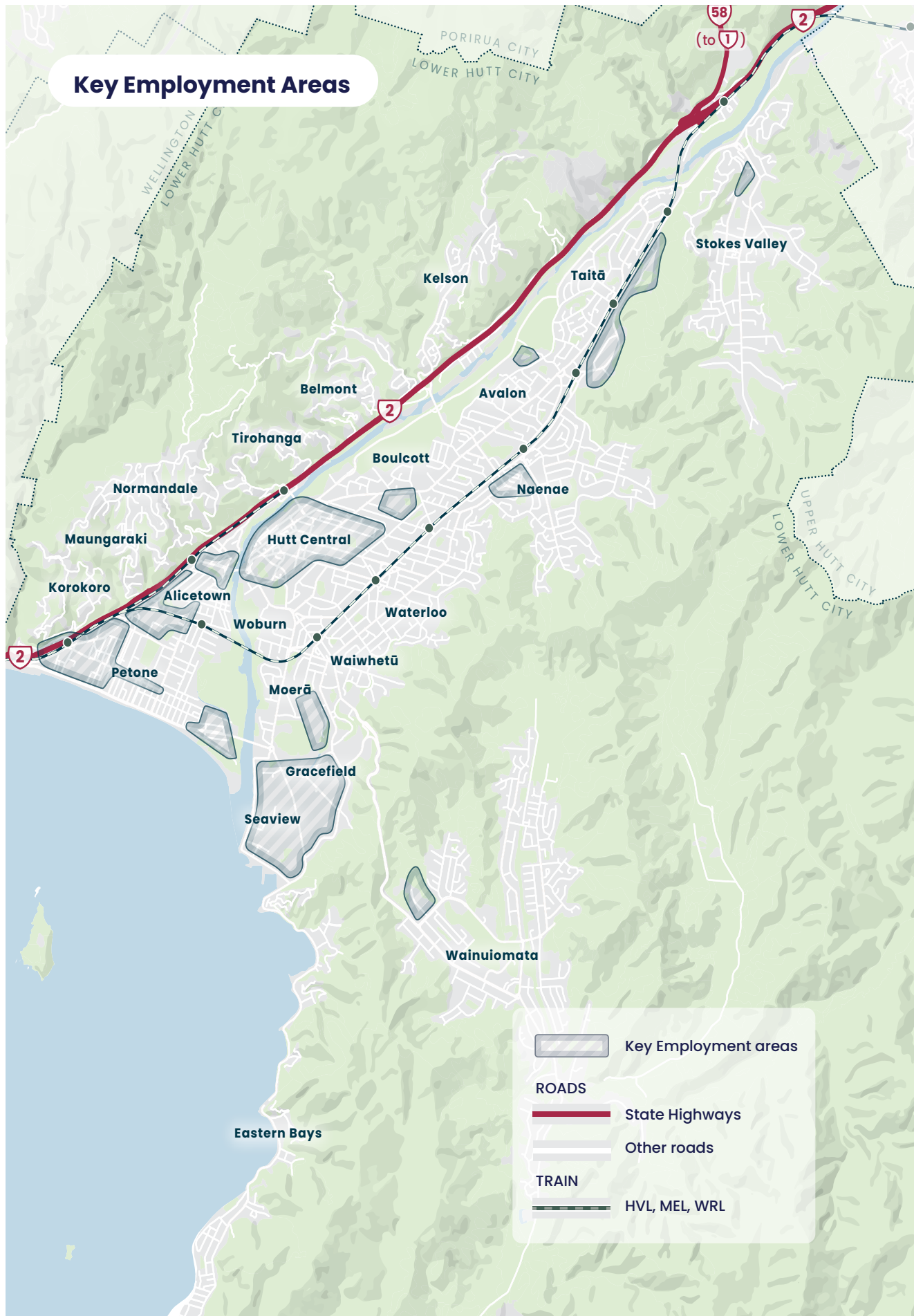
Te Wai Takamori o Te Awa Kairangi project is a significant investment in transport infrastructure, flood protection and public realm improvements. It will transform the city centre with a strong riverside identity and reinforce Lower Hutt as a location of choice for businesses. The project is expected 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 6.4% in the year to December 2024 (compared to 5.5% increase nationally).<sup>27</sup> In the same period, total spending by visitors in Lower Hutt increased from \$205.3 million to \$218.5 million.

<sup>26</sup> Regional Economic Profile | Lower Hutt City | Unemployment

<sup>27</sup> Regional Economic Profile | Lower Hutt City | Tourism expenditure.





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

	Key Challenges	Opportunities
<b>Some employment areas are exposed to natural hazards and climate related risks</b>	<ul style="list-style-type: none"> <li>• 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 local and regional economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Preparing and implementing an adaptation plan that enhances long-term business, community, and infrastructure resilience.</li> </ul>
<b>Poor transport connections to employment areas</b>	<ul style="list-style-type: none"> <li>• Recognising that transport congestion and inefficient connections by road and public transport are hampering:               <ul style="list-style-type: none"> <li>- convenient and reliable access for the workforce.</li> <li>- market connectivity to the city's industrial areas.</li> <li>- the efficient transport of goods to and from these areas.</li> </ul> </li> <li>• Recognising that, as employment centres are dispersed across the city, communities experience uneven access to and participation in employment (and education) opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Identifying and improving critical transport connections to the city's industrial areas and major employment centres.</li> </ul>
<b>Few residents in the city centre</b>	<ul style="list-style-type: none"> <li>• Recognising the low level of inner city living which impacts footfall in central city businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Investing in water, transport and community infrastructure in the central city to unlock residential development and support business activities.</li> </ul>
<b>Changing business environment</b>	<ul style="list-style-type: none"> <li>• Recognising the ever-changing business environment including the impact of:               <ul style="list-style-type: none"> <li>- automation and land constraints on the city's industrial sector.</li> <li>- global shipping, higher interest rates and building costs.</li> <li>- skilled workers shortage, employment mobility and change in travel behaviour.</li> <li>- increasing awareness of future climate change related events, their potential severity and consequential impact on city businesses.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Supporting businesses to innovate and adapt, including to:               <ul style="list-style-type: none"> <li>- more effectively participate in the low carbon and circular economy.</li> <li>- become more resilient to future changes in energy supply and resource availability.</li> <li>- reduce their emissions and waste.</li> </ul> </li> </ul>

	Key Challenges	Opportunities
Limited land availability for business growth	<ul style="list-style-type: none"> <li>Recognising that although there is sufficient land zoned for business activities to meet long term demand<sup>28</sup>, this land is tightly held<sup>29</sup> and limits opportunities for business growth and the attraction of new businesses.</li> </ul>	<ul style="list-style-type: none"> <li>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).</li> <li>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.</li> </ul>
Low amenity in business areas	<ul style="list-style-type: none"> <li>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"> <li>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.</li> <li>a low level of amenity in the city centre, making this location less attractive for businesses and workers.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Improving the amenity of business areas through tree planting and better pedestrian facilities.</li> <li>Improving the amenity of the central city as part of the Te Wai Takamori o Te Awa Kairangi project.</li> </ul>
Resilience of key utilities	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Working with utility providers to address issues in the electricity network to support industrial operations.</li> </ul>
Seaview-Gracefield precinct potential	<ul style="list-style-type: none"> <li>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.</li> <li>Acknowledging the hazards in this area, including the impact of the changing climate and sea level rise.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Capitalising on the Council-owned Seaview Marina as a strategic regional asset with economic potential.</li> </ul>
Build on existing tourism strengths	<ul style="list-style-type: none"> <li>Recognising that our tourism potential is untapped.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Working with Mana Whenua to reflect culture and partnership in tourism.</li> </ul>

<sup>28</sup> Hutt City Housing and Business Capacity Assessment 2023

<sup>29</sup> 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 pūrākau (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 narratives of Māui, Te Kāhui Mouna (the Mountain Clan), Ngake and Whāitaitai' 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 years.<sup>30</sup> However, our population growth is primarily the result of international migration<sup>31</sup> 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.

<sup>30</sup> Hutt City Council, 2024. Ethnic groups | Hutt City | People+Places ([peopleandplaces.nz](https://peopleandplaces.nz))

<sup>31</sup> Infometrics, 2024. Regional Economic Profile | Lower Hutt City | Age composition ([infometrics.co.nz](https://infometrics.co.nz))



## Mana Whenua

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

Today, Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) is the collective name given to the descendants of those people originating from the Taranaki region from one or more of the recognised tūpuna of Te Āti Awa, Ngāti Tama, Ngāti Mutunga, Taranaki iwi and Ngāti Ruanui.

These tupuna migrated first to the Waikanae / Kapiti Coast area and then to the Wellington area in the period from 1820 to 1830 and established themselves around the Te Whanganui a Tara and Te Awa Kairangi regions. The occupation and continued residence of Taranaki Whānui in this region attributes them the rights and duties of mana whenua – traditional guardians of the Wellington Harbour and associated lands.

The takiwā for Taranaki Whānui ki Te Upoko o Te Ika encompasses 209,247 acres of land was recounted to New Zealand Company officials by the Rangitira (chieftain), Te Wharepōuri Te Kakapi o Te Rangī, from the deck of the Tory in 1839.

The eastern boundary was established by the kāinga at Mukamukaiti (east of Turakirae / Baring Head) on the stream of the same name. The takiwā includes the catchments of the Ōrongorongo, Wainuiomata, Te Awa Kairangi (Hutt) Rivers and Mākara Stream along with Te Whanganui a Tara and the three islands in the harbour. The western boundary was established at Pipinui Point and included the pā of Ngutu Kāka on the north-western side. It includes multiple pā sites, mahinga kai, urupā, marae, several awa, many prominent mouna and the harbour of Te Whanganui a Tara. There are a total of 51 known sites of occupation.

As ahi kā with primacy and presence in the Capital City of Aotearoa, our vision is to ensure that our uri maintain their place within the takiwā their tūpuna have occupied since the early 1820s to present day.

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 Rangihāeata 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 Tuarā Tapu o Te Rangihāeata 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 a Manono, Te Tatau o Te Pō Marae, Motutawa pā, Te Mako pā, Korokoro urupā, Te Puni pā, Te Korokoro o Te Mana, Waiwhetū marae, Ngutuihe pā, Pūharakeketapu, Ōwhiti 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 mounga, Te Awa Kairangi, Korokoro awa, Ōpahu/Ōkautū awa, Waiwhetū awa and a strong visual connection to significant motu (Mātiu, Mākaro and Mokopuna), Te Awa Kairangi and Te Whanganui a Tara which are prominent in pūrākau about the establishment of this takiwā (area).

The Waiwhetū stream and estuary are significant for Mana Whenua as a source of mahinga kai and the Waiwhetū Pā and Owiti Pā are two important pā on the awa. The estuary has indigenous biodiversity values and is one of very few inanga spawning sites in Wellington Harbour. The catchment is also highly valued by the local community and has had considerable investment in restoration in recent years.

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
<b>Mana Whenua sites of significance and cultural narratives</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Celebrating Māori culture and Mana Whenua pūrākau, history, cultural narratives and design motifs.</li> <li>Protecting a wider range of sites of significance.</li> <li>Expressing cultural narratives and pūrākau in more places.</li> <li>Utilising cultural narratives and knowledge in public space development and planning.</li> </ul>
<b>Recognition of diverse cultural identities in the built environment</b>	<ul style="list-style-type: none"> <li>Recognising the distinctive cultural identity and diversity of local communities throughout the city.</li> </ul>	<ul style="list-style-type: none"> <li>Strengthening the distinct character, cultural identity and history of local communities in public places through public art, signage (including bilingual), placemaking and other initiatives.</li> </ul>
<b>Vulnerability of cultural sites</b>	<ul style="list-style-type: none"> <li>Recognising that many sites of significance to Mana Whenua are situated within high-risk coastal areas, raising concerns about their resilience and preservation.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Kaitiakitanga</b>	<ul style="list-style-type: none"> <li>Recognising the role of Mana Whenua as a kaitiaki needs to be demonstrated in Council work programmes.</li> <li>Recognising that many sites of significance have been built over and urbanised.</li> </ul>	<ul style="list-style-type: none"> <li>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"> <li>Awa</li> <li>Maunga</li> <li>Moana</li> <li>Māra kai, representing the importance of affordable kai.</li> <li>Access to te taiao, education, health, youth support and mauri ora initiatives to provide whanau support.</li> </ul> </li> <li>Opportunity to recognise the above sites and re-establish sites when possible.</li> </ul>

## 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%.<sup>32</sup>

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.

<sup>32</sup> Hutt City Emissions Inventory 2021-22

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 active fault line (the Wellington fault) running through it and a number of 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), vertical land movement, 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.



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

	Key Challenges	Opportunities
<b>Net Zero emissions</b>	<ul style="list-style-type: none"> <li>Recognising that we need to curb our emissions to help slow down the rate of change in our climate.</li> </ul>	<ul style="list-style-type: none"> <li>Adopting low carbon transport modes.</li> <li>Switching to electric vehicles.</li> <li>Supporting new buildings to use electricity for cooking and heating instead of gas.</li> <li>Reducing waste.</li> </ul>
<b>Sea level rise</b>	<ul style="list-style-type: none"> <li>Recognising that sea level rise is projected at a range between 1.55m – 1.94m by 2130.<sup>33</sup> This will directly impact coastal and low-lying areas such as Petone, Alicetown, Mōera, Eastbourne and Seaview.</li> <li>Recognising vertical land movement and in particular subsidence as exacerbating current trends of sea level rise for Lower Hutt.</li> </ul>	<ul style="list-style-type: none"> <li>Preparing a Climate Adaptation Plan so we can respond to the increasing risks.</li> </ul>
<b>Surface flooding (from rain events and storm events)</b>	<ul style="list-style-type: none"> <li>Recognising that some areas like the Eastern Bays and Waiwhetū are already prone to flooding.</li> </ul>	<ul style="list-style-type: none"> <li>Continuing to invest in upgrades to our stormwater network.</li> <li>Adopting “sponge city” approaches in reserves and streets to reduce surface flooding</li> </ul>
<b>Salination of the aquifer</b>	<ul style="list-style-type: none"> <li>Noting that sea level rise creates pathways for saltwater to enter our aquifer and could compromise the quality of our drinking water.</li> </ul>	<ul style="list-style-type: none"> <li>Minimising deep building foundations and other works below ground in the vicinity of the aquifer, especially near boreholes.</li> <li>Reducing our water take from the aquifer, especially during dry spells. Water meters could support this.</li> </ul>
<b>Slips in hilly areas</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Encouraging housing growth in areas with good resilience, multiple access points and flat terrain.</li> </ul>
<b>Land use distribution helps reduce emissions</b>	<ul style="list-style-type: none"> <li>Recognising that where housing is built impacts how people travel and that development in remote areas are linked to higher emissions.</li> </ul>	<ul style="list-style-type: none"> <li>Enabling housing growth on the Valley Floor near train stations, frequent bus services and where the flat topography supports walking and cycling.</li> </ul>
<b>Natural hazards</b>	<ul style="list-style-type: none"> <li>Recognising that Lower Hutt is prone to natural hazards, including a major fault line running through it.</li> </ul>	<ul style="list-style-type: none"> <li>Ensuring natural hazards are identified and mitigated proactively in all future developments.</li> </ul>

<sup>33</sup> NIWA Report 2023: [Coastal inundation and sea level rise assessment for the Hutt City District 2023](#). Also refer to Lower Hutt's District Plan [section on Coastal Environment](#).

# 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 biodiversity<sup>34</sup> 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.

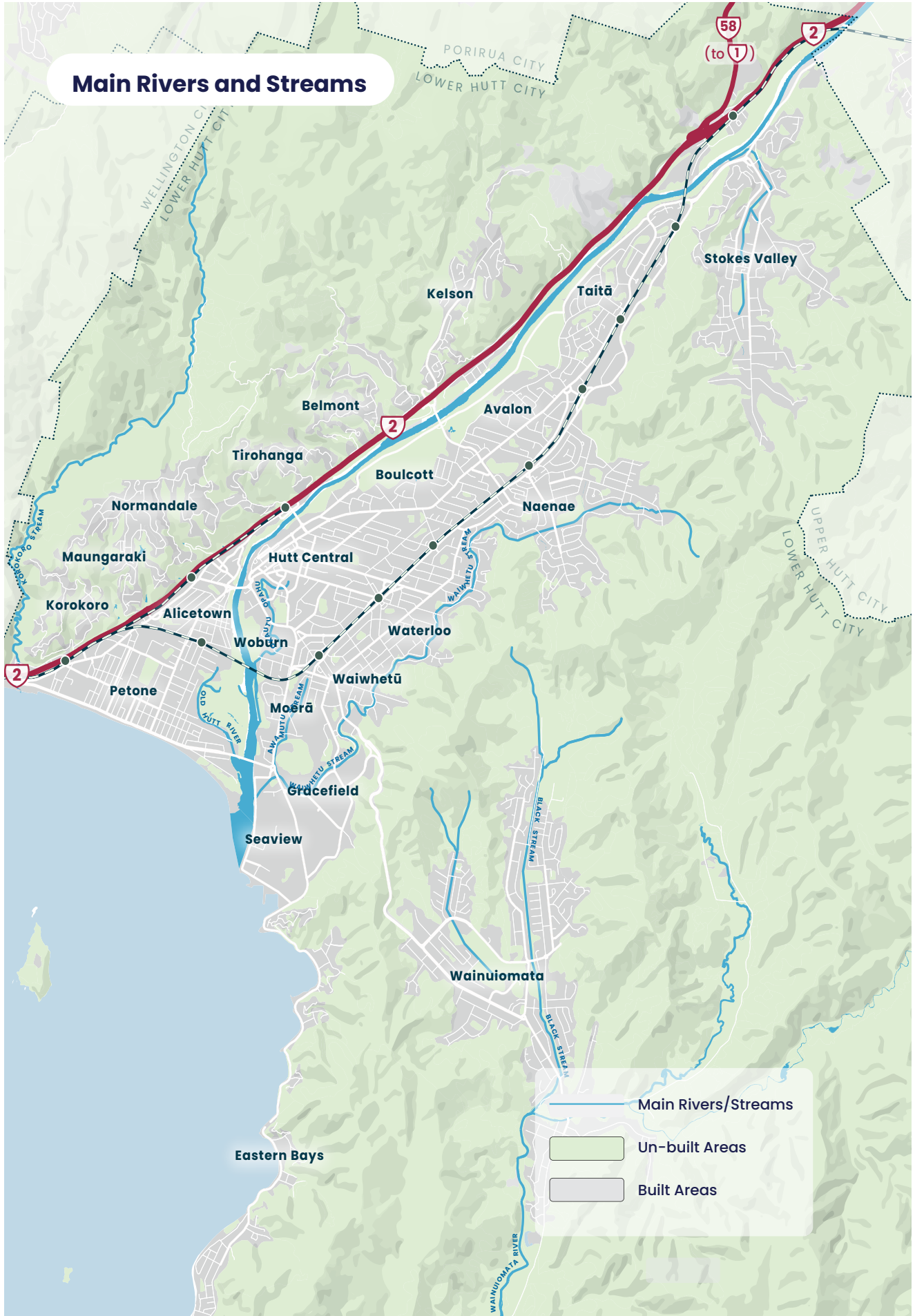
Greater Wellington Regional Council oversees management of the regional parks and flood management for Te Awa Kairangi Hutt River and key tributaries.<sup>35</sup> Upper Hutt City Council is involved in the management of reserves and upstream catchments that flow downstream into Lower Hutt catchments. We work with the regional council and our neighbours to manage our rivers and bush-clad hills.

<sup>34</sup> Rautaki Kanorau Koiara Taketake Indigenous Biodiversity Strategy 2023

<sup>35</sup> 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
<b>Changing community expectations of open spaces and recreation facilities</b>	<ul style="list-style-type: none"> <li>• Recognising that as communities grow and change over time local recreation facilities or open spaces may need to change to effectively meet community needs.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Locating open space in the right places, including offering residents a variety of options in terms of location and scale.</li> <li>• Aligning open space and recreation investment with growth areas to ensure equitable and convenient access for residents.</li> </ul>
<b>Gaps in provision of open spaces</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Recognising the low amenity for workers in the Seaview and Gracefield areas.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>Environmental degradation and biodiversity loss</b>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>	<ul style="list-style-type: none"> <li>• Supporting revegetation to provide habitats for our birds and insects.</li> <li>• Prioritising enhancement of waterways and wetlands, including regeneration of suburban streams like Awamutu, Waiwhetū, Stokes Valley and Black Creek.</li> </ul>
<b>Using natural systems to enhance resilience</b>	<ul style="list-style-type: none"> <li>• Noting that many open spaces are part of our flood management network and located in areas unsuitable for housing and other types of buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Using of “sponge city” / water sensitive design measures (for example, constructed wetlands, rain gardens and swales) to improve water quality and reduce flooding.</li> <li>• Enhancing urban tree cover to reduce the effect of warmer summers.</li> </ul>
<b>Poor access to reserves</b>	<ul style="list-style-type: none"> <li>• Recognising that not everyone has convenient access to nature and recreational amenities.</li> </ul>	<ul style="list-style-type: none"> <li>• Enhancing access to open spaces.</li> <li>• Introducing natural features in the urban environment (e.g. green corridors, street trees).</li> </ul>

	Key Challenges	Opportunities
Stewardship and management of reserves and river catchments	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Supporting and promoting environmental stewardship initiatives that provide opportunities for community engagement and participation (e.g., tree planting program, restoration projects).</li> </ul>
Limited local food production	<ul style="list-style-type: none"> <li>Recognising that we produce little of the food we consume.</li> </ul>	<ul style="list-style-type: none"> <li>Having spaces for growing food can provide an attractive complement to living in apartments or on smaller sections.</li> </ul>





## 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 five 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
<b>Strategic investment to respond to multiple challenges</b>	<ul style="list-style-type: none"> <li>Recognising the need to plan community facilities to make best use of our existing facilities.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Meeting the demand from increased population, changing needs and new activities</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Buildings vulnerable to natural hazards and seismic risks</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Developing and implementing a holistic approach to revitalising community spaces and facilities to ensure their relevance, resilience and sustainability into the future.</li> </ul>
<b>Develop new models and partnership approaches to deliver facilities</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Recognising that links between Marae and community have dwindled.</li> </ul>	<ul style="list-style-type: none"> <li>Working in partnership with others, including iwi, schools and private owners to create more capacity for public use of their facilities.</li> <li>Council has an opportunity to support revitalisation of local Marae as community spaces.</li> </ul>



# Āpitihianga 2: Kaputaka

## Appendix 2: Glossary

<b>Central City</b>	See Hutt Central
<b>City Centre</b>	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.
<b>Eastern Bays</b>	Include Lowry Bay, Māhina Bay, Days Bay and Eastbourne.
<b>Hutt Central</b>	A suburb of Lower Hutt which includes the Central Business District and land generally located between the river and Waterloo, up to the hospital.
<b>Neighbourhoods and Centres</b>	They are defined by the extent of the Metropolitan and Local Centre zones within the Draft District Plan.
<b>Urban neighbourhood</b>	Non-rural neighbourhoods.
<b>Suburbs</b>	They are defined by the NZ Suburbs and Locality layer provided by LINZ.
<b>Valley Floor</b>	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.
<b>Western Hills</b>	Comprises Korokoro, Maungaraki, Normandale, Tirohanga, Belmont and Kelson.
<b>Te Wai Takamori o Te Awa Kairangi (formerly RiverLink)</b>	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

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

# Āpitianga 3: Ngā tohutoro

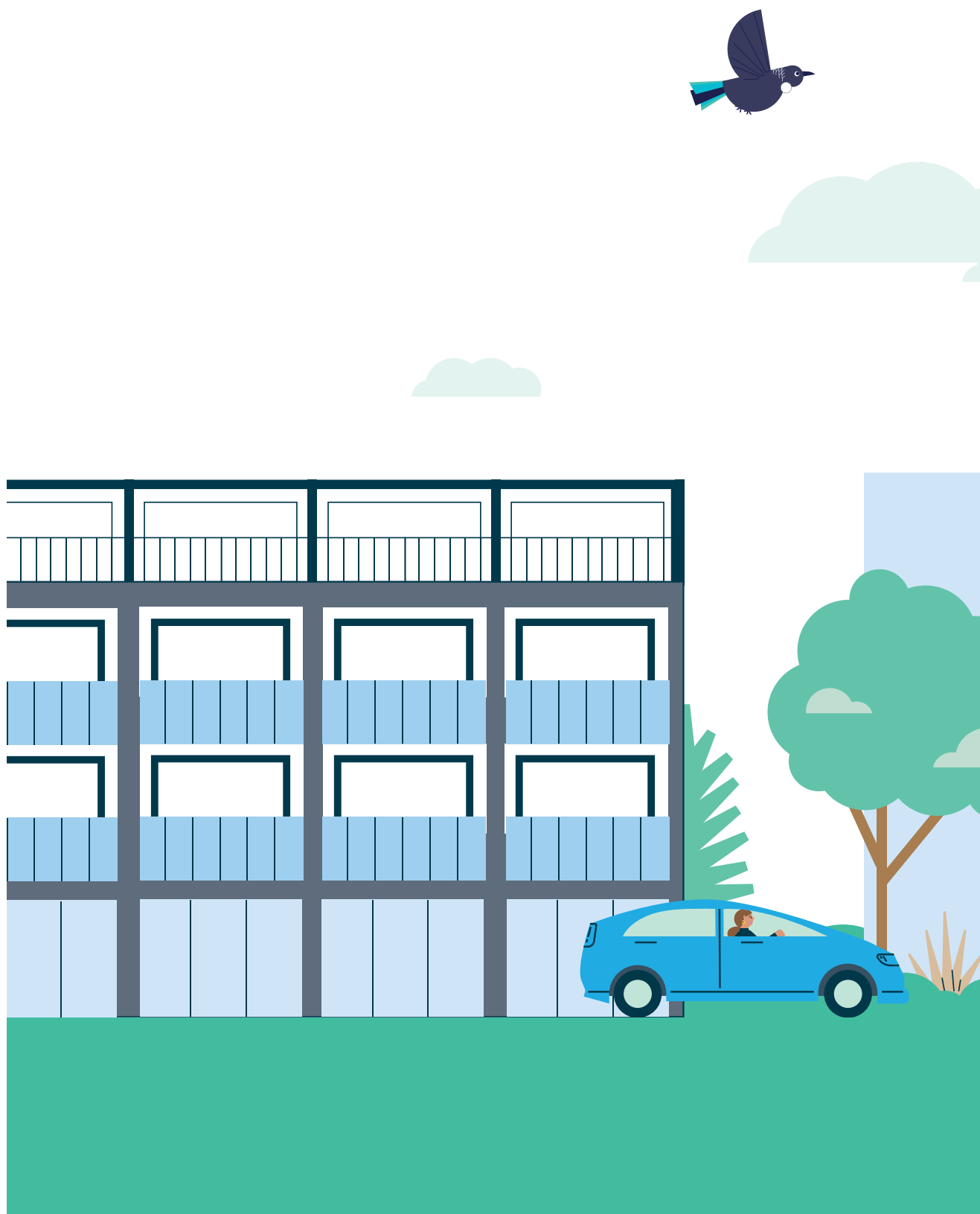
## Appendix 3: Reference documents

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  
 Indigenous Biodiversity Strategy 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 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









**TO:** Chair and Members



District Plan Review Committee

**FROM:** Vanessa Gilmour, Democracy Advisor

**DATE:** 21 May 2025

**SUBJECT:** DISTRICT PLAN REVIEW COMMITTEE FORWARD  
PROGRAMME 2025

### **Purpose of Memorandum**

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

### **Recommendation**

That the Committee receives and notes the Forward Programme for the District Plan Review Committee for 2025, attached as Appendix 1 to the memorandum.

### **Background**

2. The Terms of Reference for the Committee require 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 2025 is attached as Appendix 1 to the report.
4. The Forward Programme for 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**

No.	Title	Page
1	Appendix 1 - District Plan Review Committee Work Programme 2025	125

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**Approved By:** Kathryn Stannard, Head of Democratic Services

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

Description	Author	4 Sep 2025
District Plan Review update	Head of Planning	✓

*Submissions on the Proposed District Plan closed on 2 May 2025. Council will be publishing a summary of submissions in early June. This will be followed by a further submissions period. An update on the submissions received and the overall process can be provided to the District Plan Review Committee at the September meeting.*